PLANNING COMMISSION

Wednesday, February 9, 2022
7:00 PM
Meeting No. 03-2022

AGENDA

Suzan Pitman, Chair
Sam Pearson Andrea Nuñez
John Tyner, II

Jim Wasilak, Staff Liaison
Nicholas Dumais, Senior Assistant City Attorney

Virtual meeting via WebEx
Watch LIVE on Comcast Cable Rockville Channel 11
and online at www.rockvillemd.gov
See page 3 for more information

1. Briefing

   A. Briefing on Project Plan PJT2022-00014, an Application to Amend the
      Existing Preliminary Development Plan (PDP2004-00009) for Twinbrook
      Commons to Permit Construction of a 440-Unit Multi-Family
      Residential Building with 5,870 Square Feet of Ground Floor Retail,
      Located Partially Within the Twinbrook Commons Planned
      Development, at 1800 and 1818 Chapman Avenue and a Portion of
      1700 Chapman Avenue, in the PD-TC and MXTD Zones; Washington
      Metropolitan Area Transit Authority (WMATA) and Hines, Applicants

2. Commission Items

   A. Staff Liaison Report

   B. Old Business

   C. New Business
D. Minutes Approval

E. FYI/Correspondence

3. Adjourn
PLANNING COMMISSION ONLINE MEETING and PUBLIC HEARING PROCEDURES

I. Meeting Platform: WebEx
   A. Applicant Access: Provided by Planning and Development Services/IT
   B. Access for Oral Testimony and Comment: Provided by PDS/IT (see below)

II. Pre-Meeting Preparations/Requirements:
   A. Written Testimony and Exhibits –
      Written testimony and exhibits may be submitted by email to Jim Wasilak, Staff Liaison to the Planning Commission, at jwasilak@rockvillemd.gov, or by mail to:

      Suzan Pitman, Chair
      Rockville Planning Commission
      111 Maryland Avenue
      Rockville, MD 20850

      and must be received no later than nine (9) days in advance of the hearing in order to be distributed with the Planning Commission briefing materials.

      Written testimony and exhibits received after this date until 4:00 pm on the day before the hearing will be provided to the Planning Commission by e-mail.

   B. WebEx Orientation for Applicants

      Applicants must contact the planning case manager assigned to the Application no later than five (5) days in advance of the hearing in order to schedule WebEx orientation, which must be completed prior to the hearing.

   C. Oral Testimony by Applicants and the Public

      i. Applicants – Applicants must provide to the planning case manager a list of presenters and witnesses who will testify on behalf of the Application. The list must be provided to the PDS Staff project manager no later than five (5) days prior to the date of the hearing.

      ii. Public Testimony/Comment on an Application – Any member of the public who wishes to comment on an Application must submit their name and email address to the Staff Liaison to the Planning Commission Jim Wasilak (by email at jwasilak@rockvillemd.gov) no later than 9:00 am on the day of the hearing to be placed on the testimony list. Members of the public who

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...
seek technical assistance from City staff must submit their name and email address to Jim Wasilak no later than two (2) days in advance of the hearing so that an orientation session may be scheduled.

If a member of the public is unable to meet the deadline to be placed on the testimony list, they can submit written testimony to the Staff Liaison to the Planning Commission by email to jwasilak@rockvillemd.gov.

III. Conduct of Online Meeting and Public Hearing:

A. Rules of Procedure –
   The Meeting and Public Hearing will be held in accord with the Planning Commission Rules of Procedure, including the order of testimony and applicable time limits on testimony. The Rules may be viewed here: https://www.rockvillemd.gov/DocumentCenter/View/2023/Planning-Commission---Rules-of-Procedure?bidId=

B. Oral Testimony –
   During the hearing, the Chair will sequentially recognize each person on the testimony list and ask the host to allow the speaker to speak. Each speaker must wait to be specifically recognized by the Chair before speaking.
   If during the hearing a party wishes to speak or a speaker wishes to request the opportunity to engage in cross-examination following specific testimony, the party must contact the Staff Liaison/Host by email at jwasilak@rockvillemd.gov or by text at (202) 839-0305 with the specific request. The Host/Staff Liaison will inform the Commission. The Chair will determine if the party may be heard.

C. Continuance of Hearing –
   The Planning Commission, at its discretion, reserves the right to continue the hearing until another date.
HELPFUL INFORMATION FOR STAKEHOLDERS AND APPLICANTS

I. GENERAL ORDER OF SESSION FOR DEVELOPMENT APPLICATIONS
   1. Staff presentation
   2. City Board or Commission comment
   3. Applicant presentation (10 min.)
   4. Public comment (3 min, or 5 min for the representative of an association)
   5. Planning Commission Discussion and Deliberation
   6. Decision or recommendation by vote

The Commission may ask questions of any party at any time during the proceedings.

II. PLANNING COMMISSION BROADCAST
   • Watch LIVE on Comcast Cable Rockville Channel 11 and online at: www.rockvillemd.gov
   • Replay on Comcast Cable Channel 11:
     o Wednesdays at 7:00 pm (if no live meeting)
     o Sundays at 7:00 pm
     o Mondays, Thursdays and Saturdays at 1:00 pm
     o Saturdays and Sundays at 12:00 am (midnight)
   • Video on Demand (within 48 hours of meeting) at: www.rockvillemd.gov/VideoOnDemand.

III. NEW DEVELOPMENT APPLICATIONS
    • For a complete list of all applications on file, visit: www.rockvillemd.gov/DevelopmentWatch.

VI. ADDITIONAL INFORMATION RESOURCES
    • Additional resources are available to anyone who would like more information about the planning and development review process on the City's web site at: www.rockvillemd.gov/cpds.

Maryland law and the Planning Commission's Rules of Procedure regarding ex parte (extra-record) communications require all discussion, review, and consideration of the Commission's business take place only during the Commission's consideration of the item at a scheduled meeting. Telephone calls and meetings with Commission members in advance of the meeting are not permitted. Written communications will be directed to appropriate staff members for response and included in briefing materials for all members of the Commission.
SUBJECT: Briefing on Project Plan PJT2022-00014, an Application to Amend the Existing Preliminary Development Plan (PDP2004-00009) for Twinbrook Commons to Permit Construction of a 440-Unit Multi-Family Residential Building with 5,870 Square Feet of Ground Floor Retail, Located Partially Within the Twinbrook Commons Planned Development, at 1800 and 1818 Chapman Avenue and a Portion of 1700 Chapman Avenue, in the PD-TC and MXTD Zones; Washington Metropolitan Area Transit Authority (WMATA) and Hines, Applicants

RECOMMENDATION (Include change in law or Policy if appropriate in this section): Hold the briefing and allow the Applicant the opportunity to present the proposed development.
Overview

Case: Twinbrook Commons – Project Plan PJT2022-00014

Location: 1800 and 1818 Chapman Avenue and a portion of 1700 Chapman Avenue

Staff: Nelson Ortiz, Principal Planner
Planning and Development Services
240.314.8227
nortiz@rockvillemd.gov

Applicants: Washington Metropolitan Area Transit Authority ("WMATA") and Hines

Filing Date: November 17, 2021

Discussion

Washington Metropolitan Area Transit Authority and Hines (the “Applicants”) propose a project that includes a mixed-use building, a relocated bus loop, as well as a change of use to “transit facilities and open space” at 1800 and 1818 Chapman Avenue and a portion of 1700 Chapman Avenue. In order to allow this project as proposed, an amendment to the Twinbrook Commons Planned Development ("PD") is required pursuant to Section 25.14.07 of the Zoning Ordinance. The PD was initially approved by the Mayor and Council by Resolution No. 9-05 and, under that approval, the concept plan authorized a one-story non-residential building, a 13-story office building, and a six-to-nine-level structured parking garage on the site of the proposed amendment.

Per Section 25.14.17, PD amendments require the filing of a Project Plan amendment application. In accordance with Section 25.07.07 of the Zoning Ordinance, the Mayor and Council and Planning Commission are required to be briefed on project plan applications. The purpose of this briefing is for the Applicants to inform officials about the proposal, including a
project overview and review schedule. The Planning Commission will have an opportunity to make a recommendation on the application at a future meeting. Should Mayor and Council ultimately approve the amendment to the PD and Project Plan, the Planning Commission will consider a site plan for the development project at a future meeting.

**Project Details**
The proposed project plan area, outlined in red below, contains a portion of the larger PD area (designated with the gray dashed line). The property within the PD is owned by WMATA. The Project Plan also includes 1800 and 1818 Chapman Avenue, which are identified with red hash and labeled “Private ownership lot” in the exhibit below. This private portion included in the project plan application in order to allow evaluation of the entire proposed development since the City will be tasked with making a determination on whether the proposal meets the adequate public facilities standards and other requirements as part of the project plan process.

Exhibit 1. PD Amendment Site Plan
The portion of the PD within the project plan is approximately 3.88 acres and is a component of the larger 26.49-acre Twinbrook Commons development. It is zoned PD-TC (Planned Development – Twinbrook Commons), with the assigned equivalent zone of MXTD (Mixed-Use Transit District). It is located to the northeast of the Chapman Avenue and Thompson Avenue intersection. To the site’s immediate east and north are WMATA’s Twinbrook Metro Station facilities, to the south (across Thompson Avenue) is the Escher mixed-use development, and to the west of the site (across Chapman Avenue) is the Galvan at Twinbrook mixed-use development. The site is located west of the Twinbrook Metro Station entrance and rail line, on the western edge of the Twinbrook Commons Planned Development.

If the PD amendment is approved, Hines will then assemble 1800 and 1818 Chapman Avenue (“Private Ownership Lot”) together with a portion of the amendment area to construct a mixed-use building. The building is proposed on an approximately 2.24-acre portion of the project plan area. The building will rise 120 feet and feature approximately 440 multi-family residential units (including 15% moderately priced dwelling units), a 5,075 SF ground floor retail space, a residential amenity space, a 437-space parking garage, and a 7,800 SF green roof/courtyard on the building’s third level. A new access point into the existing bus loop operated by WMATA and serving the Twinbrook Metro Station will be constructed east of the building. The remaining portion of the project plan area will be left for transit facilities and open space.

The adequate public facilities approvals for the PD have expired. The proposed Project Plan will require a finding of adequate public facilities for the portion of the PD within the project plan area only. For any future development within the remainder of the PD to move forward, an updated finding of adequate public facilities will be required.

**Comprehensive Planning**

The City of Rockville’s Comprehensive Plan, Rockville 2040 (“the 2040 Plan”) [https://www.rockvillemd.gov/200/Comprehensive-Plans](https://www.rockvillemd.gov/200/Comprehensive-Plans), includes goals, policies and actions that support development of this nature near transit assets and specifically near the Twinbrook Metro Station.

- The Plan’s Goal 3 (p. 27) of the Land Use Element is to “Integrate land use and transportation planning to maximize the value of Rockville’s transportation assets.”
- Policy 10, which is within Goal 3, is to “Enhance Rockville Pike’s market position as a premier shopping area, supported by residential uses and plan for additional growth near the Twinbrook Metro Station.”
- Action 10.1, which implements policy 10, is “Continue to develop the Twinbrook Metro Station area and south Rockville Pike as a major activity and growth center.”
- The Land Use designation for these properties reflects these Plan provisions, and is OCRM (Office, Commercial, and Residential mix), as shown on p. 33 of the Plan.

The proposal also falls within the 2016 Rockville Pike Neighborhood Plan (“2016 Pike Plan”), which can be found at [https://www.rockvillemd.gov/201/Neighborhood-Plans](https://www.rockvillemd.gov/201/Neighborhood-Plans). The Pike Plan acknowledges the Planned Development for the WMATA-owned property. It also sets policy for
the “Core” area where this proposed development would take place (see the map at p. 4-22 of the Pike Plan).

• On p. 26, the Pike Plan states that “Taller buildings are acceptable in the Core, close to the Twinbrook Metro Station where strong potential exists for creating the type, intensity and mix of uses that serve and promote transit.”

Both plans also call for the creation of at least one publicly accessible park in this area. Action 10.3 (p. 32) of the 2040 Plan states “Plan for new park amenities and other infrastructure to support the population increases in the Twinbrook Metro Station area.” The Planning Area 9 section provides a brief discussion as Project 3 (p. 352), which states:

• “A future public park is recommended in the general location where a green asterisk is placed alongside this project label on the Land Use Policy Map of Figure 66 (p. 351). The asterisk indicates the City’s intention to establish a public park in this vicinity, either by means of land dedication as part of a development project, purchase, land swap, or some other method, to serve existing residents and worked as well as expected population and employment growth in the south Rockville Pike area.”

• P. 4-36 of the Pike Plan also establishes a policy to “Provide Parks” and provides a discussion on this topic on pages 4-36 and 4-37. Page 4-37 includes the statement “A goal of this plan is for there to be at least one park on each side of the Pike in the South…”

There are currently no parks in this area, and the need for parks will only continue to grow as redevelopment occurs and the number of people living and working in the Rockville Pike corridor and Twinbrook Metro Station area increases. WMATA and the City have been working together to plan a park/plaza at the entrance to the Twinbrook metro station. If this project plan application/PD amendment is approved, this approximately 2.68-acre area will be classified for transit facilities and open space as shown on the exhibit above. During the pre-application meeting process, City staff worked closely together with Hines to incorporate the public use space for the project just across the bus loop from the proposed park/plaza, with the intention that this public use space will complement the future park/plaza.

Public Notification and Engagement

Notifications of the Project Plan application and this Planning Commission briefing were made consistent with City Code requirements. In addition, the Applicant held a pre-application area meeting on April 19, 2021 (seven community members were in attendance) and a post-application area meeting on December 2, 2021 (six community members were in attendance). As a result of the discussion and feedback from the meetings, the Applicant made some revisions to the project plan proposal that include the addition of the “transit facilities and open space” area and the siting of the proposed building.
As of the date of this report, staff has received one email from the public, attached for reference. The email cites concerns with the proposed parking waiver and reduction in Metro facilities, including the bus lane and WMATA land.

**Boards and Commissions Review**

In accordance with Section 25.07.07.6. of the Zoning Ordinance, the Mayor and Council will be briefed on the proposal following this Planning Commission briefing. The purpose of the briefing is for the applicant to inform officials about the proposal, including a project overview and review schedule.

**Next Steps**

The Mayor and Council will receive a briefing on the development proposal. Following the Mayor and Council briefing, the applicant is encouraged to make any revisions to the proposal as needed, pursuant to comments received at the briefing sessions. Such plan revisions will be made before the request is scheduled for consideration by the Planning Commission at a regularly scheduled meeting. The Planning Commission must review the Project Plan application, as revised, at a public meeting and provide an opportunity for public comment. After its review, the Commission shall prepare and transmit its comments and recommendation on the application to the Mayor and Council. Following the Commission review, the Project Plan application will be scheduled for a public hearing by the Mayor and Council. At this stage, the applicant is encouraged to revise plans based on comments and recommendations received from the Planning Commission. If directed by the Mayor and Council, the applicant must hold another area meeting and receive comments on the proposed plan. Upon hearing all such evidence from the public hearing and area meeting, the Mayor and Council will render a final decision on the proposed Project Plan as an amendment to the Planned Development via adoption of a resolution, incorporating the findings as required by Section 25.07.01.b.2 of the Zoning Ordinance. If the application is approved, the Mayor and Council will establish a time period in which construction of the approved Project Plan must commence. Following Project Plan approval, the applicant would then submit an application to the Planning Commission for Site Plan approval.

**Attachments**

- Attachment 1.A.a: Aerial Map (JPG)
- Attachment 1.A.b: Zoning Map (JPG)
- Attachment 1.A.c: Concept Site Plan Documents (PDF)
- Attachment 1.A.d: Applicant Cover Letter (PDF)
- Attachment 1.A.e: Project Plan Application Form (PDF)
- Attachment 1.A.f: Twinbrook Commons PD Resolution No. 9-05 (PDF)
- Attachment 1.A.g: Public Comment (PDF)
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

TWINBROOK COMMONS
PROJECT PLAN AMENDMENT
4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 216NW06
TAX MAP: GQ63

Planning and Development Services
Received
10/22/2021
PJT2022-00014

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ON BEHALF OF THE WMATA
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WASHINGTON, DC 20001

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CONTACT: VALERIE LOPEZ

DRAWN BY:
DESIGNED BY:
DATE ISSUED:
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DATE
DRAWING NO.

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NAME: DOUGLAS KOESER, RLA, ISA
ASLA LICENSE NUMBER: 3861  EXP. DATE: JANUARY 24, 2022
ISA LICENSE NUMBER MA-4521A EXP. DATE: DEC. 27, 2021

PARKING GARAGE
RESIDENTIAL
AMENITY
RETAIL
EXISTING BUILDING
LOADING
GARAGE ENTRANCE
CHAPMAN AVENUE
BUIE AVENUE
NEW BUS LOOP ACCESS DRIVE
THOMPSON AVENUE
PARKING GARAGE
RESIDENTIAL AMENITY
RETAIL
NOT IN PROJECT SCORE
EXISTING BUILDING
TRANSFORMER VAULT
MICRO-BIORETENTION
MICRO-BIORETENTION
CHAPMAN AVENUE
THOMPSON AVENUE
BUIE AVENUE
NEW BUS LOOP ACCESS DRIVE
PARKING GARAGE
RESIDENTIAL AMENITY
RETAIL
NOT IN PROJECT SCORE
EXISTING BUILDING
TRANSFORMER VAULT
MICRO-BIORETENTION
MICRO-BIORETENTION

PACKET PG. 17
1. The subject site area is 3.15 acres.
2. The subject property is zoned MXTD as well as PD-TC (WMATA General Notes).
3. The property is located on WSSC Map 216NW06.

Proposed Planting Table

<table>
<thead>
<tr>
<th>Species</th>
<th>Type</th>
<th>Size</th>
<th>Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquidambar styraciflua</td>
<td>Deciduous</td>
<td>12.0' 600 Sqft MBF-4</td>
<td>22.0' 1,200 Sqft MBF-5</td>
</tr>
<tr>
<td>Taxodium ascendens</td>
<td>Evergreen</td>
<td>6.0' 1,000 Sqft MBF-1</td>
<td>12.0' 41.0' 7,800 Sqft Green Roof</td>
</tr>
</tbody>
</table>

**Non Native Invasive (NNI) Chart**

<table>
<thead>
<tr>
<th>Species</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Populus deltoides</td>
<td>DEC/PLA</td>
</tr>
<tr>
<td>Fraxinus americana</td>
<td>DEC/PLA</td>
</tr>
</tbody>
</table>

**Soils Table**

<table>
<thead>
<tr>
<th>Soil Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Well-drained sandy loam</td>
</tr>
<tr>
<td>B1</td>
<td>Clay loam</td>
</tr>
<tr>
<td>C1</td>
<td>Silt loam</td>
</tr>
</tbody>
</table>

**Legend**

- Non Native Invasive Plant List
- Prop. Ornamental Tree
- Prop. Concept Tree
- Prop. Cut and Carry Tree
- Prop. - Residential Tree
- Critical Root Zone
- Significant Tree
- Significant Tree Replacement Required
- Critical Area
- Site Limits of Disturbance
- LOT 6
- Block 4
- Tax Act No.
- Tax Parcel No.
- Plat No.
- Scale: 1" = 2000'

**Address:**
Hines Conceptual Construction Group
Maryland
1200 East Pratt Street, Suite 1200
Baltimore, MD 21292

**Prepared By:**
Valerie Lopez
Hines Real Estate Company
Cameron Christian
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EXISTING TO
REMAIN
THOMPSON AVENUE
CHAPMAN AVENUE
100.0'
100.0'
12.4'
12.4'
11.0'
11.0'
22.1'
22.8'
24.0'

R30'
R30'
R75'
R25'
R30'

NORTH
0 15' 30' 60'

SCALE: 1" = 30'

PRE-APPLICATION
SITE PLAN
FIRE ACCESS
PLAN

FDA-1
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VIKA MARYLAND, LLC
SCALE: 1" = 2000'
VICINITY MAP
SCALE: 1" = 2000'
VICINITY MAP

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DULY LICENSED PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MARYLAND.
NAME: JASON A. EVANS
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CONTACT: VALERIE LOPEZ

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DESIGNED BY:
DATE ISSUED:
SHEET NO.

REVISIONS
DATE
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NO.

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RALEIGH, NC 27603
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CONTACT: BENJAMIN BOYD

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Planning and Development Services
Received
10/22/2021
PJT2022-00014

PRE-APPLICATION STORMWATER MANAGEMENT CONCEPT
SMC#: SMCXXXX-XXXXX
TWINBROOK HINES
4TH ELECTION DISTRICT ROCKVILLE
MONTGOMERY COUNTY, MARYLAND

STORMWATER MANAGEMENT CONCEPT GENERAL NOTES

1. The information and materials herein are generated solely for the purpose of permitting review
   by officials and for planning and design purposes.
2. This document and all its contents are visually shown as being located in the vicinity of
   the TWINBROOK HINES area of ROCKVILLE.
3. No land use, zoning, development, or site plans are to be executed by any party without
   prior written consent from the appropriate agency.

NOTE: THIS PLAN IS FOR STORMWATER MANAGEMENT ONLY
EXISTING TO REMAIN
LEVEL 3 COURTYARD
7,800 Sqft Green Roof
325' x 26' UNDERGROUND STORAGE BASIN
8,450 Sqft
MBF-2
1,000 Sqft
MBF-7a & 7b
154 Sqft
MBF-6
780 Sqft
MBF-1
600 Sqft
MBF-4
1,000 Sqft
MBF-5
1,200 Sqft
MBF-3
1,000 Sqft
MBF-8(a-c) 270 Sqft
DA TO MBF-1
18,000 Sqft
DA TO MBF-3
12,600 Sqft
DA TO MBF-2
15,300 Sqft
DA TO MBF-8(a-c)
4,500 Sqft
DA TO MBF-6
7,500 Sqft
DA TO MBF-4
20,000 Sqft
DA TO MBF-5
14,130 Sqft
DA TO MBF-7a & 7b
2,800 Sqft

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TWINBROOK COMMONS
PROJECT PLAN AMENDMENT
4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 216NW06
TAX MAP: GQ63

NOTE: THIS PLAN IS FOR STORMWATER MANAGEMENT ONLY

VTM-00542
1A.C
PRE-APPLICATION STORMWATER MANAGEMENT CONCEPT DRAINAGE AREA MAP

Planning and Development Services
Received
10/22/2021
PJT2022-00014
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.

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.

NAME: JASON A. EVANS
LICENSE No.: 39885
EXPIRATION DATE: JANUARY 16, 2023

DRAWN BY:
DESIGNED BY:
DATE ISSUED:
SHEET NO.

REVISIONS
DATE
DRAWING NO.

VIKA
PROJECT
VM50024

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November 16, 2021

Via Email (pds@rockvillemd.gov)
Mr. James Wasilak
Chief of Zoning, City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Application for a Project Plan for 1800 and 1818 Chapman Avenue, and a Portion of 1700 Chapman Avenue, City of Rockville

Dear Mr. Wasilak:

On behalf of Hines (the “Applicant”), please find enclosed an application for a Project Plan (the “Project Plan”) for 1800 and 1818 Chapman Avenue, and a portion of 1700 Chapman Avenue, submitted pursuant to Section 25.07.07 of the City of Rockville (the “City”) Zoning Ordinance (the “Zoning Ordinance”). As described in further detail below, it is only due to the inclusion of a portion of the WMATA-owned 1700 Chapman Avenue site, which is zoned Planned Development, Twinbrook Commons (“PD-TC”), in the proposed redevelopment with the 1800 and 1818 Chapman Avenue assemblage, that necessitates submission of this Project Plan. However, because the Project, as defined below, and its proposed new building will straddle the 1800 and 1818 Chapman assemble and the adjacent portion of the 1700 Chapman Avenue site, it is impossible to ignore the western portion of the Project/new building that is not technically subject to the Project Plan, and only address the eastern half of the Project/new building that is technically subject to the Project Plan. The Applicant had, therefore, previously referenced the western portion of the Project/new building in the Project Plan materials for contextual purposes only. However, at the request of City Staff per their comments dated November 2, 2021, the Applicant has agreed to include the western portion of the Project/new building in the Project Plan, for ease of review by City Staff and the deciding bodies. This revised cover letter and accompanying plans are being submitted pursuant to City Staff’s request. We also note that the entirety of the Project’s proposed new building will be more specifically addressed by and subject to the forthcoming Level 2 Site Plan.

In addition, and again as discussed in further detail below, the Applicant had submitted for a Pre-Application Meeting (PAM2021-00130) on March 8, 2021. As part of the PAM review processes with the City, the City determined that it could not permit amendment of only that portion of the PD-TC (in other words, that portion of 1700 Chapman Avenue) that is included in the Project, but rather that the entirety of Block B (as defined in Preliminary Development Plan No. PDP2004-0009, discussed below) of the PD-TC would need to be amended as part of the Project Plan. However, Block A would not need to be amended, nor would any of the PD-TC located on the east side of the Metro Station, and therefore this Project Plan does not apply to either of those areas.

As a result, the property that is the subject of this Project Plan is that portion of 1700 Chapman Avenue that is identified as Block B of the PD-TC (the “Amendment Area”), described further below, plus
the 1800 and 1818 Chapman assemblage, also defined below. The purpose of this Project Plan is to support and expedite delivery of the Applicant’s Project, as defined below. WMATA reserves the right to pursue future amendments to Preliminary Development Plan No. PDP2004-0009 for other portions of the PD-TC as needed to accelerate development or pursue other site improvements identified in the Rockville 2040 Comprehensive Plan.

INTRODUCTION

The Applicant proposes to assemble 1800 and 1818 Chapman Avenue and a portion of the Amendment Area owned by the Washington Metropolitan Area Transit Authority (“WMATA”) in order to construct an approximately 437-unit multifamily residential project with approximately 5,075 square feet of ground floor retail (the “Project”). Currently, Hines is the contract purchaser of the 1800 and 1818 Chapman Avenue parcels (collectively, the “1800 Chapman Assemblage”), comprised of approximately 45,797 net square feet of area (after required right-of-way dedication), identified as Block 4, Lots 2, 3, 4, 5, and 6 of the Halpine subdivision recorded in Plat Book B, Page 28 of the Land Records of Montgomery County, Maryland (the “Land Records”). 1700 Chapman Avenue (“1700 Chapman”) is identified as Block B, Lot 1 of the Twinbrook Station subdivision on a record plat recorded in the Land Records at Plat No. 23781. While 1700 Chapman is approximately 359,016 square feet in size, the Amendment Area is comprised of approximately 169,076 gross square feet.

The 1800 Chapman Assemblage is located immediately adjacent to 1700 Chapman, which serves the Twinbrook Metro Station. An approximately 51,683 net square-foot portion (after required right-of-way dedication) of the Amendment Area is proposed to be purchased by the Applicant for inclusion in the Project (the “Applicant Purchase Site”). The remainder (the “Transit Facilities and Open Space”), comprised of approximately 116,734 net square feet, is currently transit facilities and open space.

A summary of the various land areas follows, for ease of reference:

<table>
<thead>
<tr>
<th>Property Description</th>
<th>Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amendment Area (owned by WMATA)</td>
<td>169,076 gsf</td>
</tr>
<tr>
<td>Applicant Purchase Site</td>
<td>51,683 nsf</td>
</tr>
<tr>
<td>Transit Facilities and Open Space</td>
<td>116,734 nsf</td>
</tr>
</tbody>
</table>

1 This is a net square footage figure, after approximately 3,381 square feet of right-of-way dedication along Chapman Avenue.
2 This is a net square footage figure, after approximately 428 square feet of right-of-way dedication along Thompson Avenue, and approximately 96 square feet of right-of-way dedication along Chapman Avenue.
3 This includes approximately 135 square feet of encroachment onto the Amendment Area that Hines does not propose to purchase from WMATA.
4 See Footnote 2.
Thus, the Applicant is partnering with WMATA on this joint redevelopment effort in order to accomplish four goals:

1. Replace the existing stormwater management pond currently located on the Amendment Area with an on-site stormwater management vault.

2. Build a new access point into the bus facilities at Twinbrook Metro Station in anticipation of a possible future reconfiguration of the bus loop.

3. Reclassify the Amendment Area’s proposed parking garage as shown in Preliminary Development Plan No. PDP2004-0009 to allow multi-family residential uses with parking on-site/within its footprint on the Applicant Purchase Site.

4. Reclassify the remainder of the Amendment Area to Transit Facilities and Open Space.

Given the limited scope of the Project Plan required for this case, triggered only because a portion of the PD-TC is included, a Level 2 Site Plan will be submitted to the City within the next several weeks for concurrent review, which will specifically address the Project. Collectively, the Project Plan and Site Plan are referred to as the “Applications”. It is expected that review by the City of the Applications will occur essentially concurrently, but that before the City of Rockville Planning Commission (the “Planning Commission”) takes action on the Site Plan, the City of Rockville Mayor and Council (the “Mayor and Council”) will have to have acted on (and approved) the Project Plan. In order to implement the Project and the four goals outlined above, the Applicant respectfully requests that the Mayor and Council act on the Project Plan by February 2022.

**PROPERTY DESCRIPTION**

The Amendment Area is zoned PD-TC, while the 1800 Chapman Assemblage is zoned Mixed-Use Transit District (“MXTD”), all of which is located within the boundaries of the 2016 Rockville Pike Neighborhood Plan (the “Rockville Pike Plan”) in the area identified as the South Pike. The Rockville Pike Plan designates the 1800 Chapman Assemblage for core (transit-oriented) land uses. The Plan notes that the “core is where the highest density should be encouraged, by 1) allowing the tallest building heights in the Plan Area and 2) requiring that the majority of building facades be located at the sidewalk.” The Amendment Area is also located within the boundaries of the South Pike of the Rockville Pike Plan and, as noted, is zoned PD-TC. Pursuant to Section 25.14.30(a) of the Zoning Ordinance, the “PD-TC Zone is regulated in accordance with the preliminary development plan approved by the Mayor and Council by Resolution No. 9-05 on April 4, 2005, as may be amended”. On April 4, 2005, the Mayor and Council approved Preliminary Development Plan No. PDP2004-0009 for a 26.49-acre site (including 1700 Chapman) (the “PDP”). The PDP

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5 See Footnote 1.
previously approved a one-story non-residential building near the Metro Station entrance, a 13-story office building and a 6-9 level structured parking garage on the Amendment Area.

The 1800 Chapman Assemblage is currently improved with two single-story buildings – one that is vacant and the other an auto body shop – comprised of approximately 20,000 square feet and surface parking. The Amendment Area is improved with a stormwater management pond, and the remainder serves as the current bus loop and bus bays for the Twinbrook Metro Station. As noted, immediately north of the Amendment Area is the Twinbrook Metro Station, and immediately east of the Amendment Area are the Metro tracks and CSX/MARC rail line. The property to the west across Chapman Avenue is developed with the six-story Galvan at Twinbrook, which includes multi-family residential dwellings above ground-floor retail, a grocery store, and restaurant uses. South of the Amendment Area, across Thompson Avenue, is the six-story Escher project, which also contains multi-family residential dwellings above ground-floor retail. Notably, there are no single-family detached residential units anywhere in the vicinity of the Amendment Area, as directly across the Metro and CSX/MARC tracks is the east side of the Twinbrook Metro Station and a four-story office building just south of that located on Parklawn Drive.

As a result, the proposed building height for the Project – maximum building height of 120 feet – is appropriate for the proximity of the Project directly adjacent to the Twinbrook Metro Station, less than 300 feet from the pedestrian entrance on the west side of the station. Located closer to the Twinbrook Metro Station’s west side than any recent redevelopment project in the area, the site is ideally situated for the proposed transit-oriented, mixed-use Project. It will further enliven and activate this growing area near the Twinbrook Metro Station with a variety of uses, and a vastly improved public and pedestrian experience for anyone traveling to and from Metro.

**ADDITIONAL BACKGROUND ON ZONING AND PRIOR APPROVALS**

In order to develop the 1800 Chapman Assemblage and the Applicant Purchase Site with the Project, the PDP will need to be amended for the Amendment Area. Pursuant to Section 25.14.07.d.3.a.ii of the Zoning Ordinance, the development standards of the “equivalent zone” would apply to that portion of an approved planned development for which an amendment to the planned development documents is being sought. Per Section 25.14.30.b, the designated equivalent zone for PD-TC is the MXTD Zone (the same as the 1800 Chapman Assemblage is zoned). Section 25.14.07.e.2 in turn notes that the vehicle by which a PDP is to be amended is a Project Plan.

It should be noted that the Project itself, based on its size, number of dwelling units proposed, square footage of non-residential uses proposed, residential area impact, and traffic impact, does not accumulate the number of points that would otherwise trigger Project Plan review per Section 25.07.02.b.1 of the Zoning Ordinance. The only reason that a Project Plan approval is required prior to what would otherwise have been merely a Level 2 Site Plan is due to the PDP amendment. As a result, the Applicant has discussed with City Staff that the Project Plan and Level 2 Site Plan may be reviewed concurrently, which all agree is most efficient so as to reduce the redundancy and time it would take to review these Applications consecutively, especially given that the only reason a Project Plan is triggered is because it is the vehicle by which to amend a PDP. The Applicant plans to submit the Level 2 Site Plan for the Project within the next several weeks. It is expected that the Applications
will proceed through concurrent review, but that the Mayor and Council must act on the Project Plan before the Planning Commission can act on the Level 2 Site Plan.

**PROJECT DESCRIPTION**

The Applicant proposes to unify the currently disparate pieces of the 1800 Chapman Assemblage and the Applicant Purchase Site into an activated, mixed-use project that makes the highest and best use of this site directly adjacent to the Twinbrook Metro Station. As such, the site has direct connection to transit (Metro and bus), vehicular, and pedestrian access connecting the Amendment Area to the rest of the region.

Notably, the Project proposes a new access point into the bus loop into the Twinbrook Metro Station between the Applicant Purchase Site and the Metro tracks and CSX/MARC rail line. This one-way, bus-only loop will be accessed from Thompson Avenue where buses will proceed into the Twinbrook Metro Station and then exit onto Chapman Avenue. In order to accommodate this, the Applicant will be replacing the existing stormwater management pond on the Amendment Area with an underground vault located within the Project. This proposal, coordinated closely with WMATA, will vastly improve the functioning of the Twinbrook Metro Station as a whole, and the bus loop in particular, while accommodating a variety of needs and uses on the site in a creative, cooperative manner.

The Project then proposes a building with a maximum height of 120 feet, comprised of approximately 5,075 square feet of ground-floor retail, approximately 437 multi-family dwelling units (including 15% moderately priced dwelling units or “MPDUs”), and approximately 437 parking spaces. The Applicant is seeking approval of a parking reduction of 28% pursuant to Section 25.16.03.h.1 of the Zoning Ordinance, on the basis that the Project is literally adjacent to the Twinbrook Metro Station, with its main residential access less than 300 feet from the pedestrian access into the station; that there are numerous bus routes in the immediate vicinity of the Project, including the directly adjacent bus loop at the Twinbrook Metro Station and numerous routes along nearby Rockville Pike; that there is a major public parking facility (the parking garage at the Metro Station) fewer than 700 feet from the Project; and that the Project is also directly adjacent to the Chapman Avenue bicycle lane. The Applicant is also seeking to permit 10% of the spaces provided as compact car spaces, in recognition of similar policies in neighboring jurisdictions and the increase in the use of small, eco-friendly vehicles. The requested parking reduction and waiver are discussed in further detail below.

From a massing standpoint, the Project will be broken into two main forms. The main bar along Chapman Avenue will have a more contemporary aesthetic and will appear to be “lifted” above the storefront enclosing the retail, residential lobby and amenity spaces and the public plaza, while the rest of the building will have a more modern approach with a few playful elements and will be grounded with a masonry base. Vehicular access into the building will be near the southeast corner of the Project from Thompson Avenue. Adjacent and to the west of the garage entrance will be the loading area.

Approval of the Project Plan will allow for implementation of the Project, which proposes a minimum of 15% public open space. The Chapman Avenue streetscape will then be improved with hardscape, lighting, street trees, landscaping, and benches for placemaking, with a minimum 10-foot-wide
sidewalk. The Thompson Avenue frontage will also be improved with hardscape, street trees, and landscaping (including a 10-foot-wide sidewalk), and, in totality, this will vastly improve the pedestrian experience as one travels to and from the Twinbrook Metro Station along the site’s frontage. Along Chapman Avenue, the bicycle lane contemplated by the 2017 Bikeway Master Plan that has already been implemented to the south will be continued along the site’s frontage on Chapman Avenue.

**Requirements for Project Plan Approval**

Pursuant to Section 25.07.01(b)(2) of the Zoning Ordinance, a Project Plan application may be approved provided that the Mayor and Council find that approval of the application will not:

(a) Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project;

(b) Be in conflict with the Plan;

(c) Overburden existing and programmed public facilities as set forth in Article 20 of this Chapter and as provided in the adopted Adequate Public Facilities Standards;

(d) Constitute a violation of any provision of this Code or other applicable law; or

(e) Adversely affect the natural resources or environment of the City or surrounding areas.

As discussed fully below, the Project Plan satisfies all of the requirements for approval.

(a) The Project Plan will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project.

The Project Plan will have no adverse impact on the health or safety of persons residing or working in the neighborhood. Immediately north of the Amendment Area is the Twinbrook Metro Station, and immediately east of the site are the Metro tracks and CSX/MARC rail line. The property to the west across Chapman Avenue is developed with the six-story Galvan at Twinbrook, which includes multi-family residential dwellings above ground-floor retail, a grocery store, and restaurant uses. South of the Amendment Area, across Thompson Avenue, is the six-story Escher project, which also contains multi-family residential dwellings above ground-floor retail. Notably, there are no single-family detached residential units anywhere in the vicinity of the Amendment Area, as directly across the Metro and CSX/MARC tracks is the east side of the Twinbrook Metro Station and a four-story office building just south of that located on Parklawn Drive.

As noted, current uses on the Amendment Area are the existing bus loop and bus bays for the Twinbrook Metro Station and a stormwater management pond. These are certainly not the highest and best uses for the site given its immediate adjacency to the Twinbrook Metro Station, and they do not provide any benefit to the public. Approval of the Project Plan will allow for implementation of the Project on the 1800 Chapman Assemblage and Applicant Purchase Site, which will significantly
improve the streetscape and landscape along Chapman Avenue and Thompson Avenue, as well as provide a new access point into the bus loop at Twinbrook Metro Station. The Project will also vastly improve the current functioning of the Amendment Area from an environmental perspective, by complying with the City’s green building and forest conservation standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City’s stormwater management requirements.

(b) The Project Plan will not be in conflict with the Plan.

The Project Plan satisfies both the general corridor planning principles and the principal land use recommendations for the site identified in the Rockville Pike Plan. The Amendment Area is located in the South Pike area of the Rockville Pike Plan, which is recognized as having “the greatest potential to receive the bulk of the population growth within the corridor, as well as a significant portion of the City’s population growth, over the next few decades,” as well as “the most potential to transform from a commercial suburban development pattern into an urban center, complementing Rockville Town Square to the north.” p. 1-7. The Rockville Pike Plan designates the 1800 Chapman Assemblage for Core (transit-oriented) land uses, while the Amendment Area is noted as part of the Twinbrook Station Planned Development. p. 4-22. The Project utilizes its location directly adjacent to the Twinbrook Metro Station to provide redevelopment consistent with the Rockville Pike Plan’s “vision … for a livable, desirable, and economically vibrant environment defined by thoughtful urban design, multi-modal transportation, active public spaces, and green spaces.” p. 4-21.

The Project Plan more specifically complies with the Rockville Pike Plan’s general corridor planning principles and principal land use policies as follows:

- Attractive and inviting community design and development. p. 3-2.

The Rockville Pike Plan emphasizes a “coherent relationship among the buildings, transportation infrastructure, and open spaces, in a manner that creates an attractive and inviting community.” p. 3-2. The Project Plan proposes to transform the currently underutilized assemblage into a transit-oriented redevelopment that is attractive and pedestrian friendly for residents, employees, patrons, and the general public. Approval of the Project Plan will allow implementation of the Project, which will achieve the Rockville Pike Plan vision by bringing the proposed building closer to the street edges, improving the street frontages with sidewalk and landscape improvements, and providing a much more active and attractive experience for residents and employees in the area, as well as anyone walking or bicycling to and from the Twinbrook Metro Station.

- Mixed uses and mixed-income new neighborhoods. p. 3-2.

Approval of the Project Plan will allow for implementation of the Project, which proposes multi-family residential and ground floor retail uses. 15% MPDUs are proposed, which meets the City’s requirement of 15% for projects located in the MXTD Zone. It is expected that the Project will include studios, one-, two-, and three-bedroom units, to accommodate residents of a mix of incomes and living situations.
Inviting conditions for walking and biking. p. 3-2.

As the nearest property to the west entrance to the Twinbrook Metro Station, the Amendment Area currently does very little for the pedestrian and bicyclist experiences. Approval of the Project Plan will allow implementation of the Project, which will improve the sidewalks along its street frontages on Chapman Avenue and Thompson Avenue with streetscaping and landscaping.

Environmentally friendly and sustainable. p. 3-3.

The current uses on the Amendment Area are a stormwater management pond and bus loop and bus bays. The 1800 Chapman Assemblage does not currently have any stormwater management controls. The Project will vastly improve the current functioning of the Amendment Area from an environmental perspective, by complying with the City’s forest conservation standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City’s stormwater management requirements. The Project will also comply with Chapter 5, Article XIV of the City Code, which identifies the City’s Green Building Regulations.

An urbanizing corridor, distinct from Rockville’s suburban development. p. 3-3.

The Amendment Area is located directly adjacent to the western entrance to the Twinbrook Metro Station, and proposes a density and intensity that is appropriate for such a locale. Approval of the Project Plan will allow for implementation of the Project, which will add residents, employees, and transit users to the area. The inclusion of street-oriented buildings with ground floor retail and public use space will activate the area as well as add to the economic success of the Rockville Pike Corridor. Pedestrian amenities such as wide sidewalks, lighting, special paving, and street furniture add to the urban character and encourage walking. Access to public spaces and transit facilities also adds to the urban character envisioned for this corridor.

Access and movement choices for all travel modes that provide connections within the corridor and with surrounding areas. p. 3-3.

A new access point into the bus loop is proposed in order to provide improved and more efficient bus access to and from the Twinbrook Metro Station. The Project will significantly enhance access to the west side of the Twinbrook Metro Station by pedestrians and bicyclists through its streetscape improvements.

Safe and accessible pedestrian and biking infrastructure and experience. p. 3-4.

As noted, the pedestrian and bicyclist environment will be vastly improved along Chapman Avenue and Thompson Avenue, with new pedestrian sidewalks with pedestrian-oriented features provided along the street frontages.

Smooth and safe vehicular flow. p. 3-4.
A new access point into the bus loop will provide for improved and more efficient access of buses to and from the Twinbrook Metro Station. With regard to the Project, vehicular access into the garage will be located along Thompson Avenue at the southeast corner of the building, and loading access will be next to vehicular access to the garage. This location is safest and most efficient as it will be the least active frontage from a pedestrian perspective, and the parking and loading access is opposite similar uses at the Escher, across Thompson Avenue.

- Retention and attraction of a diverse retail community. *p. 3-5.*

The Amendment Area is currently underutilized given its immediate proximity to the Twinbrook Metro Station, comprised of a bus loop and bus bays for the Twinbrook Metro Station and a stormwater management pond. Approval of the Project Plan will allow for implementation of the Project, which proposes approximately 5,075 square feet of ground-floor retail uses.

- City support for successful development. *p. 3-5.*

The Rockville Pike Plan recognizes that “the highest density in the Plan Area should be closest to the Twinbrook Metro Station” under the rationale that “[c]oncentrating development near transit and other existing infrastructure has environmental and economic benefits.” *p. 3-5.* Consistent with this policy, the Project Plan proposes redevelopment on the closest site to the western entrance to the Metro Station, and the continued revitalization of the Rockville Pike Corridor to support and increase the City’s tax base.

- Adhere to the City’s complete streets policy. *p. 4-18.*

Both Chapman Avenue and Thompson Avenue are identified as Business District Class II streets. Both street sections along the Project’s frontage will conform to the parameters established by the Rockville Pike Plan for Business District Class II streets, in order to create a safe multi-modal environmental for all users (pedestrian, bicycle, and vehicular).

- Adhere to the principles of Vision Zero. *p. 4-19.*

The proposed street sections accommodate all users (pedestrian, bicycle, and vehicular). The Project itself also includes a wide sidewalk along Chapman Avenue and Thompson Avenue.

- Optimize access to and use of public transit. *p. 4-20.*

The Project will provide up to 437 new residences directly adjacent to the Twinbrook Metro Station, adding riders to the WMATA system. These residents, as well as residents, employees, and visitors in the area will experience much-improved access to the Metro Station with new streetscape and landscape along all sides of the Project, including the Chapman Avenue and Thompson Avenue frontages.

- Seek to ensure a comfortable and functional relationship between public infrastructure and the private built environment. *p. 4-23.*
The 1800 Chapman Assemblage is identified as “Core (transit oriented)” land use, while the Amendment Area is identified as Twinbrook Station Planned Development. The Project adheres to the Core land use vision by supporting an active pedestrian environment, fostered by the immediate proximity to the Twinbrook Metro Station. The Core designation allows the tallest heights in the Rockville Pike Plan area, and also requires that the majority of building facades be located at the sidewalk in order to create a strong street wall and to enhance the pedestrian experience. The Project pulls the building at both Chapman Avenue and Thompson Avenue near the right-of-way line, in order to implement this. At 120 feet in height, the Project will be one of the taller in the plan area.

- Require buildings to be adjacent to sidewalks. p. 4-24.

Approval of the Project Plan will allow implementation of the Project, in which the proposed building is pulled up to the right-of-way along both the Chapman Avenue and Thompson Avenue frontages.

- Regulate building height by location. p. 4-26.

The Project proposes building height of up to 120 feet, which is permitted under the MXTD zoning of the Amendment Area. This height is appropriate given the site’s immediate proximity to the Twinbrook Metro Station, which is where the Rockville Pike Plan desires for the tallest building heights and greatest density, in furtherance of transit-oriented development principles.

- Create smaller blocks. p. 4-27.

While the addition of the new access point into the bus loop creates a new block around the Project, this vehicular access will be bus-only. Pedestrian accommodations will occur along the north side of the Project extending the pedestrian movements along Bouic Avenue.

- Provide wide and pleasant sidewalks. p. 4-29.

As noted, the Chapman Avenue streetscape will be improved with hardscape, lighting, street trees, landscaping, and benches for placemaking. The Thompson Avenue frontage will also be improved with hardscape, street trees, and landscaping. Both sidewalks will be 10 feet in width, vastly improving the pedestrian experience as one travels to and from the Twinbrook Metro Station. The sidewalk along the northern side of the Project, adjacent to Bouic Avenue and the bus loop, will be a minimum of 8 feet in width.

- Enhance the pedestrian and bicycle environment. p. 4-31.

As noted, the Chapman Avenue and Thompson Avenue frontages will be improved with 10-foot width sidewalks. Along Chapman Avenue, the bicycle lane contemplated by the 2017 Bikeway Master Plan that has already been implemented to the south will be continued along the subject portion of Chapman Avenue.

- Ensure a mix of uses. p. 4-32.
Approval of the Project Plan will allow for implementation of the Project, which proposes approximately 5,075 square feet of ground-floor retail, and up to 437 multi-family dwelling units (including 15% MPDUs).

- Ensure that new neighborhoods will accommodate residents of all incomes. p. 4-34.

Approval of the Project Plan will allow for implementation of the Project, which proposes 15% MPDUs, satisfying the 15% MPDUs required under the City Code for projects zoned MXTD. It is expected that the Project will include studios, one-, two-, and three-bedroom units, to accommodate residents of a mix of incomes and living situations.

- Encourage enduring architecture that has visual interest. p. 4-35.

The proposed building will involve the construction of a concrete podium of three levels above eight stories of metal load-bearing stud with composite floor system above. Residential amenity space, the main residential lobby, and retail space will be provided street side along the Chapman Avenue frontage to activate the street and enhance the pedestrian experience. It will also serve as a backdrop to the proposed public use space located at the east side of the Project, as well as along a space on the northern side.

From a massing standpoint, the Project will be broken into two main forms. The main bar along Chapman Avenue will have a more contemporary aesthetic and will appear to be “lifted” above the storefront enclosing the retail, residential lobby, and amenity spaces and the public plaza, while the rest of the building will have a more modern approach with a few playful elements and will be grounded with a masonry base. The Metro and CSX/MARC track side ground and second floor has parking that will be screened from view with either a perforated metal or metal mesh system. The scale of the screens and visibility from both the Twinbrook Metro Station and the track side will provide the opportunity to create a unique visual landmark for both the development and the City of Rockville.

- Require the creation of public use space through redevelopment. p. 4-38.

Approval of the Project Plan will allow for implementation of the Project, which proposes a minimum of 15% public open space.

- Promote development that improves environmental conditions. p. 4-39.

Currently the Amendment Area is improved with a bus loop and bus bay serving the Twinbrook Metro Station along with a stormwater management pond; the 1800 Chapman Assemblage does not currently have any stormwater management controls. The Project Plan will vastly improve the current functioning from an environmental perspective, by complying with the City’s forest conservation standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City’s stormwater management requirements. The Project will also comply with Chapter 5, Article XIV of the City Code, which identifies the City’s Green Building Regulations.
The Rockville Pike Plan recommends, wherever possible, locating parking in structures behind or under buildings to minimize visual impact, promotes on-street parking as a means of slowing traffic and becoming part of the pedestrian realm, and encourages shared parking arrangements as a basis for reducing the amount of parking that is required. In the case of the Project, the Applicant is seeking to reduce the minimum parking required by approximately 28% in recognition of the trend that the Rockville Pike Corridor will become less reliant on automobiles and more urban and multi-modal over time. The Applicant is also seeking to permit 10% of the spaces provided as compact car spaces, in recognition of similar policies in neighboring jurisdictions and the increase in the use of small, eco-friendly vehicles. The requested parking reduction and waiver are discussed in further detail below.

(c) The Project will not overburden existing and programmed public facilities as set forth in Article 20 of this Chapter and as provided in the adopted Adequate Public Facilities Standards.

The Project will satisfy the City’s Adequate Public Facilities Ordinance (“APFO”) found at Section 25.20.01 et seq. of the Zoning Ordinance, and the accompanying Adequate Public Facilities Standards (“APFS”).

Transportation: Wells + Associates has prepared a Traffic Impact Analysis for the Project, dated August 12, 2021, which concludes that all of the existing and proposed intersections will operate at an acceptable level of service during the weekday and Saturday peak hours with the addition of site traffic added by the proposed development, and therefore no mitigation is needed.

Schools: With regard to school capacity, the site is located in the Walter Johnson school cluster, and the Project’s students will be assigned to Farmland Elementary School, Tilden Middle School, and Walter Johnson High School. All of the proposed multi-family residential units will be “high-rise” units, which is defined as “any dwelling unit located in a multifamily residential or mixed-use building that is taller than 4 stories.” See Section 52-52 of the Montgomery County Code (Development Impact Tax for Public School Improvements). Based upon the Montgomery County Official Student Generation Rates for FY2022 for multi-family high rise units located in infill areas, the Project will generate the following student numbers:

<table>
<thead>
<tr>
<th>Schools</th>
<th>Infill Generation Rates for Multi-Family High-Rises, Applied to the Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmland Elementary School</td>
<td>0.034 students/unit (14.96 students)</td>
</tr>
<tr>
<td>Tilden Middle School</td>
<td>0.015 students/unit (6.6 students)</td>
</tr>
<tr>
<td>Walter Johnson High School</td>
<td>0.016 students/unit (7.04 students)</td>
</tr>
</tbody>
</table>

The City of Rockville FY 2021 School Test projects sufficient capacity at Farmland Elementary School and Tilden Middle School. With respect to Walter Johnson High School, the School Test indicates that “[t]he Walter Johnson cluster service area is open conditionally due to an approved CIP
project that will reassign students between Walter Johnson HS and Woodward HS in September 2025”. Note, it is the Applicant’s understanding that the City is in the process of updating the FY 2021 School Test, and will be releasing the FY 2022 School Test in the near future.

Water/Sewer: Public water and sewer mains exist in public streets around the Project. Adequate public water and sewer service exists to serve the needs of the Project. The City has identified a sewer deficiency near the site. The Applicant will work with the adjacent development to mitigate the increased impacts to the existing capacity.

(d) The Project will not constitute a violation of any provision of this Code or other applicable law.

The Project satisfies the requirements of the Zoning Ordinance.

While the 1800 Chapman Assemblage is zoned MXTD, MXTD is also the designated equivalent zone for PD-TC and thus applies to the Amendment Area as well. The MXTD Zone permits all of the uses proposed as part of the Project Plan. Furthermore, as demonstrated in the Project Plan materials, the Project Plan satisfies the development standards for the MXTD Zone as detailed in Sections 25.13.05.b.1 and 25.13.05.b.2 of the Zoning Ordinance (maximum building height not to exceed 120 feet, minimum of 15% public use space, and minimum width at front lot line of 10 feet; no setbacks are required because the site does not abut residential land).

Further, Section 25.13.05.a.2.d of the Zoning Ordinance states that the percentage of a building facade that must be located at the build-to line varies by the roadway classification that the property fronts. Here, the Rockville Pike Plan identifies both Chapman Avenue and Thompson Avenue as Business District Class II streets, which require a minimum of 30% of the building façade at the build-to line. The Project conforms with this minimum percentage on Chapman Avenue, though it is slightly short of it along Thompson Avenue due to the need for transformers and micro-biofilters.

Section 25.13.05.b.2.a.i addresses building height in the MXTD Zone, and provides “[b]uilding facades should have a range of heights of between 45 feet and 65 feet at the street. Additional height up to 120 feet at the street may be allowed where recommended by the Plan or where approved by the Mayor and Council as part of a Project Plan under Section 25.07.07. Building facades that exceed 250 feet in length should vary the façade height by at least ten feet (10”) for some distance along the length of the facade in order to avoid a monotonous, monolithic appearance.” The Project’s frontage along Thompson Avenue does not exceed 250 feet, but its frontage along Chapman Avenue does. There will be a series of setbacks and steps within the facade of the building perimeter along Chapman Avenue in order to break down the scale of the building. An approximately 20-foot wide portion of the building steps back at the main residential entry and provides a transition between exterior material palettes and roof heights to establish two different and distinct expressions to further enhance the pedestrian experience, visual interest, and appeal. This transition breaks the two different types of facades into lengths of approximately 173 and 85 feet. The 173-foot long façade has a material change and series of steps at the top two stories, and the 85-foot long façade has a dynamic angled parapet wall at the roofline, providing variation in the façade height along Chapman Avenue.
Section 25.13.05.b.2.e in turn establishes layback slope requirements. However, these do not apply, per (vii) to any area within the Rockville Pike Core Area (the 1800 Chapman Assemblage lies within the Core area). While the Amendment Area does not lie within the Core area, as it is labeled as Twinbrook Station Planned Development rather than Core in the relevant portion of the Rockville Pike Plan, because there is no property nearby the Amendment Area that is located “in any residential zone where single unit detached, semi-detached, attached, or townhouse development exists or such development is recommended in the Plan,” the layback slope requirement is inapplicable to the Amendment Area as well.

The Project Plan also will comply with the “Other Standards and Requirements for New Development or Redevelopment” as provided in Section 25.13.05.c of the Zoning Ordinance, the “Additional Design Guidelines” per Section 25.13.06, and the “Special Design Regulations” for the MXTD Zone as provided in Section 25.13.07.a, as follows.

Section 25.13.05.c – Other Standards and Requirements for New Development or Redevelopment

(1) Conversion of Space - Areas of a building originally designed for commercial or office use are encouraged to be designed to accommodate the conversion of the space to residential uses.

Approval of the Project Plan will allow for implementation of the Project. While the Project does not include office space, it does include approximately 5,075 square feet of ground-floor retail. While the Applicant desires that this space be continually used as retail, in order to provide a mix of uses, activate the Project and the street frontages, and serve users of the Twinbrook Metro Station, during the Level 2 Site Plan review the Applicant will study the feasibility of conversion from commercial to residential space.

(2) Entryways - Areas of a building originally designed for residential use at the ground floor level, having individual entries to the units, should have the entry from the ground level raised at least two (2) feet, or have another form of demarcation between the public sidewalk and the private entry. In order to be readily convertible to retail space, such areas must have a minimum ceiling height of 15 feet.

All proposed residential units with ground level access will have a minimum 15-foot ceiling height. They will have adequate separation and will be raised a minimum of two feet from the sidewalk to protect residents’ privacy.

(3) Access - Areas of a building intended for nonresidential uses must not have any access to areas of the building used for residential purposes. The residential areas must have their own private entries.

The Project proposes separate entrances for the non-residential and residential uses, and there is no access from the non-residential (retail) uses into the residential areas of the building.
(4) Moderately Priced Dwelling Unit Ordinance Compliance - Any development that includes residential units must comply with the Moderately Priced Dwelling Unit requirements of Chapter 13.5 of the Code.

Approval of the Project Plan will allow for implementation of the Project, which proposes that 15% of the residential units provided will be MPDUs, in compliance with Section 13.5-5(e) of the City Code for properties located in the MXTD Zone.

(5) Public Use Space - In the Mixed-Use Zones, public use space shall be provided consistent with the provisions of Section 25.17.01.

The east side of the Project is envisioned as a main threshold and important connection for commuters from the Twinbrook Metro Station. A pocket park will welcome pedestrians with enhanced paving, lighting, seating, and bio-retention planters, and wayfinding is proposed to provide a safe and unique connector to Thompson Avenue.

(6) Floor Area Limitation: (a) Except as provided in subsection (b) below, retail commercial uses by a single tenant cannot occupy more than 65,000 square feet of floor area at the ground level. This limit only applies to the ground area footprint, and does not limit additional floors devoted to the single tenant so long as each of the additional floors does not exceed 65,000 square feet.

Note, subsection (b) only applies to Champion Projects, so is not applicable here. With regard to (a), the Project proposes approximately 5,075 square feet of ground-floor retail, and thus it is not possible for any single tenant to approach the above square footage occupancy limit.

Section 25.13.06 – Additional Design Guidelines

In addition, the Project Plan will satisfy the “Additional Design Guidelines” for the Mixed-Use Zones as detailed in Section 25.13.06 of the Zoning Ordinance, whose stated purpose in subsection (a) is “to establish guidelines that will promote the highest quality of development in the Mixed Use Zones”, and that “[n]ew development or redevelopment should be consistent with the intent and purpose” of these guidelines. The Project Plan is or will be consistent with these “Additional Design Guidelines” as follows:

(b) Aesthetic and Visual Characteristics for All Zones

This subsection contains guidelines relating to facades and exterior walls, roofs, materials and color, items not permitted to face a public street, entryways, and screening of mechanical equipment. Due to the conceptual nature at this Project Plan stage, and that a Level 2 Site Plan is forthcoming shortly, these items are better addressed with the Level 2 Site Plan, and at that time the Applicant will demonstrate the manner in which the Project is consistent with these guidelines.

(c) Site Design and Relationship to Surrounding Community
**(1) Vehicular Access**

The Project Plan proposes a new access point into the bus loop into the Twinbrook Metro Station between the Applicant Purchase Site and the Metro tracks and CSX/MARC rail line. This one-way loop will be accessed from Thompson Avenue where buses will proceed into the Twinbrook Metro Station and then exit onto Chapman Avenue. Vehicular access into the Project will be near the southeast corner of the Project from Thompson Avenue. Adjacent and to the west of the garage entrance will be the loading area.

**(2) Buffers**

As previously discussed, there are no nearby residential uses, with the exception of the residents of Galvan at Twinbrook located across Chapman Avenue and residents at the Escher across Thompson Avenue from the site, which are themselves transit-oriented mixed-use developments. Immediately north of the Amendment Area is the Twinbrook Metro Station, and immediately east are the Metro tracks and CSX/MARC rail line. As noted, the property to the west across Chapman Avenue is developed with the six-story Galvan at Twinbrook, which includes multi-family residential dwellings above ground-floor retail, a grocery store, and restaurant uses. South of the site, across Thompson Avenue, is the six-story Escher project, which also contains multi-family residential dwellings above ground-floor retail. Notably, there are no single-family detached residential units anywhere in the vicinity of the site, as directly across the Metro and CSX/MARC tracks is the east side of the Twinbrook Metro Station and a four-story office building just south of that located on Parklawn Drive.

**(3) Outdoor Sales and Storage**

The Project Plan does not propose any outdoor sales or storage at this time.

**(4) Trash Recycling, Waste Oil/Grease Collection Area**

These aspects will be addressed in further detail in the forthcoming Level 2 Site Plan, but they are proposed to be located and handled entirely within the enclosed building.

**(5) Parking Lots and Structures**

Approval of the Project Plan will allow for implementation of the Project, in which parking is proposed to be located in one level of below-grade parking and two levels of above-grade parking that are fully screened, so as to efficiently serve the parking needs of residents, workers, and visitors to the Project.

**(6) Pedestrian and Bicycle Flows**

The Chapman Avenue and Thompson Avenue frontages will be improved with 10-foot width sidewalks. The sidewalk along Bouic Avenue adjacent to the bus loop is proposed to be at least 8 feet in width. Along Chapman Avenue, the bicycle lane contemplated by the 2017 Bikeway Master
Plan that has already been implemented to the south of the site will be continued along the site’s frontage on Chapman Avenue.

(7) Central Features and Community Spaces

The east side of the Project is envisioned as a main threshold and important connection for commuters from the Twinbrook Metro Station. A pocket park will welcome pedestrians with enhanced paving, lighting, seating, and bio-retention planters, and wayfinding is proposed to provide a safe and unique connector to Thompson Avenue.

(8) Delivery and Loading Spaces, Hours of Operation

These aspects will be addressed in further detail in the forthcoming Level 2 Site Plan. However, the Project is not located adjacent to any residential neighborhoods, but rather is located next to other commercial facilities (including other multi-family residential buildings) with similar delivery and loading needs to the Project. Notwithstanding this, delivery and loading spaces are proposed to be located adjacent to the entrance to the parking garage, at the southeast corner of the Project and generally placed opposite of the parking garage for the Escher building, across Thompson Avenue, for compatibility purposes and to efficiently serve the needs of the uses in the Project while remaining tucked out of the way for aesthetic and functionality purposes.

(9) Ancillary Uses

All of the proposed uses are permitted in the MXTD Zone.

(10) Noise Abatement

These aspects will be addressed in further detail in the forthcoming Level 2 Site Plan, but the Project will comply with all applicable City of Rockville noise regulations.

(11) Outdoor Lighting

The Lighting Plan that will be included with the Level 2 Site Plan to be submitted shortly will demonstrate compliance with this requirement.

(12) Landscaping

A Tree Location Diagram has been included with this Project Plan submission. A Landscape Plan will be included with the forthcoming Level 2 Site Plan that demonstrates the manner in which the Project satisfies the City’s landscape requirements as contained in the Landscaping, Screening and Lighting Manual (most recently amended May 18, 2015).

Section 25.13.07.a – Special Design Regulations for the MXTD Zone

The Project will satisfy the “Special Design Regulations” for the MXTD zone established in Section 25.13.07.a of the Zoning Ordinance as follows:
Building Location – In order to meet the intent of the Master Plan, buildings in the MXTD Zone should be located at the front property line(s), including corner lots, or the build-to line where established by the Plan. Access to the rear, if required, should be via alleys. If access is required from the front, the driveway entry should be a portal penetrating the façade of the building. The continuity of the building façade must be maintained above the drive entry.

Approval of the Project Plan will allow implementation of the Project, in which the proposed building is pulled up to the right-of-way along both the Chapman Avenue and Thompson Avenue frontages. Vehicular access into the building will be near the southeast corner of the Project from Thompson Avenue. Adjacent and to the west of the garage entrance will be the loading area. This location is appropriate as it is located across Thompson Avenue from the parking entrance to the Escher project.

Uses by Floor – The ground floor must contain retail or public-related service uses along those streets designated in the Master Plan as major pedestrian spines. Ground floor retail is the preferred use along other streets, but is not required. The ground floor should normally have a ceiling height of at least 15 feet. At the time of site plan review or Project Plan review, the Approving Authority may consider a lower ceiling height if appropriate in the particular circumstance. The upper floors may be additional retail, office, residential, or a combination of uses. If the building contains only residential units, the ground floor may consist of residential units, but should be designed to facilitate conversion to retail or other commercial uses.

Approval of the Project Plan will allow implementation of the Project, which proposes approximately 5,075 square feet of ground-floor retail. It is anticipated that the floor-to-floor height of the ground floor spaces will be between 20 and 22 feet in height, allowing for 15-foot minimum ceiling height for all tenants and interior spaces. The design of the ground floor will have a high level of detail, incorporate durable, timeless materials, and instill a vibrant and memorable sense of “place”.

Facade – The façade design must be consistent with the standards set forth in subsection 25.13.05.b.2(a). Where the façade height exceeds 35 feet, the façade should include an expression line above the first floor level and a defined cornice line at the top of the façade wall.

As discussed above, Section 25.13.05.b.2.a.i addresses building height in the MXTD Zone, and provides “[b]uilding facades should have a range of heights of between 45 feet and 65 feet at the street. Additional height up to 120 feet at the street may be allowed where recommended by the Plan or where approved by the Mayor and Council as part of a Project Plan under Section 25.07.07. Building facades that exceed 250 feet in length should vary the façade height by at least ten feet (10’) for some distance along the length of the façade in order to avoid a monotonous, monolithic appearance.” The Project’s frontage along Thompson Avenue does not exceed 250 feet. There will be a series of setbacks and steps within the facade of the building perimeter along Chapman Avenue in order to break down the scale of the building. An approximately 20-foot wide portion of the building steps back at the main residential entry and provides a transition between exterior material palettes and roof heights to establish two different and distinct expressions to further enhance the...
pedestrian experience, visual interest, and appeal. This transition breaks the two different types of facades into lengths of approximately 173 and 85 feet. The 173-foot long façade has a material change and series of steps at the top two stories, and the 85-foot long façade has a dynamic angled parapet wall at the roofline, providing variation in the façade height along Chapman Avenue.

(4) Fenestration – Generally, fenestration of the stories above the ground floor should be by individual framed windows. Continuous strip windows may be allowed by the Approving Authority if they are used to maintain compatibility with existing contiguous projects.

Due to the conceptual nature at this Project Plan stage, and that a Level 2 Site Plan is forthcoming shortly which will directly address the Project, fenestration will be addressed as part of the Level 2 Site Plan.

(5) Sidewalks – Where sidewalks must be built new or rebuilt as part of redevelopment, they should comply with the provisions of Section 25.17.05.

Section 25.17.05 provides that in Mixed Use Zones, sidewalks shall be provided pursuant to Article 13. As described above, the Chapman Avenue streetscape will be improved with hardscape, lighting, street trees, landscaping, and benches for placemaking. The Thompson Avenue frontage will also be improved with hardscape, street trees, and landscaping. Sidewalks along both frontages will be 10 feet in width, vastly improving the pedestrian experience as one travels to and from the Twinbrook Metro Station along the site’s frontage. In addition, a minimum 8-foot side sidewalk will be provided along Bouic Avenue adjacent to the new bus loop.

(6) Parking – On-site parking must be provided in accordance with the requirements of Article 16. Parking must be located to the side or in the rear of the buildings unless ground floor retail is provided, in which case limited parking may be allowed in the front to serve the retail uses. Structured parking, either above or below grade, is preferred. Any parking structure facades visible from the street or a transitway must be treated in the same manner as the primary building facades. All parking must be screened to prevent vehicle headlights from shining into adjoining residential properties.

Under the provisions of Section 25.16.03 of the Zoning Ordinance, a maximum of 600 parking spaces are permitted to be provided in the Project. The Project proposes to construct 437 total parking spaces, with all of the parking spaces provided in the Project’s garage (comprised of one level of underground parking and two levels of fully-screened structured parking). Thus, the Applicant seeks a reduction pursuant to Section 25.16.03.h.1 of the Zoning Ordinance to permit 28% fewer parking spaces than would otherwise be required, as discussed in further detail below.

The Project satisfies other applicable City laws.

The Project is designed to satisfy all other applicable City laws. The Project’s Pre-Application Stormwater Management Concept Package (submission of which is included with this Application)
satisfies the requirements of Chapter 19 of the City Code by providing environmental site design to the maximum extent practicable, utilizing green roofs and bio-planters, and stormwater management vaults and fee-in-lieu to satisfy the remainder of the stormwater management requirements. The Project will satisfy the afforestation and replacement tree requirements of Chapter 10.5 of the City Code through a mix of on-site plantings and fee-in-lieu. A Preliminary Forest Conservation Plan is being submitted concurrently with this Project Plan Application, which demonstrates compliance with these requirements. The Project will also satisfy the green building regulations and energy conservation standards contained in Chapter 5 of the City Code.

(e) The Project will not adversely affect the natural resources or environment of the City or surrounding areas.

The 1800 Chapman Assemblage and Amendment Area have no environmental areas on site, and redevelopment will not impair any existing natural resources or other environmental resources. The site does contain significant and specimen trees that will be removed and replanted, or mitigation provided for. Approval of the Project Plan will allow for implementation of the Project, which will improve the local environment by installing a modern stormwater management system, vegetation, tree cover, and street trees.

PARKING REDUCTION

Section 25.16.03.f of the Zoning Ordinance provides that “[i]n order to limit excessive off-street parking and encourage parking reductions in the MXTD and MXCD zones, the number of parking spaces to be provided is limited to no more than the standard shown in [Section 25.16.03.d]”. Therefore, given that the site is governed by the MXTD Zone and the parking requirements reflected in the aforementioned table are maximums rather than minimums, the Applicant seeks a reduction pursuant to Section 25.16.03.h.1 of the Zoning Ordinance to permit 28% fewer parking spaces than would otherwise be required for the Project. Pursuant to Section 25.16.03.h.1, during review of a Project Plan in the MXTD Zone the Mayor and Council have the authority to reduce the required number of parking spaces to be constructed provided that one or more of the following criteria are satisfied:

(a) A major point of pedestrian access to such building or buildings is within seven-tenths of a mile (3,696 feet) walking distance of a transit station entrance shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System.

(b) There are three (3) or more bus routes in the immediate vicinity of the building or buildings.

(c) There is a major public parking facility available to the public within 1,000 feet of a building entrance.

(d) Where the size of the lot is so small that meeting the parking requirement would prevent redevelopment.
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.

For any other good cause shown.

The Project satisfies four of these criteria (subsections (a), (b), (c), (e), and (f)) as follows:

(a) A major point of pedestrian access to the Project is located only approximately 300 feet from the entrance to the Twinbrook Metro Station, and the site is located closer to the Metro Station than any recent redevelopment site in the Twinbrook area.

(b) Several Metrobus and Ride-On bus routes are located in the immediate vicinity of the Project, and the Project is served by conveniently located bus stops. In addition, the Twinbrook Metro Station is a hub for numerous Metrobus and Ride-On bus lines that effectively and efficiently link the Project to the rest of the region. Therefore, the Project is well-served by Metro, Metrobus, and Ride-On bus, all of which will serve to further reduce the demand for parking within the Project itself.

(c) A WMATA public parking facility fewer than 1,000 feet from a proposed building entrance to the Project stands at the northern end of 1700 Chapman (in this case, fewer than 700 feet from the Project), and contains over 1,000 parking spaces.

(e) Along Chapman Avenue, the bicycle lane contemplated by the 2017 Bikeway Master Plan that has already been implemented to the south will be continued along the site’s frontage on Chapman Avenue. The Project also includes bicycle racks for residents’ use.

(f) The Project is a model transit-oriented development with excellent proximity to Metro and bus service. The Project’s proximity to transit will encourage transit ridership and ease traffic congestion and vehicle-related environmental impacts. In addition, the retail proposed in the Project is not destination retail that is likely to drive traffic or additional parking needs, but rather neighborhood serving retail that is most likely to attract residents in the area who walk or bicycle to the retail uses. Alternative transportation modes such as Uber, Lyft, Capital Bikeshare, scooter rentals, and other alternatives and forms of ride-sharing are already ubiquitous, and it is expected that usage of these alternatives will only continue to increase, particularly in urban, transit-proximate areas such as this. Further, the Transportation Element of the recently adopted Comprehensive Plan encourages further study of reducing parking minimums in order to reduce vehicle miles traveled, and focus more on movement of people rather than movement of vehicles (see Goal 4 of the Transportation Element). Reduction in parking at the Project by the requested 28% would help to facilitate these goals.

For these reasons, the Mayor and Council have good cause to approve the Applicant’s parking reduction request.

The Applicant is also requesting that 10% of the provide parking spaces permitted to be compact, at 8 feet by 16.5 feet, rather than the standard requirement of 9 feet by 18 feet. Neighboring jurisdictions allow for a certain percentage of parking spaces in a project to be compact, and some jurisdictions...
permit an increased percentage in urban, transit-proximate locations. The provision of the compact spaces will allow for additional efficiency in providing the required parking while freeing up dimension to accommodate the walk-up direct access units on the north side of the Project.

CONCLUSION

The Project Plan meets the purposes and standards of the MXTD Zone, satisfies and exceeds the visions, objectives, and recommendations of the Rockville Pike Plan, and fulfills the Project Plan standards established in Section 25.07.01(b)(2) of the Zoning Ordinance. This Project provides an opportunity to: (1) replace the existing stormwater management pond currently located on the Amendment Area with an on-site stormwater management vault; (2) build a new access point into the bus facilities at Twinbrook Metro Station in anticipation of a possible future reconfiguration of the bus loop; (3) reclassify the Amendment Area’s proposed parking garage as shown in Preliminary Development Plan No. PDP2004-0009 to allow multi-family residential uses with parking on-site/within its footprint on the Applicant Purchase Site; and (4) reclassify the remainder of the Amendment Area to Transit Facilities and Open Space.

LIST OF ENCLOSED APPLICATION PLANS AND MATERIALS

(1) Completed Project Plan Application
(2) Application Filing Fee and Sign Fee
(3) Pre-Application Area Meeting Number 2021-00130 notes (dated April 20, 2021) and Development Review Committee meeting evaluation from staff (dated April 20, 2021)
(4) Proposed Post-Application Area Meeting date of [to be determined based on City assignment of Development Review Committee (“DRC”) meeting date], to be held virtually
(5) Concept Site Development Plan, prepared and certified by a professional engineer
(6) Approved NRI/FSD (FTP2021-00033)
(7) Conceptual Floor Plans and Basic Illustrative Massing Views (Building Elevations to be provided with shortly forthcoming Level 2 Site Plan)
(8) Comprehensive Transportation Review Report (with required fee, and copy to CPDS)
(9) Tree Location Diagram (Concept Landscape Plan to be provided with shortly forthcoming Level 2 Site Plan)
(10) Preliminary Forest Conservation Plan (previously approved FTP2008-00016, and Preliminary Forest Conservation Plan for the Project)
(11) Pre-Application Stormwater Management Concept Package (with required fee)
(12) Water and Sewer Authorization Application

(13) Project Narrative and Statement of Justification (this document)

(14) Street Sections for Chapman Avenue and Thompson Avenue (previously submitted with PAM2021-00130)

(15) Fire Access Plan

(16) Electronic version of all materials

Thank you for your consideration of this Project Plan. Should you have any questions or need any additional information, please feel free to contact us.

Sincerely,

Wire Gill LLP

Heather Dlhopolsky

hdlhopolsky@wiregill.com
301-263-6275
Type of Application:

- Project Plan
- Project Plan Amendment (major) [x]
- Project Plan Amendment (minor)

Please Print Clearly or Type

Property Address Information:

- Part of 1700 Chapman, Rockville MD 20852
- Subdivision ______ Lot (S) N313
- Zoning PD-TC
- Tax Account (S) 03929774

Applicant Information:

Please supply Name, Address, Phone Number and E-Mail Address

Applicant: Hines, Andrew McGeorge, Managing Director
555 13th St., NW Suite 400 W, Washington DC 20004 Andrew.McGeorge@hines.com

Property Owner: NB Ventures I, LLC & WMATA C/O Andrew McGeorge, Hines
1900 M St. NW Suite 600 Washington DC 20036 WMATA: 600 Fifth St. NW, Washington DC 20001

Architect: Valerie Lopez, HORD COPLAN MACHT
700 E. Pratt Street, Suite 1200, Baltimore, MD 21202, PH: 443.451.2342 email: vlopez@hcm2.com

Engineer: Jason Evans, Vika Maryland
20251 Century Blvd, Suite 400, Germantown, Maryland 20874 PH: 301-916-4100 email: evans@vika.com

Attorney: Heather Dlhopolsky, Wire Gill LLP
4800 Hampden Lane, Suite 200 Bethesda, MD 20614 PH: (301) 263-6275 email: hdlhopolsky@wiregill.com

Project Name: Twinbrook Commons

Project Description:

A Project Plan is only required here due to the need to amend Block B of the Planned Development, Twinbrook Commons (PD-TC), as specified in Section 25.14.G.12 of the Zoning Ordinance. The proposed project itself (approximately 440-unit multifamily residential project with approximately 5,870 square feet of ground floor retail) will be the subject of a forthcoming Level 2 Site Plan.

STAFF USE ONLY

Application Acceptance:

- Application # PJT2022-00014
- Date Accepted 10/22/2021
- Staff Contact

Application Intake:

- Date Received 10/22/2021
- Reviewed by
- Date of Checklist Review
- Deemed Complete: [ ] Yes [x] No
Application Information:

**Level of review and project impact:**
This information will be used to determine your project's impact, per section 25.07.02 of the Zoning Ordinance for Project Plan and Site Plan applications only.

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**Parking Spaces:** 221

**Handicapped:** N/A

**# of Long Term:** N/A

**# of Short Term:** N/A

**Existing Site Use(s):** (to include office, industrial, residential, commercial, medical etc.) Existing SWM facility

### Estimated Points Total:

To complete the table below, use the information that you provided above to calculate your total points from the chart below.

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**Points Total**

The total of the points determine the level of notification and the approving authority.

**Points Total**: 13
Based on The Impact Total Your Project will be:

- Project Plan Amendment
- Project Plan Amendment (major)
- **Project Plan Amendment (Minor)**

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**Previous Approvals: (if any)**

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<td>PAM 2021-00139</td>
<td>03/07/2021</td>
<td>Comments provided by the City</td>
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<tr>
<td>PDP2004-9009</td>
<td>04/04/2005</td>
<td>Approved by M &amp; C</td>
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</table>

**A letter of authorization from the owner must be submitted if this application is filed by anyone other than the owner.**

I hereby certify that I have the authority to make this application, that the application is complete and correct and that I have read and understand all procedures for filing this application.

[Signature]

10/05/2021

Please sign and date
Application Checklist:
The following items are to be furnished as part of this application:

- Completed Application
- Filing Fee (to include Sign Fee)
- Pre-Application Meeting Number PAM2021-00130 and Documentation (Development Review Committee Mtg. notes)
- Proposed Area Meeting Date TBD including location virtual
- Concept Site development plan, prepared and certified by a professional engineer. ( Twelve (12) copies - Fifteen (15) if on a state highway: (size 24 x 36)/(folded to 8 1/2 X 11)

- Approved NRI/FSD (Natural Resources Inventory/Forest Stand Delineation Plan) Hines parcel and portion of Block B.
- Conceptual Building Elevations & Floor Plan (3 copies)
- CTR (Comprehensive Transportation Review) Report with fee acceptable to Public Works (copy to CPDS).
- Concept Landscape Plan (6 copies) (size 24” X 36”) (folded to 8 1/2” X 11”).
- Preliminary Forest Conservation Plan (FCP)
- Pre-Application Storm Water Management Concept Package with Fee via Separate Check (Unless Previously Submitted with the Pre-application Materials) (previously submitted)
- Water and Sewer Authorization Application (previously submitted)
- Project narrative to include statement of justification that addresses compliance with all relevant Sections of the Zoning Ordinance, including but not limited to:
  - Comprehensive Master Plan and other plan regulations
  - Master Plan other Plans and Regulations
  - Mixed Use Development Standards, including Layback slope and shadow study (Section 25.13)
  - Landscape, Screening and Lighting Manual
  - Adequate Public Facilities (Section 25.20)
  - Parking (Section 25.16)
  - Signs (Section 25.18)
  - Public use space (Section 25.17)

- Additional information as requested by staff Street Sections for Thompson and Chapman Avenues
- Electronic Version of all materials (pdf format acceptable)
- Fire protection site plan

Comments on Submittal: (For Staff Use Only)
Resolution No. 9-05

RESOLUTION: To approve, with conditions, Preliminary Development Plan Application No. PDP2004-00009, Twinbrook Commons LLC, Applicant

WHEREAS, Twinbrook Commons, LLC, an affiliate of the JBG Companies, 4445 Willard Avenue, Chevy Chase, Maryland (the "Applicant"), and Washington Metro Area Transit Authority ("WMATA") 600 Fifth Street, N.W., Washington, D.C., filed Preliminary Development Plan Application PDP2004-00009 (the "Preliminary Development Plan Application" or "Application"), requesting approval of a Preliminary Development Plan for the 26.49 acre (net lot) site surrounding the Twinbrook Metro Station (hereinafter "Twinbrook Commons" or the "Property") for the redevelopment of the Property in accordance with the Twinbrook Metro Performance District Optional Method of Development set forth in Section 25-710.28 of the Zoning and Planning Ordinance; and

WHEREAS, the Preliminary Development Plan Application requested approval of 1,700 residential units, 325,000 square feet of office use and 220,000 square feet of retail use; 2,409 private parking spaces; 1,151 parking spaces for WMATA commuters; and heights ranging from 55 feet to 170 feet for the residential buildings and up to 170 feet for the office building; and

WHEREAS, the approval of the Preliminary Development Plan is one requisite component of the Twinbrook Commons redevelopment, which other components include the adoption and approval by the Mayor and Council of the Annexation Petition ANX2004-00136 (annexing approximately 16 acres of the Property located within Montgomery County, Maryland into the City of Rockville); an ordinance amending the
Resolution No. 9-05

Zoning Map to include the annexed property and placing it into the RPC Zone; Zoning Text Amendment TXT2004-00213 (establishing the Twinbrook Metro Performance District Optional Method of Development); and Sectional Map Amendment MAP2004-00090 (rezoning the portion of the Property currently zoned I-2 to RPC and reaffirming the existing RPC zoning for the remaining portion of the Property zoned RPC)(hereinafter collectively referred as the “Twinbrook Commons Related Approvals”); and

WHEREAS, approval of the Preliminary Development Plan is subject to and conditioned upon the Mayor and Council’s approval of all of the Twinbrook Commons Related Approvals; and

WHEREAS, the Mayor and Council held a worksession to review the proposed application on March 29, 2004; and

WHEREAS, pursuant to Section 25-710.30 of the Zoning and Planning Ordinance, the Planning Commission and the Mayor and Council held a joint worksession on October 11, 2004, to review the proposed application; and

WHEREAS, pursuant to Section 25-710.30 of the Zoning and Planning Ordinance, the Planning Commission, at its meeting of December 15, 2004, reviewed the Preliminary Development Plan Application and recommended approval of the application subject to certain conditions as set forth in a memorandum dated December 16, 2004; and

WHEREAS, pursuant to Section 25-710.30 of the Zoning and Planning Ordinance, the Mayor and Council gave notice that a public hearing on said Preliminary Development Plan Application would be held by the Mayor and Council of Rockville in the Council Chambers at Rockville City Hall on January 10, 2005, at 7:00 p.m. or as soon
thereafter as it may be heard, at which parties in interest and citizens would have an opportunity to be heard; and

WHEREAS, on January 10, 2005, the said Preliminary Development Plan Application came on for hearing at the time and place indicated in said notice; and

WHEREAS, this matter having been fully considered by the Mayor and Council, the Mayor and Council having found and decided that the development of Twinbrook Commons under the Twinbrook Metro Performance District Optional Method of Development would promote the health, safety and general welfare of the citizens of Rockville, and the Mayor and Council having made the further findings set forth herein based upon Preliminary Development Plan Application PDP2004-00009, the Staff Report dated December 7, 2004, the Planning Commission Recommendation dated December 16, 2004, the public hearing of January 10, 2005, as well as the remaining matters contained in the record; and

WHEREAS, the Mayor and Council having found and determined, pursuant to Section 25.710.30, and Article XV referenced therein, of the Zoning and Planning Ordinance, that the proposed development and Application, as amended, subject to the conditions, limitations, additions, and modifications set forth herein:

1. Is in substantial accordance with the Plan, and with the intent and purpose of Article XIV of the Zoning and Planning Ordinance, and is compatible with adjacent existing and permitted uses and developments.

2. Provides for traffic impact mitigation, open space, pedestrian circulation, and environmental amenities. Traffic mitigation is fulfilled through a combination of off-site improvements in accordance with the City’s Comprehensive Transportation Review;
on-site improvements including significant upgrades to Metro facilities, payment of the Montgomery County Development Impact Tax, and development and implementation of a Trip Reduction Agreement and Trip Reduction Plan. The Application provides green space and open space in excess of the 10 percent required by the RPC Zone. Pedestrian circulation is enhanced on-site by a well-established pedestrian system and by additional off-site pedestrian improvements. The proposed development incorporates many environmentally sensitive measures and is designed to ensure that a significant portion of the preservation and planting requirements required will occur on site. The proposed development will comply with the City’s stormwater management and sediment control regulations.

3. Provides for site dimensions, grade and orientation compatible with the location and height of existing and proposed development in the Rockville Pike Corridor Plan Area. The existing site conditions and the surrounding development was considered in the location of the buildings and their proposed heights. The greater heights are located on the west side of the Property, in proximity to other adjacent commercial uses and closer to Rockville Pike. Heights on the east side are sensitive to the adjacent townhouse community and the nearby single-family neighborhood.

4. Will not constitute a violation of any provision of the Zoning and Planning Ordinance or other applicable law.

5. Will not violate or adversely affect the Plan. The Application is in substantial accordance with the 1989 Rockville Pike Corridor and the 2002 City of Rockville Comprehensive Master Plan (collectively referred to as the “Plan”). In accordance with the recommendations for the Twinbrook Metro Performance District,
Twinbrook Commons provides a mix of office, residential and retail uses immediately adjacent to the Metro Station. In accordance with the City of Rockville Comprehensive Master Plan, the eastern portion of Twinbrook Commons is proposed as a mixed use, residential and retail area, pursuant to the RPC Zone.

6. Will not overburden existing public services including but not limited to water, sanitary sewer, public roads, schools, storm drainage, schools, and other public improvements. Existing water, sewer, and storm drain capacity exists to serve the development. The public roads surrounding the Property are adequate to accommodate the development. A significant portion of the trips generated from the proposed development are expected to utilize public transportation given the Property's location. The Application includes identified improvements to the surrounding road network. Montgomery County Fire and Rescue has indicated that the proposed development will be adequately served for fire protection by existing facilities in the area. Montgomery County Public Schools ("MCPS") has determined that there is adequate school capacity to accommodate the proposed development. This determination is reaffirmed by the MCPS Sample of Student Generation from Multi-Family Housing evaluation demonstrating the low number of students generated from multi-family housing. The Application provides for the payment of the Schools Facilities Impact Tax, as required by Montgomery County.

7. Will not affect adversely the health or safety of persons residing or working in the subdivision or neighborhood.

8. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.
9. Will not be unsuitable for the type of development, the use contemplated and available public utilities and services. The project provides a well-balanced, mixed use, residential, retail and office community at a Metro Station, with all of the project area being located within 1,200 feet of the Metro Station. The public utilities and services are suitable to serve the proposed development.

10. Will not unreasonably disturb existing topography, in order to minimize storm drain runoff and to conserve the vegetation cover and soil. The proposed development will also preserve existing landscape buffers and providing more effective stormwater management techniques, thereby minimizing stormwater runoff.¹

WHEREAS, the Mayor and Council having further found and determined that the proposed development and Application, as amended, subject to the conditions, limitations, additions, and modifications set forth herein is consistent with the intent and purpose of Twinbrook Metro Performance District Optional Method of Development set forth in the Zoning and Planning Ordinance² and satisfies the development standards of the Twinbrook Metro Performance District Optional Method of Development as more specifically set forth below:

1. A minimum area of twenty (20) acres is required. The overall size of the Property is 26.49 acres.

¹ The above findings are those findings required by Sections 25-710.30(b) of the Zoning and Planning Ordinance. Section 25-710.30(b)(3), requires the Mayor and Council in conjunction with its consideration of the Preliminary Development Plan to make the preliminary plan findings required by Section 25-727(e) of Article XV, "Subdivision Regulations."

² The Twinbrook Metro Performance District Optional Method of Development will be codified as Section 25-710.28 of the Zoning and Planning Ordinance upon the Mayor and Council approval of an ordinance granting Text Amendment Application No. TXT2004-00213, as amended.
2. All land within the development area must be located within 1,200 feet of a main pedestrian portal of a WMATA Metro Station. The entire Property is located within 1,200 feet of the main pedestrian portal of the Twinbrook Metro Station.

3. The applicant must submit a traffic study in conformance with the City’s Comprehensive Transportation Review methodology and provide mitigation of traffic impacts acceptable to the Mayor and Council. A traffic study utilizing the Comprehensive Transportation Review methodology was submitted and reviewed in conjunction with the review of the Preliminary Development Plan. The Application provides for mitigation of traffic impacts acceptable to the Mayor and Council.

4. All buildings abutting off-site residential land developed with single-family detached dwelling units shall provide a minimum side and rear setback of one (1) foot for every three (3) feet of height. The proposed development complies with this setback requirement.

5. The development must contain a mix of uses, including residential and commercial components. Not less than ten percent (10%) of the ground floor space within the development plan area that has street frontage must be devoted to retail sales and/or personal services. At least 70 percent of the street frontages of all of the parking facilities on the Property shall be concealed by a separate occupiable building. The proposed development contains a mix of residential, retail, and office uses. Ground Floor retail is provided in more than ten percent of the Property’s ground floor space that has street frontage. A minimum of 70 percent of the street frontages of the parking facilities are concealed by a separate occupiable building.
6. The development shall provide a system of public easements or rights-of-way for public pedestrian ways linking elements of the development with neighboring properties and the WMATA Metro Station. The Application provides for a series of publically accessible pedestrian ways. All streets within Twinbrook Commons will have sidewalks that provide linkage to areas outside the development area, thus providing pedestrian access to the Metro Station. The Applicant will also construct missing sidewalk links outside the development area on Bouic Avenue and Brooke Drive.

7. The maximum height for a commercial building is one hundred ten (110) feet, except that building heights up to a maximum of one hundred seventy (170) feet may be permitted for a commercial building located at least 300 feet from a single family detached residential property. The maximum height for a residential building is one hundred forty-five (145) feet, except that a maximum of one hundred seventy (170) feet may be permitted for a residential building located at least 300 feet from a single family detached residential property. The Application meets these standards. The proposed residential and office tower on the west side of Twinbrook Commons will be located more than 300 feet from a single-family home and are permitted a height up to 170 feet. The proposed residential buildings on the east side of Twinbrook Commons located within 300 feet of a single-family home will have maximum heights of 145 feet or less.

8. All developments that provide right-of-way or easements for public streets or pedestrian ways may include the area of such right-of-way or easements in the net development area for the purpose of calculating FAR and residential density. These areas are included in the commercial FAR and residential density calculations for the Twinbrook Commons development.
9. The commercial FAR as calculated based on the gross tract area shall not exceed 1.0 FAR and the residential density shall not exceed 66 dwelling units per acre. The Application satisfies this requirement by providing for a commercial density of .48 FAR and a residential density of 61 dwelling units per acre.

10. Developments must comply with the applicable parking requirements set forth in Section 25-710.27(9)(a) and (b), Section 25-710.28(13), and Section 25-395. The Applicant will provide private parking in accordance with these requirements in connection with use permit approvals.

11. All required parking must be located within the area covered by the preliminary development plan. The Application provides for all parking to be provided within the Property.

12. All developments shall be subject to the parking design standards set forth in Article IX, Division 2, except that the parking space design standards for parking spaces within a WMATA controlled garage intended for Metro Station commuter parking shall be governed by the design standards approved and adopted by WMATA. The Applicant is required to satisfy this requirement in connection with the use permit process.

13. Developments shall be so planned as to minimize the impacts of shadows on existing surrounding off-site single-family residential dwelling units. The Applicant has submitted a shadow study that demonstrates that adjacent single-family homes are only minimally impacted by shadows cast from the proposed development. Shadows will be cast only during the shortest days of the year. Only one building will cast a shadow on single-family residential properties and this shadow only affects yards, not homes.
Resolution No. 9-05 -10-

proposed taller buildings located to the west of the WMATA station will not cast any shadows that impact the surrounding off-site single family homes.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that Preliminary Development Plan Application PDP2004-00009, as amended, be and the same is hereby approved, in accordance with the terms, conditions and limitations set forth herein.

I. APPROVED PRELIMINARY DEVELOPMENT PLAN

For purposes of this Resolution, the Approved Preliminary Development Plan (also referred to as the "PDP") shall mean this Resolution and all Exhibits to this Resolution listed below and attached hereto, including notations, references, descriptions, and writings on the Exhibits.

- Land Use Plan (Exhibit 1)
- Open Space Plan (Exhibit 2)
- Retail Plan (Exhibit 3)
- Traffic Mitigation Table (Exhibit 4)
- Roadway cross-sections (Exhibit 5A and Exhibit 5B)
- Stormwater Management Concept approval letter dated December 9, 2004 (Exhibit 6)

II. DEVELOPMENT DENSITY AND LAND USE

A. Land Use Plan.

Exhibit 1, dated June 2004, revised April 4, 2005, shall constitute the Land Use Plan for the PDP.

B. Allowable development densities
1. The densities must not exceed 1,595 residential units, 220,000 square feet of retail; and 325,000 square feet of office.

2. Maximum non-residential density must not exceed 1.0 FAR and maximum residential density must not exceed 66 dwelling units per acre.

3. Minor reallocations (up to 20 percent) of residential units or non-residential square footage between blocks shall be permitted during the Use Permit stage, provided that the overall square footage for each use does not exceed the maximum densities permitted herein.

C. Residential uses

1. All residential buildings must provide elevator access, except for the townhouse styled building located in the southeast corner of Street A and Ardennes Avenue, which shall contain no more than 8 units.

2. A minimum of 15 percent of the residential units must be devoted to MPDUs. The number of MPDUs for each unit type must reflect the same ratio of market rate units devoted to each unit type. The number of MPDUs devoted to rental or for-sale units must reflect the same ratio of rental and for-sale units of the market rate units. The MPDUs shall be distributed throughout the proposed development so as to avoid a concentration of MPDUs in any single building.

3. Of the total number of MPDUs provided, the applicant will initially market fifty percent (50%) of the units to MPDU qualified senior residents. Applicant will actively market, through their best efforts, the market rate units to senior citizens.
4. Of the total number of units, a minimum of 595 units shall be offered initially for sale. If WMATA does not authorize such sale, the Mayor and Council may reconsider and amend this condition without going through the full PDP amendment process.

D. Retail uses.

Applicant must use its best efforts to provide ground floor retail as shown on the Retail Plan attached hereto as Exhibit 3. However, notwithstanding the limitations set forth above in II. B. 3. above:

a. Ground floor retail uses may be replaced with up to 75 live-work units, which units shall be credited against the allowable commercial square footage. Live-work units must provide direct access at the ground floor to space open to the public.

b. Ground floor retail within buildings fronting the Village Green may be converted to residential use or related ancillary uses, subject to Planning Commission approval.

c. Retail spaces over 30,000 square feet in size must be limited to allow either (i) one movie theater of up to 70,000 square feet and one retail space in excess of 30,000 square feet; or (ii) no more than three retail spaces each greater than 30,000 square feet.

III. BUILDING HEIGHTS

A. The allowable building heights are as follows:

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<th>Block A</th>
<th>Height</th>
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<td>A1</td>
<td>170’</td>
<td>16 stories</td>
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<td>A2</td>
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<td>B1</td>
<td>30’</td>
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<tr>
<td>B2</td>
<td>170’</td>
<td>13 stories</td>
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<tr>
<td>B3</td>
<td>6-9 level WMATA garage</td>
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<td>C1</td>
<td>43-63’</td>
<td>4-6 stories</td>
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<tr>
<td>C2</td>
<td>130’</td>
<td>12 stories</td>
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<td>C3</td>
<td>6-9 level garage</td>
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<td>30’</td>
<td>1 story</td>
</tr>
<tr>
<td>D2</td>
<td>130’</td>
<td>12 stories</td>
</tr>
<tr>
<td>D3</td>
<td>43-63’</td>
<td>4-6 stories</td>
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<td>D4</td>
<td>5-7 level garage</td>
<td></td>
</tr>
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<td>D5</td>
<td>6-8 level WMATA garage</td>
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<tr>
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<td>70’</td>
<td>6 stories</td>
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<tr>
<td>E2</td>
<td>130’</td>
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<td>E3</td>
<td>55’</td>
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<td>E4</td>
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<td>6-8 level garage</td>
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### Block F

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<td>G2/G3</td>
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<td>G4</td>
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<td>G5</td>
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<td>5-7 level garage</td>
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B. The foregoing heights are deemed to be appropriate and compatible with the adjacent uses. Lower heights may be proposed by the Applicant and approved as part of the use permit process.

IV. SETBACKS
A. For all buildings in excess of 135 feet in height, the frontages of such buildings facing a public street must be setback 25 feet at a height of 135 feet.

B. Setbacks from off-site, single-family detached residential units must be one foot for every three feet of height.

V. SUSTAINABLE DEVELOPMENT

Applicant will commit to an overall project that achieves a minimum of 21 LEED points per USGBC standards. Building certification or commissioning is not required.

VI. OPEN SPACE

A minimum of 20 percent of the proposed development shall be devoted to public use open space, including a Village Green and a linear park located between the proposed development and the adjacent Cambridge Walk townhouse development, as generally shown on the Open Space Plan attached hereto as Exhibit 2.

VII. PARKING

A. Parking for the uses in each block must be provided in the subject block or in an immediately adjacent block.

B. A minimum of 70 percent of the street frontages of all parking facilities must be concealed by separate occupiable buildings. Parking structure facades that are not concealed by a separate building must be of an aesthetically-pleasing design so as to minimize the utilitarian look of the parking garage. The design of the exposed facades must be reviewed by the Planning Commission in connection with the respective use permit.
C. The owner of each private parking structure (excluding the WMATA parking structures) is required to post a "full" sign when appropriate at the entrance of each private parking structure to reflect that no additional parking spaces are available.

VIII. TRAFFIC/PEDESTRIAN CIRCULATION AND TRAFFIC MITIGATION

A. Safe and adequate access for all modes of transportation must be provided throughout all phases of development. Twinbrook Commons LLC must work diligently with WMATA in an effort to provide 24 hour access through the Metro Station to connect the east and west side of Twinbrook Commons.

B. Pedestrian access.

1. The Applicant is required to construct the following missing sidewalk links per Department of Public Works requirements as a requirement of the Comprehensive Transportation Review methodology ("CTR"). The funding of these facilities must be separate from the County Development Impact Tax and the City Transportation Demand Management fees:
   
a. Bouic Avenue from Chapman Avenue to Rockville Pike
   
b. South side of Brooke Drive between Lewis Avenue and Rockland Avenue

2. Sidewalk widths along Fishers Lane must be a minimum of 20 feet in width and sidewalk widths along Chapman Avenue south of Halpine Road must be a minimum of 19 feet in width. All other sidewalks must be a minimum of 15 feet in width. Outdoor cafés, providing tables and chairs for eating and/or drinking, shall
only be permitted on sidewalks with a minimum 19-foot width, unless otherwise approved by the Planning Commission.

3. Every sidewalk must maintain a minimum eight-foot unobstructed pedestrian way, except for those sidewalks along Street A, which shall have a minimum five-foot unobstructed pedestrian way.

C. Traffic mitigation.

1. The Applicant must pay the required Montgomery County Development Impact Tax.

2. The Applicant and the City must enter into a Trip Reduction Agreement for the development and implementation of a Trip Reduction Plan prior to the effective date of the Annexation Agreement. All fees and costs associated with the Trip Reduction Agreement must be the sole responsibility of the Applicant, and may not be credited in whole or in part against the Montgomery County Development Impact Tax.

3. The Applicant must pay to the City a Transportation Demand Management fee as provided for in the Trip Reduction Agreement.

4. The Applicant is required to construct the off-site roadway and multi-modal improvements (hereinafter “Off-site Transportation Improvements”) identified on the Mitigation Table attached hereto as Exhibit 4 and/or such other off-site as may be identified by the Department of Public Works, in accord with the following:

   a. Except as otherwise provided herein, Applicant is not obligated to expend for the construction of such off-site improvements more than an
Resolution No. 9-05

amount equivalent to the Montgomery County Development Impact Tax applicable to the Twinbrook Commons development (hereinafter referred to as "Off-site Transportation Improvement Funds"). Notwithstanding the foregoing, however, Applicant is responsible for the construction of improvements 1-17 on the attached Mitigation Table (Exhibit 4) in accordance with subsection "b." below, regardless of the final cost of such improvements.

b. Prior to the issuance of the first use permit for the development, Applicant must submit for review and approval by the Department of Public Works a phasing plan for the construction of improvements 1-17 on the attached Mitigation Table. Construction of improvements 1-17 shall be allocated among, and tied to, the first three use permits approved for the development. Completion of all of the improvements associated with a particular use permit will be required once the use permit has been implemented. Completion of all such improvements shall occur prior to the earlier of the following events: (1) the issuance of the occupancy permit for the final structure subject to the use permit or (2) a date certain as specified in the phasing plan.

c. Any Off-site Transportation Improvement Funds remaining after the construction of improvements 1-17 must be utilized for the construction of the remaining Off-site Transportation Improvements on the attached Mitigation Table, or such other transportation improvement projects identified by the Department of Public Works, according to the construction priorities and phasing schedule approved by the Department of Public Works.

d. Applicant must provide the Department of Public Works with cost estimates of the Off-site Transportation Improvements prior to construction of
Resolution No. 9-05

5. The Applicant must construct a transit resource center (the "Center") containing approximately 2,000 square feet that must be located in a highly visible location on the east side of Twinbrook Commons, within 150 feet of the portal to the Metro Station. The Center shall be for use by Twinbrook Commons, the City, and other appropriate entities as approved by the City, to implement transportation demand management programs and provide transit services and information.

a. The Center must have both public and staff areas. City staff will work with the Applicant on the design and location of the facility. Applicant will be responsible for the tenant build-out up to a cost of $35 per square foot in 2005 dollars, adjusted to reflect the increase in the U.S.- All Cities Consumer Price Index between 2005 and the date of construction. The Center shall be leased to the City for 99 years for $1.00/year.

b. The construction and tenant build-out of the Center shall be a separate obligation from the County Development Impact Tax, the City Transportation Demand Management fee, and the Off-site Transportation Improvement Funds. Applicant must provide the Department of Public Works with cost estimates of the design and construction of the Center prior to construction and with invoices within sixty (60) days of the completion of the Center.

c. Applicant shall not be responsible for the funding of the operations of the Center, although nothing herein shall preclude the Applicant’s annual
City Transportation Demand Management fee from being used to help fund such operational costs.

d. 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 the Department of Public Works prior to the issuance of the first use permit.

6. The transportation obligations identified in this Section VIII C. shall constitute all transportation obligations under the Comprehensive Transportation Review ("CTR") methodology required of the Applicant in connection with the proposed development, subject to section XIII below.

IX. STREETS

A. Construction

1. The street cross-sections for the proposed development shall be generally in accord with the street cross-sections set forth in attached Exhibit 5A and Exhibit 5B, provided that minor deviations may be approved by the Planning Commission as part of the use permit process. This approval of the roadway cross-sections shall constitute a waiver of any inconsistent requirement of Chapter 21 “Streets and Public Improvements” of the Rockville City Code pursuant to section 21-20 of the Code.

2. Applicant must mill and overlay Ardennes Avenue from Twinbrook Parkway to the northern limits of the site.

B. Street dedication
Resolution No. 9-05 -20-

Applicant must dedicate all streets from back of curb to back of curb to the City. Applicant shall retain an interest in the air rights above Street A to accommodate the residential building over that portion of Street A indicated on the attached Land Use Plan (Exhibit 1). In connection with the dedication of streets, City will grant Applicant easement rights to certain portions of the dedicated streets to accommodate stormwater management and to enable Applicant to perform maintenance responsibilities relating to stormwater management and paving upgrades that exceed the City’s paving standards.

X. Phasing

Applicant must submit a detailed construction phasing plan for review and approval by City staff prior to the approval of the first use permit. The phasing plan for each phase must include:

- Vehicular and pedestrian accessibility and circulation for each phase
- SWM and forestry supporting the level of development at each phase.
- Sufficient parking capacity to support each phase of development.
- Interim site layout

XI. MAINTENANCE RESPONSIBILITIES

A. 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.

B. Applicant will 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.

C. 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.

D. The Applicant shall provide the city multiple opportunities for use of the Village Green and other street level open space. Public and private events will be required to follow applicable City Code Requirements. Details on how the Village Green
programming will be coordinated between the City and the applicant shall be submitted with the Use Permit for the Village Green.

XII. ENVIRONMENTAL CONSIDERATION

A. Plans and computations for sediment control, storm water management and road/pedestrian access (privately maintained) and Rockville water and sewer must be reviewed and approved by Rockville Department of Public Works.

B. Water and sewer mains in the WSSD located within the dedicated right-of-way shall be owned and maintained by WSSC.

C. Applicant must address the issue of sewage transmission capacity constraints at the time of use permit review. No building permits will be issued until the WSSC certifies that adequate transmission capacity is available.

D. Applicant shall comply with all conditions detailed in the storm water management concept approval letter dated December 9, 2004 attached hereto as Exhibit 6, as may be amended by the Department of Public Works from time to time

E. If determined necessary by the City's water distribution network study, Applicant will contribute 29% towards the design and implementation of Lewis Avenue water improvements, as delineated in the 1994 Pitometer Report for the City, said improvements consisting of upgrading the 8" water main to 12" in Lewis Avenue from Halpine Road to Edmonston Drive. Details of the contribution shall be finalized during the Use Permit process.

F. All utilities and related appurtenances to be located underground or within buildings.
G. 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.

H. Applicant shall provide public art in accordance with the provisions of Chapter 4 of the Rockville City Code.

I. Applicant shall certify that noise levels will be at or below 45dBA (Ldn) for apartment interiors for:

   a. The final design and approved acoustical treatment prior to issuance of building permit.

   b. The constructed units to ensure that they meet the standards and have been constructed consistent with the certified design prior to issuance of Occupancy Permits.

The reports must be prepared by an approved acoustical consultant and approved by the Chief of Planning in coordination with the City’s Environmental Specialist and Inspection Services Division, as appropriate.

XIII. ADEQUATE PUBLIC FACILITY DETERMINATION VALIDITY PERIOD

The determinations of adequate public facilities made herein remains valid for a period of twelve (12) years from the effective date of this Resolution. The Mayor and Council may extend the validity period of the adequate public facilities determination prior to its expiration for good cause, taking into consideration the extent to which the project is completed and the degree of development activity that has occurred within the four years preceding the extension request.
XIV. EFFECTIVE DATE

This Resolution and the Approved Preliminary Development Plan shall only be effective upon the latter of the following dates: (a) the effective date of the Annexation of the Property pursuant to Annexation Petition ANX2004-00136, and (b) the effective date of the ordinance adopting Zoning Text Amendment TXT2004-00213, establishing the Twinbrook Metro Performance District Optional Method of Development.

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

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council at its meeting of April 4, 2005.

Claire F. Funkhouser, CMC, City Clerk
## Twinbrook Commons Recommended Off-Site Mitigation Package

### Twinbrook Commons Off-Site Traffic Mitigation Conceptual Estimate, 10-Jan-05

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Improvement</th>
<th>Type</th>
<th>Estimated Cost</th>
<th>Comments</th>
<th>VIC improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ardenes Ave./Halpine Rd.</td>
<td>Stamped Crosswalks</td>
<td>Pedestrian</td>
<td>$160,000</td>
<td>possibility to enhance crosswalks without stamped asphalt to reduce cost</td>
<td></td>
</tr>
<tr>
<td>Chapman Ave/Thompson</td>
<td>Stamped crosswalks at Thompson</td>
<td>Pedestrian</td>
<td>$40,000</td>
<td>low priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Halpine Road/Chapman Ave</td>
<td>Raised crosswalks</td>
<td>Pedestrian</td>
<td>$80,000</td>
<td>possibility to raise intersection without stamped asphalt to reduce cost - high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Lewis Avenue/Halpine/Highwood/Allison/Henry</td>
<td>Pedestrian Improvements/Crosswalks/Lighting</td>
<td>Pedestrian</td>
<td>$50,000</td>
<td>high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Twinbrook Pkwy / Ardenes Ave.</td>
<td>Stamped crosswalks</td>
<td>Pedestrian</td>
<td>$160,000</td>
<td>possibility to enhance crosswalks without stamped asphalt to reduce cost</td>
<td></td>
</tr>
<tr>
<td>Twinbrook Pkwy / Chapman Ave</td>
<td>Remove channelized right turns on Chapman SB and Twinbrook Pkwy WB</td>
<td>Pedestrian</td>
<td>$75,000</td>
<td>low priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Twinbrook Pkwy / Chapman Ave</td>
<td>Countdown signals</td>
<td>Pedestrian</td>
<td>$5,000</td>
<td>high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Twinbrook Pkwy / Fishers lane</td>
<td>Countdown signals</td>
<td>Pedestrian</td>
<td>$5,000</td>
<td>high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Halpine Road</td>
<td>Construct reduced section w/ bike lanes b/t Rockville Pike and Chapman</td>
<td>Bike/Ped.</td>
<td>$200,000</td>
<td>low priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Edmonston Traffic Calming</td>
<td>Speed humps, pedestrian enhancements, medians</td>
<td>Pedestrian, Safety, Traffic Calming</td>
<td>$100,000</td>
<td>Staff will develop the specific locations and projects in conjunction with TCA - high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Twinbrook Neighborhood Traffic Calming</td>
<td></td>
<td></td>
<td>$150,000</td>
<td>Staff will develop the specific locations and projects in conjunction with TCA - high priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Rockville Pike / Bou Ave.</td>
<td>Re-stripe WB to allow triple lefts in shared lane</td>
<td>Capacity</td>
<td>$20,000</td>
<td>low priority for TCA</td>
<td>1.23 11% 8%</td>
</tr>
<tr>
<td>Rockville Pike / Twinbrook Pkwy / Rollins</td>
<td>Add WB right, Re-stripe WB Twinbrook Pkwy; (look at possibility of WB left)</td>
<td>Capacity</td>
<td>$250,000</td>
<td>low priority for TCA - feel it's too far from the site</td>
<td>1.11 6% 12%</td>
</tr>
<tr>
<td>Capacity</td>
<td>Add second WB left, resite WB Rollins</td>
<td>Capacity</td>
<td>$255,000</td>
<td>low priority for TCA</td>
<td>0.84 26% 19%</td>
</tr>
<tr>
<td>Twinbrook Pkwy / Chapman Ave</td>
<td>Add second WB right</td>
<td>Capacity</td>
<td>$250,000</td>
<td>low priority for TCA</td>
<td>0.9 1% 20%</td>
</tr>
<tr>
<td>Twinbrook Pkwy / Parklawn Drive</td>
<td>Re-stripe E8 approach to be shared left/through and exclusive right turn lanes</td>
<td>Capacity</td>
<td>$15,000</td>
<td>low priority for TCA</td>
<td>1.02 19% 13%</td>
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<tr>
<td>Veirs Mill Rd. / Twinbrook Pkwy</td>
<td>Re-stripe N1 exclusive thru lane to be a shared left thru lane</td>
<td>Capacity</td>
<td>$25,000</td>
<td>high priority for TCA</td>
<td>1.19 3% 7%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$1,846,000</td>
<td>Length of sidewalk improvement may be shortened to reduce cost - low priority for TCA</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$390,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lewis Ave.</td>
<td>Widen sidewalk on west side and provide street trees and crosswalks</td>
<td>Pedestrian</td>
<td>$390,000</td>
<td>Length of sidewalk improvement may be shortened to reduce cost - low priority for TCA</td>
<td></td>
</tr>
<tr>
<td>Rockville Pike / Halpine Road</td>
<td>Add second WB right on Halpine</td>
<td>Capacity</td>
<td>$250,000</td>
<td>low priority for TCA</td>
<td>1.09 0% 2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$2,505,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
1. Recommended phase I improvements shaded grey
2. Seven of the 12 impacted intersections mitigated with this package
3. Of the remaining five impacted intersections, two are being considered for State projects and three were deemed either infeasible or undesirable by staff
4. Bold numbers indicate capacity improvement > 15%
5. Any improvements that can not be constructed due to ROW constraints, jurisdictional coordination or other reasons, will be replaced with an appropriate project per DPW and in coordination with the Applicant.

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**Packet Pg. 81**

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**Attachment 1.A.f: Twinbrook Commons PD Resolution No. 9-05 (4010 : Twinbrook Commons PC Project)**
December 9, 2004

Mr. John Kraus
The JBG Companies
4445 Willard Avenue
Chevy Chase, MD 20815

Subject: Twinbrook Commons Stormwater Management Concept Plan
PDP2004-00009, SMP2005-00022

Dear Mr. Kraus:

Your stormwater management (SWM) concept received on November 30, 2004 for the above referenced site is conditionally approved. This concept plan was previously submitted on January 20, 2004, July 9, 2004, and September 17, 2004. The proposed development on the WMATA Twinbrook METRO site consists of a mixed use of residential, commercial and retail with associated parking on the 26-acre site with an 82-acre contributory drainage area. The site drains into a twin pipe system in Ardennes Avenue that outfalls into a tributary of Rock Creek just east of the intersection of Alsace Lane and Halpine Road.

The SWM concept proposes the following measures for the 26-acre site with an assumed 17.7 impervious acres (not including the adjacent right of way):

1. Overbank Flood Protection (Qp10) and Channel Protection Volume (Cpv) will be provided in five underground storage vaults located beneath parking garages throughout the site.

2. Water Quality Volume (WQv) shall be provided in various underground structural filtering systems located throughout the site in open areas, drive aisles or beneath garages. The WQv storage associated with the filtering systems will be located in the storage vaults beneath the garages. Some WQv may also be provided in two potential bioretention sites located in open space.

3. Recharge Volume (Rev), if feasible, shall be provided in underground pipe systems or beneath the potential bioretention sites. Recharge shall only be required when there is a positive infiltration rate. The total Recharge Volume (Rev) is based upon the soil specific recharge factor and may be subtracted from the total Water Quality Volume (WQv) when it is being treated upstream and separate from main storage vaults.

4. Green roofs may be utilized for commercial buildings. The green roofs will be treated as pervious "green" areas in computations for Runoff Curve Numbers (RCN) and WQv.
This SWM concept is approved subject to the following conditions, which must be addressed at the detailed engineering stage:

1. Provide safe conveyance of storm flows, including the 100-year storm event. In previous SWM concept submittals, improvements to the twin pipe storm drain located under Halpine Road were identified. Improvements may consist of increasing the pipe size under Halpine Road and reconstruction the outfall stabilization. Details of these improvements and any other safe conveyance issues will be resolved during use permit review and detailed engineering review.

2. All SWM facilities must function under gravity flows. Stormwater shall not be pumped out of SWM facilities in order to provide treatment.

3. The underground Water Quality and Recharge facilities shall not be located beneath the pavement of private roads that function as public roads. These facilities may be located in open space, parking areas, and drive aisles.

4. Complete a 100-year floodplain analysis for review and approval by DPW, including any associated floodplain variance required, according to City code, DPW standards, and the City's Environmental Guidelines.

5. Submit a SWM Easement/Maintenance Agreement signed by the property owners, including WMATA, for review and approval. Approved SWM Easement/Maintenance Agreement must be recorded in the Montgomery County Land Records prior to DPW permit issuance.

6. Submit detailed storm drain and stormwater management plans and computations for approval by DPW. Submit for review and approval the construction estimates, and permit fees associated with the SWM plans. Detailed review of the hydrology and SWM computations will occur at the detailed engineering stage.

7. Post financial security based on the approved construction estimate in a format acceptable to the City Attorney. Approval is coordinated through DPW staff.

8. Submit SMP permit application, permit fees, and SWM Database Sheets associated with the SWM plans for each phase of construction.

9. Provide SWM for each phase of construction. No building permits that allow the creation of impervious area can be issued unless SWM permits have been issued that provide treatment for this area. A SWM concept for specific phases must be submitted for review and approval prior to Use-Permit approval for individual sites within the PDP.
If you have any questions, please contact John Scabis, Civil Engineer II, of my staff at 240-314-8514.

Sincerely,

Susan T. Straus, P.E.
Chief Engineer/Environment

STS/JS/akm

cc: Jeff Cineiro, Johnson Bernat Associates, Inc.
    Deane Melander, Planner III
    Mark Wessel, Civil Engineer III
    John Scabis, Civil Engineer II-Environment
    MCDPS, Rick Brush
    Permit Plan
    Day File

H:\Files\STRAUS\TwinbrookCommons\SWMeplt12-9-04.doc
From: Nelson Ortiz <nortiz@rockvillemd.gov>
Sent: Monday, January 31, 2022 5:33 PM
To: Nelson Ortiz
Subject: FW: 1800 Chapman -DRC

From: STAR PROFSERVICES <starprofservices@gmail.com>
Sent: Wednesday, December 1, 2021 11:02 AM
To: mayorcouncil <mayorcouncil@rockvillemd.gov>; STAR PROFSERVICES <starprofservices@gmail.com>; Planning Commission <Planning.Commission@rockvillemd.gov>; Anita McCombs <amccombs@rockvillemd.gov>; Nicholas Dumais <ndumais@rockvillemd.gov>; Cynthia Walters <cwalters@rockvillemd.gov>; Beryl Feinberg <BFeinberg@rockvillemd.gov>
Subject: 1800 Chapman -DRC

In general, I do not oppose projects that do not affect our near Twinbrook single family neighborhood.
I am opposed to any parking waivers and the inclusion of any of the Twinbrook Metro station roads (believed called 1700 Chapman) used and needed by the Metro and RideOn buses. Reducing the already small bus lanes is outrageous. One lane is always used as the "Waiting to start" bus parking for the #5 bus. It now is also used as such for the Shuttle buses.
So no reduction in Metro land to be included in the 1800 Chapman proposed project is reasonable.
Granting any parking waivers would result in the not-provided parking residents of 1800 parking on our nearby streets.
As per prior position, if necessary I will file suit.
Thank you in this matter.

Samuel Shipkovitz
Holland Road
Rockville 20851
2027873936