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Community Planning and  
Development Services  
Received  
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April 8, 2022

*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 – Revised Statement of Justification

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 assemblage 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. PDP2004-00009, 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



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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. PDP2004-00009 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<sup>1</sup> of area (after required right-of-way dedication), identified as Lots 2, 3, 4, 5, and 6, Block B 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 Lot 1, Block B 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<sup>2</sup> 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:

Property Description	Square Footage
Amendment Area (owned by WMATA) <sup>3</sup>	169,076 gsf
Applicant Purchase Site	51,683 nsf <sup>4</sup>
Transit Facilities and Open Space	116,734 nsf

<sup>1</sup> This is a net square footage figure, after approximately 3,381 square feet of right-of-way dedication along Chapman Avenue.

<sup>2</sup> 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.

<sup>3</sup> This includes approximately 135 square feet of encroachment onto the Amendment Area that Hines does not propose to purchase from WMATA.

<sup>4</sup> See Footnote 2.



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1800 Chapman Assemblage	45,797 nsf <sup>5</sup>
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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. PDP2004-00009 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. *p. 4-22*. 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." *p. 4-24*. 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. PDP2004-00009 for a 26.49-acre site (including 1700 Chapman) (the "PDP"). The PDP

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<sup>5</sup> See Footnote 1.



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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



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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.

The Project proposes to construct 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, in anticipation of a possible future reconfiguration of the bus loop. In the interim, however, bus access to and from the Twinbrook Metro Station will remain as it currently exists, and any use of the new access point would be implemented as part of a future Project Plan, to further amend the PDP, as part of changes to the “Transit Facilities and Open Space” under discussion between WMATA and the City. In order to accommodate construction of the new access point, 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 ultimately 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.



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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





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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



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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.





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- 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 environment 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.



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- 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.



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- 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 with 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



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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.

- Strategically locate and right-size parking. *p. 4-40.*

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:

Schools	Infill Generation Rates for Multi-Family High-Rises, Applied to the Project
Farmland Elementary School	0.034 students/unit (14.86 students)
Tilden Middle School	0.015 students/unit (6.55 students)
Walter Johnson High School	0.016 students/unit (6.99 students)



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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, but that City Staff has confirmed that all schools serving the Project are adequate under the forthcoming update.

*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 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



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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.*





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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.



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*(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*



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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



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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:

- (1) *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.

- (2) *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”.

- (3) *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 facade 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 594 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.**



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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.*





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



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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. PDP2004-00009 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)



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- (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

A handwritten signature in black ink that reads "Heather Dlhopsky".

Heather Dlhopsky