

Resolution No. 7A-19

RESOLUTION:

To approve, with conditions, Project Plan Application PJT2018-00011, to allow for up to 1,865 multifamily dwelling units and up to 913,390 square feet of commercial development at 1500-1616 Rockville Pike; Saul Holdings Limited Partnership, Applicant

WHEREAS, on January 25, 2018, Saul Holdings Limited Partnership (the "Applicant") filed Project Plan Application PJT2018-00011 (the "Project Plan Application" or "Application"), pursuant to Section 25.07.07 of the Zoning Ordinance, proposing to allow for the development of a maximum of 1,865 multifamily dwelling units, including a minimum of 15% Moderately Priced Dwelling Units ("MPDUs"), up to 431,440 square feet of office development, up to 472,950 square feet of retail development (composed of retail, restaurant, and grocery uses), up to a 9,000 square-foot entertainment venue, and associated public use space, amenities, and infrastructure (the "Project" or "Twinbrook Quarter") on six parcels and/or lots totaling approximately 18.36 acres and bound by Rockville Pike to the west, the Metro tracks and CSX/MARC rail line to the east, and Halpine Road to the south (the "Property"); and

WHEREAS, the Property is currently improved with approximately 240,756 square feet of single-story retail, office, and restaurant uses in various stages of occupancy, with approximately 12 acres of surface parking; and

WHEREAS, the Property is zoned Mixed-Use Transit District (MXTD) in accordance with the 2016 Rockville Pike Neighborhood Plan (the "Rockville Pike Plan") and accompanying Sectional Map Amendment; and

WHEREAS, pursuant to the Rockville Pike Plan and Section 25.03.02 of the Zoning Ordinance, the Applicant identified the Project Plan Application as a Champion Project Application on the bases that Twinbrook Quarter: (1) is located in the South Pike and contains at least five (5) contiguous acres of private property; and (2) significantly advances the following goals (a) provides more than the required public use space, (b) provides more than the required vehicular, bicycle and/or pedestrian safety measures and/or provides pedestrian and bicycle access over or under the CSX/Metro tracks, and (c) provides a significant increase in the amount of employment; and

WHEREAS, pursuant to Sections 25.05.03c, 25.07.03, and 25.07.07.6 of the Zoning Ordinance, the Planning Commission was briefed on the Project Plan Application at its meeting on April 11, 2018; and

WHEREAS, pursuant to Sections 25.05.03c, 25.07.03, and 25.07.07.6 of the Zoning Ordinance, the Mayor and Council determined that the Project Plan Application would be processed as a Champion Project Application at its public meeting on April 30, 2018; and

WHEREAS, pursuant to Sections 25.05.03c, 25.07.03, and 25.07.07.8, a duly noticed public hearing on the Application was held by the Planning Commission on February 13, 2019; and

WHEREAS, pursuant to Sections 25.05.03c, 25.07.03, and 25.07.07.9 of the Zoning Ordinance, the Planning Commission at its meeting on February 27, 2019, reviewed the Application, and after considering the information presented and testimony provided, voted to recommend that the Mayor and Council approve the Application subject to several conditions; and

WHEREAS, pursuant to Sections 25.05.03c, 25.07.03, 25.07.07.11, and 25.07.07.12 of the Zoning Ordinance, a duly noticed public hearing on the Application was held by the Mayor and Council on March 25, 2019; and

WHEREAS, the Mayor and Council held a public meeting for discussion and instructions to City Staff on, and possible adoption of, the Project Plan Application on April 29, 2019; and

WHEREAS, at its April 29, 2019 meeting, the Mayor and Council found and determined that approval of the Application would promote the health, safety and welfare of the citizens of Rockville, and the Mayor and Council made further findings set forth herein all in support of the Project, based upon information presented and testimony provided as contained in the public record; and

WHEREAS, the Mayor and Council, finds and determines, pursuant to Sections 25.07.07.15, 25.07.07.16, and 25.07.01.b.2 of the Zoning Ordinance, in consideration of the Application, subject to the conditions, limitations, additions, and modifications set forth herein, as follows:

1. Project Plan Implementation Period: In accordance with Section 25.07.07.18(a) of the Zoning Ordinance, a site plan application implementing a portion of Phase 1 of the Project Plan Application must be filed within twelve (12) months of the date of this Resolution. The

implementation period for all other portions of the Project Plan Application will remain valid for thirty (30) years from the date of this Resolution.

2. The Project Plan Application Qualifies as a Champion Project: The Project Plan Application meets all of the requirements necessary for qualification as a Champion Project under Section 25.03.02 of the Zoning Ordinance. The Project is a development project that:

(1) *Is located within the South Pike;*

The Property is located in the South Pike area pursuant to the Rockville Pike Plan, which coincides with the Twinbrook Metro Performance District.

(2) *Contains at least five (5) acres of private property that is (i) contiguous, or (ii) confronting, separated only by a Business District Class I or Class II street;*

The Property comprises approximately 18.36 contiguous acres, which exceeds the minimum requirement.

(3) *Significantly advances one or more of the following goals:*

- *Increases multifamily housing that provides more than the minimum requirement of moderately priced dwelling units near the Twinbrook Metro Station;*
- *Provides more than the required public use space;*
- *Provides more than the required vehicular, bicycle and/or pedestrian safety measures and/or provides pedestrian and bicycle access over or under the CSX/Metro tracks; and/or*
- *Provides a significant increase in the amount of employment.*

The Project Plan Application significantly advances three (3) of the goals identified above. The Project will: 1) provide more than the required public use space, 2) provide more than the required vehicular, bicycle, and pedestrian safety measures, and 3) provide a significant increase in the amount of employment in the area. With respect to public use space, as noted on the Project Plan Application Cover Sheet No. PP-1, approximately 31.5% of net lot area will be provided as public use space/open area. The Project Plan Application incorporates a one-acre central park that is adjacent to Building 2. The Project Plan Application also includes a linear park with two separate dog parks (one intended primarily for large dogs and one intended primarily for small dogs), a meandering path approximately one-quarter of a mile long surrounded by extensive natural style landscaping, and multiple train viewing areas from within the safety of the park. The linear park

is easily accessed by the public via landscaped sidewalks on the north side of Building 5 and the south side of Building 7 (at either end of the park), and it will be directly accessible to the residents of Buildings 5, 6, and 7. Twinbrook Quarter is designed with two “courtyard parks” between Buildings 5, 6, and 7, which are intended to be a quieter setting that are physically near but atmospherically set apart from the active central area. The Project also includes at least two separate hardscaped plazas as gateways to the community. In addition to the on-site public use space, approximately 83,000 square feet of public use space/open area will be provided within dedicated right-of-way, which also constitutes “public use space” under Section 25.03.02 of the Zoning Ordinance as these open areas are recommended in an adopted master plan, including enhanced public walkways and off-site public improvements. The Rockville Pike Plan (p. 4-39) provides that “[t]he ‘complete street’ multi-way boulevard itself will provide public open space in the Plan Area by providing broad continuous sidewalks, bikeways that connect to the City’s trail system, and trees and landscaping along the medians.” For this reason, the Project Plan Application reflects that, while greater than 15% of net lot area will be provided on-site as public use space/open area, an additional large amount of publicly accessible space will be provided in the form of improvements to rights-of-way, widened and improved sidewalks, and other related improvements such that the total amount of public use space provided constitutes 31.5% of the Project’s net lot area.

With respect to providing more than the required vehicular, bicycle, and pedestrian safety measures, the construction of the Chapman Avenue Extension running north-south through the Property parallel to Rockville Pike, as well as construction of two new east-west streets through the Property (Festival Street and the Congressional Lane Extension), will create new vehicular and pedestrian linkages along Rockville Pike and increase mobility options in the South Pike area.

Lastly, the Project Plan Application provides a significant increase in the amount of employment in the area. Through the provision of both retail and office uses, there will be an increase in the number of workers in the area, furthering the mixed-use nature of the Project and the 18-hour/day activity in the area.

As such, the Mayor and Council determine that the Project qualifies as a Champion Project.

3. The Application will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development: Approval of the Project Plan Application will have no adverse impact on the health or safety of persons residing or working in

the neighborhood of the Project. The Property is surrounded by commercial uses along Rockville Pike to the north, south, and west and is separated from the nearest single-family residential neighborhood and several industrial properties by the Metro tracks and the CSX/MARC rail line. The existing surrounding area is generally described as follows: To the east are the Metro tracks and the CSX/MARC rail line, which provide a significant buffer from the nearest single-family residential neighborhood to the east. To the west is Rockville Pike and Congressional Plaza, which contains single-story box stores and surface parking, as well as smaller stores and fast-food restaurants. To the north is an approximately 121,968-square-foot property currently improved with single-story retail uses and surface parking, similar to the current uses on the Property. To the immediate south is Halpine Road, and just south across Halpine Road is a seven-story office building and a Hilton hotel. Further south across Bouic Avenue is The JBG Companies' The Galvan, a mixed-use project with 360 multi-family dwelling units (along with 99,500 square feet of ground floor retail and restaurant uses).

The zoning on this Property and surrounding properties provides significant future development and redevelopment opportunities. The immediately adjacent property to the south is similarly zoned MXTD and could be redeveloped with the same densities and heights applicable to the Property. The properties to the west and north are zoned Mixed-Use Corridor District (MXCD), which allows for medium density development of retail, office, and residential uses. The properties to the west, north, and south are also located within the boundaries of the Rockville Pike Plan. The Rockville Pike Plan recommends mixed-use, transit-oriented development near the Twinbrook Metro Station. To that end, the Project Plan Application is compatible with all surrounding uses and properties as they exist today and as they are planned to exist in the future.

The construction of the Chapman Avenue Extension running north-south through the Property parallel to Rockville Pike, as well as construction of two new east-west streets through the Property (Festival Street and the Congressional Lane Extension), will create new vehicular and pedestrian linkages along Rockville Pike and will help the City to create a true street grid in this South Pike location. These infrastructure improvements will help to divert traffic away from Rockville Pike towards the internal street grid which the Project helps to create.

Residents of the city and employees working in the area of the Property will benefit from the increased pedestrian connectivity between Rockville Pike and the Twinbrook Metro Station that will be provided by the Project. Specifically, the Project Plan Application includes

construction of a wide pedestrian promenade along Rockville Pike, and sidewalks along the Chapman Avenue Extension and the two new east-west streets to create attractive, safe, and walkable linkages between Rockville Pike and the Twinbrook Metro Station. The Project Plan Application also reserves space within the Property to allow for a potential new connection to the Metro Station from Building 7 should the City and/or Applicant obtain approval from WMATA and CSX to construct this pedestrian connection. Additionally, the development of a variety of residential, office, fitness, grocery, restaurant, retail, and entertainment uses at the Property will deliver the critical mass and diversity of uses necessary to further the economic vitality of this transit-oriented location.

The Project Plan Application also increases green space, open area, and public use space through the creation of a central park framed by the Chapman Avenue Extension and Festival Street, along with rooftop courtyards on many of the buildings proposed, which will benefit the health and welfare of persons residing or working in the neighborhood of the Project. The Project Plan Application also includes a linear park with two separate dog parks (one intended primarily for large dogs and one intended primarily for small dogs), a meandering path approximately one-quarter of a mile long surrounded by extensive natural style landscaping, and multiple train viewing areas from within the safety of the park. The proposed design includes a landscape buffer along Rockville Pike coupled with street trees and ground plantings along the Chapman Avenue Extension and the two new east-west streets. These plantings will provide shading and will transform this corridor into a visual amenity. The Project will also vastly improve the current functioning of the Property from an environmental perspective, by complying with the City's green building standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City's Forest and Tree Preservation Ordinance and stormwater management requirements.

As such, the Mayor and Council finds that the Application will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development.

4. The Application will not be in conflict with the Master Plan: The Property is subject to the Rockville Pike Plan adopted by the Mayor and Council on August 1, 2016. The Project Plan Application satisfies both the general corridor planning principles and the principal land use recommendations for the Property identified in the recently approved Rockville Pike Plan. The Property 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 portion of the Property between Halpine Road and Congressional Lane (1580 – 1616 Rockville Pike) for Core (transit-oriented) land uses, while the portion of the Property north of Congressional Lane is designated for Corridor (mobility-oriented) land uses. The Project is designed to leverage the Property’s transit-oriented location to allow for an active urban mixed-use redevelopment, which is consistent with the Rockville Pike Plan “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 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 Application will transform this underutilized asset of single-story retail and surface parking uses into a transit-oriented core redevelopment that is attractive and pedestrian-friendly for residents, employees, patrons, and the general public. The Project Plan Application achieves the Rockville Pike Plan vision by bringing buildings closer to the street with façade improvements, reducing the prominence of surface parking, and creating green areas and public gathering spaces.

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

As noted, the Project includes a diverse mix of uses – residential, office, fitness, grocery, restaurant, retail, and entertainment venue. 15% MPDUs are proposed, which meets the City’s requirement of 15% for projects located in the MXTD Zone. While the ultimate mix of residential unit types is still to be determined with each site plan application for residential uses, 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)

The Project Plan Application will transform what is currently a retail strip, with vast amounts of surface parking, into a new community based upon creation of a street network of new north-south

and east-west connections and wider sidewalks with street trees and landscaping. In addition, a dual bikeway is proposed along the Rockville Pike frontage, a bike lane is proposed along the north side of Halpine Road, and shared travel lanes indicated by sharrows are proposed along Chapman Avenue Extension, Congressional Lane Extension, and Festival Street. The sharrow lane is a marked shared travel lane that will accommodate both bicycles and vehicles together using a wider travel lane. While bike lanes along Chapman Avenue Extended are consistent with the recommendation of the City's 2017 Bikeway Master Plan, both bike lanes and sharrows would accommodate bicycles along this street and both are consistent with the Business District Class II roadway Road Code requirements. The Planning Commission recommended that the Project Plan Application be approved with the sharrows. The Commission agreed with the applicant's vision for this street and found that through bike traffic can be accommodated along Rockville Pike and other nearby streets. The Mayor and Council recognize that both bike lanes and sharrows would be consistent with the requirements and agrees with the Planning Commission's findings and conclusions and hereby approves sharrows along Chapman Avenue Extended.

- *Appealing parks and public open spaces for community gathering and activity.* (p. 3-2)

The Project Plan Application includes a central park in excess of one-acre in size framed by Chapman Avenue Extension and Festival Street. Further, the internal street network to be created (the Chapman Avenue and Congressional Lane Extensions, as well as Festival Street) and the Rockville Pike frontage will be improved with wide sidewalks, street trees, and other landscaping features, all furthering the pedestrian experience. The Project Plan Application also includes a linear park with two separate dog parks (one intended primarily for large dogs and one intended primarily for small dogs), a meandering path approximately one-quarter of a mile long surrounded by extensive natural style landscaping, and multiple train viewing areas from within the safety of the park. The linear park is easily accessed by the public via landscaped sidewalks on the north side of Building 5 and the south side of Building 7 (at either end of the park), via both courtyard parks, and it will be directly accessible to the residents of Buildings 5, 6, and 7.

- *Environmentally friendly and sustainable.* (p. 3-3)

The Property is currently comprised almost entirely of barren impervious surfaces, with limited stormwater management controls, mostly in the form of surface parking. The Project will vastly improve the current functioning from an environmental perspective, by complying with the City's

green building standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City's Forest and Tree Preservation Ordinance and stormwater management requirements. The Project Plan complies 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 Property is located adjacent to the Twinbrook Metro Station and proposes a density and intensity that is appropriate for such a locale. The Project proposes a vibrant transit-oriented development with a mix of uses and amenities for residents, shoppers, workers, and visitors to Rockville that will help to establish a distinctive urban character for the Rockville Pike Corridor. The inclusion of activating ground-floor uses and public use space at the Property will help to improve the appearance and economic success of the Rockville Pike Corridor. The Project will be both functional and compatible with nearby development as envisioned by the Rockville Pike Plan.

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

The construction of Chapman Avenue Extension running north-south through the Property parallel to Rockville Pike, as well as construction of two new east-west streets through the Property (Festival Street and Congressional Lane Extension), will create new vehicular and pedestrian linkages along Rockville Pike, and will help the City to create a true street grid in this South Pike location.

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

The pedestrian environment will be vastly improved along the Rockville Pike frontage, with new pedestrian sidewalks provided along all of the internal streets to be constructed (Chapman Avenue Extended, Congressional Lane Extended, and Festival Street) and a pedestrian promenade along Rockville Pike. Additionally, a bike lane is proposed along the north side of Halpine Road, along with shared travel lanes marked by sharrows along Chapman Avenue Extended, Congressional Lane Extended, and Festival Street. The Project Plan Application also includes a buffered 10-foot wide dual bikeway and a 20-foot wide landscaped sidewalk along Rockville Pike that will enhance pedestrian and bicycle circulation patterns in the city.

- *Smooth and safe vehicular flow. (p. 3-4)*

The Project will reduce the amount of existing curb cuts along the Property's Rockville Pike frontage in an effort to address traffic safety concerns reflected in the Rockville Pike Plan. The Project is consistent with the goal of eliminating traffic fatalities and serious injuries as embodied in Vision Zero. More specifically, the Project prioritizes the safety of all individuals traveling to and from the Property through the creation of a pedestrian-friendly environment. The Project Plan Application includes street network enhancements and intersection improvements to facilitate smoother and safer vehicular flow. Between the northern boundary of the Property and Halpine Road, there are seven existing curb cuts along Rockville Pike. The Project Plan Application maintains approximate locations of two existing curb cuts and proposes two in addition, thereby reducing the total number of curb cuts from seven to four.

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

By redeveloping this outdated retail strip into residential, office, grocery, retail, restaurant, and entertainment uses, the Project provides an optimal environment to attract successful national and local retailers and other excellent business and residential end users.

- *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 provides increased heights and densities at this urban core location that is in close proximity to the Twinbrook Metro Station. This Project Plan Application helps to reduce the use of automobiles to and from the Property by replacing a large amount of surface parking with a pedestrian-friendly transit-oriented development containing an energetic mix of uses and public amenities. The Project Plan Application allows for the continued revitalization of the Rockville Pike Corridor and will support and increase the City's tax base.

- *Promote development that improves environmental conditions.* (p. 4-39)

The Property is currently comprised almost entirely of mostly barren impervious spaces, the vast majority of which is asphalt for surface parking lots, with limited stormwater management controls. The Project Plan Application includes stormwater management features that implement stormwater management with a combination of structural water quality devices, as well as environmental site design to the maximum extent practicable (ESD to the MEP), and will transform what is essentially an 18+-acre strip of untreated imperviousness into a more pervious

space complete with landscaping, street trees, microbioretention facilities, and other environmental features.

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

The Rockville Pike Plan (i) recommends, wherever possible, locating parking in structures behind or under buildings to minimize visual impact, (ii) promotes on-street parking as a means of slowing traffic and becoming part of the pedestrian realm, and (iii) encourages shared parking arrangements as a basis for reducing the amount of parking that is required. The Project Plan Application reduces the minimum parking required by approximately 43% in recognition of the trend that the Rockville Pike Corridor will become less reliant on automobiles and more urban and multi-modal over time. Since this Project will be phased over a long-term horizon, the constrained parking policy proposed by the Project Plan Application provides the necessary flexibility for a successful transit-oriented development that is market responsive at this important location along the Rockville Pike Corridor.

As such, the Mayor and Council finds that the Application will not be in conflict with the Plan.

5. The Application will not overburden existing and programmed public facilities as set forth in Article 20 of the Zoning Ordinance and as provided in the adopted Adequate Public Facilities Standards: The Project satisfies 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"). With regard to transportation, the Applicant's infrastructure improvements, including enhancing the street grid and other mitigation measures, will reduce the transportation impact of the Project as required by the APFO, APFS, and Comprehensive Transportation Review ("CTR") requirements. A Transportation Demand Management ("TDM") plan is being developed in order to realize a Transit-Oriented Area ("TOA") credit of 35 percent. The TDM plan will include the following four basic elements: (1) Education and Information, (2) Parking Management, (3) On-Site Construction, and (4) Commuter Assistance Programs. The proposed design includes a mix of complementary land uses, pedestrian-scale blocks, and pedestrian-scale intersections within close proximity to Metro and bus services. This transit-oriented, pedestrian-friendly, compact, mixed-use development reduces peak hour and daily vehicle-trips and total vehicle-miles traveled, compared to the same level of development if located in a suburban area that is not served by transit.

With regard to public schools, the Property is located in two school clusters. The portion of the Property south of Congressional Lane is located within the Walter Johnson school cluster, and the area north of Congressional Lane extended is located within the Richard Montgomery school cluster. Pursuant to Section I.C.B of the APFS, the Project Plan Application is exempt from the school capacity requirements test because the Project is: (1) a Champion Project; (2) the residential portion of the Project Plan Application includes only multi-family high-rise residential units; (3) the residential portion of the Project Plan Application will be constructed over multiple phases over the course of ten (10) or more years from the date of Project Plan Application approval; and (4) the Project Plan Application includes more than one (1) non-residential use and at least one half (1/2) acre of contiguous public use space.

With regard to water and sewer facilities, the Project Plan Application received Water and Sewer Authorization approval from the Department of Public Works ("DPW") for connection to the City's water and sanitary sewer systems. In accordance with the Water and Sewer Authorization approval, the Project includes construction of a network of water and sanitary sewer infrastructure to serve the development, and phased off-site improvements to mitigate the capacity deficiencies created as a result of increased demand generated by Twinbrook Quarter.

As such, the Mayor and Council finds that the Application will not overburden existing and programmed public facilities as set forth in Article 20 of the Zoning Ordinance and as provided in the adopted Adequate Public Facilities Standards.

6. The Application will not constitute a violation of any provision of the Zoning Ordinance or other applicable law:

The Property is zoned MXTD, which permits all of the uses proposed for the Project. Furthermore, as shown on the Project Plan Cover Sheet No. PP-1, the Application 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. The Project satisfies the "Special Design Regulations" for the MXTD zone established in Section 25.13.07(a) of the Zoning Ordinance.

The Project Plan Application included several waivers of the development standards for the MXTD zone, as described in greater detail below:

a. Parking Reduction

Section 25.16.03.f of the Zoning Ordinance states 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 the [table of space requirements]". The Applicant seeks a reduction pursuant to Section 25.16.03.h.1 of the Zoning Ordinance to permit 43% 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 Application in the MXTD Zone the Mayor and Council has 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.*

(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 Planning Commission found that the requested parking reduction was justified at its February 27, 2019 meeting. The Mayor and Council finds that the Project satisfies four of these criteria identified above ((a), (b), (c), and (f)) as follows:

(a) A major point of pedestrian access to the Project is located approximately 600 feet from an entrance to the Twinbrook Metro Station. Furthermore, the entire Property is located within a quarter-mile radius of the Twinbrook Metro Station.

(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 has recently been constructed, and contains over 1,000 parking spaces, the vast majority of which are unused on evenings and weekends. Further, currently there is no charge for the WMATA spaces on federal holidays and Sundays.

(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. Alternative transportation modes such as Uber, ZipCar, Capital Bikeshare, and other forms of ride-sharing are rapidly gaining prevalence, and it is expected that usage of these alternatives will only continue to increase, particularly in urban, transit-proximate areas such as this. For these reasons, while it is highly unlikely that there would ever be spillover parking from the Project into neighboring sites, to the extent that any spillover did occur, it would likely occur at the adjacent WMATA public parking facility. Spillover parking will likely not occur in any residential neighborhoods, as the nearest neighborhood is on the opposite side of the CSX/WMATA railroad tracks from the Project, and there is no east-west vehicular connectivity across the tracks in the vicinity of the Project or the nearest residential neighborhood.

As such, the Mayor and Council finds that the Application satisfies all of the requirements necessary to grant a parking reduction and hereby grants, pursuant to Section 25.16.03.h.1, a reduction in the amount of parking to permit 43% fewer parking spaces than would otherwise be required for the Project.

b. Retail Floor Area

In accordance with Section 25.13.05(c)(6)(b) of the Zoning Ordinance, the Project Plan Application includes a request to allow for retail commercial uses by a single tenant occupying more than sixty-five thousand (65,000) square feet of floor area at the ground level of Building "1". The Mayor and Council approves the request since the Project Plan Application qualifies as a Champion Project, subject to the following conditions of approval: (i) Each of the exterior walls at the ground level, along any public street or way, must be activated with points of access for street-fronting retail, restaurants and/or service establishments that contribute to a vibrant walkable environment; and (ii) The building design must be consistent with the additional design guidelines set forth in Section 25.13.06. At the time of future site plan applications for the Project, the Applicant must demonstrate compliance with each of these conditions of approval.

The Project satisfies all other applicable City laws. The Project provides 15% MPDUs, which satisfies the requirements of Chapter 13.5 of the City Code. The Project's Pre-Application Stormwater Management Concept Package satisfies the requirements of Chapter 19 of the City Code by providing environmental site design to the maximum extent practicable (ESD to the MEP), 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 satisfies the afforestation requirements of Chapter 10.5 of the City Code through a mix of on-site plantings and fee-in-lieu. The Preliminary Forest Conservation Plan submitted with the Project Plan Application demonstrates compliance with these requirements. The Project Plan Application also satisfies the green building regulations contained in Chapter 5 of the City Code. The Project will meet the City's energy conservation standards contained in Chapter 5 of the City Code. The Concept Landscape Plan demonstrates the manner in which the Project satisfies the landscaping requirements contained in the City's Landscaping, Screening and Lighting Manual. In summary, the Project Plan Application will provide a vast improvement to the environment through the build-out of Twinbrook Quarter.

As such, the Mayor and Council finds that the Application will not constitute a violation of any provision the Zoning Ordinance or any other applicable law.

7. The Application will not adversely affect the natural resources or environment of the City or surrounding areas:

The Property has few natural resources and no environmental areas on site, and, accordingly, redevelopment will not impair any existing natural resources or other environmental resources. Rather, the Project will improve the local environment by installing a modern stormwater management system, vegetation, and tree cover far in excess of what currently exists on the Property.

In accordance with Section 10.5-22(d)(4) of the City Code, the Project Plan Application requests a minimum tree cover of five (5) percent of the Project's tract area. The Mayor and Council approves the Applicant's request and hereby establishes that the Project Plan Application, as a Champion Project, will be required to provide a minimum tree cover of five (5) percent of the Project's tract area.

As such, the Mayor and Council finds that the Application will not adversely affect the natural resources or environment of the City or surrounding areas.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that the Project Plan Application PJT2018-00011, be and the same is hereby approved, in accordance with the following terms, conditions and limitations:

1. For the purposes of this Resolution, the approved Project Plan means this Resolution and all Exhibits to this Resolution listed below and attached hereto, including notations, references, descriptions and writings on the Exhibits:

- Exhibit A – Project Plan Cover and Concept Site Development Plan, dated October 25, 2018
- Exhibit B – Conceptual Phasing Plan, dated October 25, 2018
- Exhibit C – Public Use/Open Area Plan, dated October 25, 2018
- Exhibit D – Proposed Street Sections, dated October 25, 2018
- Exhibit E – Preliminary Forest Conservation Plan dated April 24, 2019

2. The proposed development must be designed in a manner generally consistent with the concept design and associated exhibits of the Project Plan Concept. This includes the proposed maximum density table provided on the Project Plan Concept cover page. These numbers are maximums and in no way absolve the Applicant from demonstrating that the specific terms of all applicable City Ordinances can be met during each site plan submission, except as otherwise outlined within the approval resolution.

3. The proposed development must be generally consistent with the Conceptual Phasing Plan, with the understanding that Phase 1 and Phase 2 which may themselves contain multiple phases, are specifically defined at this time and the sequence of future phases may change.

4. That additional information from the Applicant be provided so that a final determination relative to historic review may be made in accordance with Sec. 25.07.02.a.4(c) at the site plan phase.

5. The Applicant must comply with the Preliminary Forest Conservation Plan (PFCP) approval letter dated April 24, 2019.

a. The site is required to show afforestation mitigation of 15% of the Property for the entire site, less area already subject to the FTPO, per FTP2010-00001.

i. A request for fee-in-lieu, accompanied by a letter of justification was approved, per Section 10.5-24.(a)(1)iv. The site is required to plant 40% of afforestation square

footage per City standards. The Applicant may pay up to 60% of the requirement as fee-in-lieu payment.

b. The project is required to provide mitigation to compensate for all significant tree removals on the entire site. The replacement requirement is thirty-two (32) trees.

i. Any replacement trees shown within proposed stormwater management planters are subject to the approval by the City Forester or designee and DPW.

ii. Significant Replacement tree planting may include planting within private courtyards open at least on one side, on building podiums open at least on one side (i.e.: above grade courtyards) and on ground level locations over below-grade garages or stormwater structures; all with adequate soil volume as approved by the city.

6. The Applicant must replace credit shown on FTP2010-00001 with onsite plantings, not with fee-in-lieu.

7. Beginning with the first site plan submission, the Applicant must submit a Final Forest Conservation Plan (FFCP) which meets the minimum requirements approved with the PFCP plan for the proposed limits of the site plan. Plantings for each site plan will occur during the relevant construction phase or within the next growing season. The fee-in-lieu for afforestation may be paid in installments during the build out of the project. The monetary contribution to be paid for each installment will be determined at the time of each site plan. Each respective installment payment will be based on the proportional amount of square footage of land area being developed with each site plan, regardless of the amount of forestry planting to be installed with the specific phase. The amount of each respective installment payment will be calculated in accordance with the rates in effect in the Forest Conservation Manual at the time the site plan is approved. At each site plan, the respective payment due must be paid prior to the issuance of any forestry permit. At the final phase, if the applicant provides a site plan that requires less fee-in-lieu than the maximum determined at PFCP, the payment for the final phase will receive the adjustment.

8. The Applicant must obtain a Maryland Department of Natural Resources Roadside Tree Permit for the removal of trees within the MD 355 right-of-way and provide that permit and all associated correspondence with MD DNR to the City.

9. At the time of each site plan submission, the Applicant must submit a landscape plan for that subject property consistent with all City ordinances, the Project Plan Application and this Resolution.

10. The Applicant must construct the extension of Chapman Avenue, Halpine Road, Congressional Lane, private Festival Street, private alley and Rockville Pike and construct all public improvements within the Property per City standards and specifications, except as otherwise approved or waived. Minor deviations from the approved cross-sections require approval from the Director of Public Works at the site plan phase. The right-of-way for all public roads within the Property must be dedicated to public use and be reflected on a Final Record Plat to be reviewed by staff and approved by the Planning Commission and other approving agencies having an interest in the right-of-way dedication.

11. Street cross-sections:

a. Chapman Avenue

i. The street cross-section and right-of-way dedication for Chapman Avenue Extended must comply with the following: a 76-foot wide right-of-way, and a two-lane roadway consisting of a 10-foot sidewalk, a 7-foot landscaped buffer, 7-foot parallel parking and no more than 14-foot shared travel lane that includes a "sharrow."

b. Halpine Road

i. The proposed street cross-section for Halpine Road must comply with the City's Business District Class I roadway standard and the adopted *Bikeway Master Plan* recommendations.

ii. The Applicant must dedicate 12 feet of right-of-way along the entire Halpine Road property frontage between Chapman Avenue and Rockville Pike, and reconstruct and improve Halpine Road from the south Property line to the southern edge of the existing Halpine Road pavement.

c. Congressional Lane

i. The street cross-section for Congressional Lane must comply with the City's Business District Class II roadway standard.

ii. The Applicant must dedicate 87 feet of right-of-way and construct Congressional Lane extended from Chapman Avenue extended to Rockville Pike.

iii. The proposed 11-foot center turn lane will be further evaluated at the applicable site plan phase and a determination made whether a turn lane or median is installed.

d. Festival Street (Private Road)

i. The street cross-section for private Festival Street must comply with the City's Business District Class II roadway standard (modified by eliminating parking on one side and adding a center turn-lane/median) and be a consistent easement width from Chapman Avenue extended to Rockville Pike.

ii. The Applicant must dedicate a consistently wide public access easement that is 80-feet wide and construct Festival Street from Chapman Avenue extended to Rockville Pike.

iii. The proposed 11-foot center turn lane will be further evaluated at the applicable site plan phase and a determination made whether a turn lane or median is installed.

e. Private Alley

i. The cross-section for the private alley must comply with the City's Alley roadway standard.

ii. The Applicant must dedicate a 24-foot wide public access easement and construct the private alley from Chapman Avenue extended to Rockville Pike.

f. Rockville Pike

i. The Applicant must dedicate to public use any property along the Property frontage that lies within 103 feet from the existing roadway center, of which approximately 42 feet is located beyond the existing SHA right-of way. The dedicated area provides for the planned Bus Rapid Transitway (BRT) and a buffered dual 10-foot wide bikeway and 20-foot wide landscaped buffered sidewalk as required and specified by both the approved and adopted *Rockville Pike Neighborhood Plan* and *Bikeway Master Plan*.

ii. The Applicant must construct the buffered dual bikeway and buffered 10-foot wide sidewalk prior to buildout of each site plan encompassing that portion of Rockville Pike.

iii. For the proposed access points along Rockville Pike, the applicant must fully meet and satisfy SHA's requirements and must construct all required and needed improvements per SHA standards.

12. Mayor and Council approval of the Project Plan Application does not constitute approval of the Grade Establishment for all proposed roads, including private Festival Street. The

Grade Establishment for the proposed roads must be submitted for review with the first phase site plan submission and must be approved prior to the first phase site plan approval.

13. With the submission of the site plan for the applicable phase, the Applicant must demonstrate that access to the existing Rockville Pike service drive easement and parking lot on the adjacent property to the north will be provided subject to the terms of the existing service drive easement.

14. Applicant must obtain all necessary approvals and/or permits for all driveway access points and utility connections proposed on the Project Plan Concept from all agencies with jurisdiction including MDSHA and the City of Rockville.

15. Applicant must install all necessary public improvements, including but not limited to street trees, streetlights, street light conduit, and traffic signals in accordance with all applicable City standards or the standards of the jurisdiction of the corresponding right-of-way. Public improvements must be located within the right-of-way or within a Public Improvements Easement as approved by the Director of Public Works.

16. Comply with the conditions of DPW's Pre-Application SWM Concept Approval Letter dated February 4, 2019.

17. Comply with the conditions of DPW's Water and Sewer Authorization Letter dated February 4, 2019.

18. Applicant must comply with all requirements of WMATA's Joint Development and Adjacent Construction Manual, Design Criteria and the provisions of all existing WMATA easements on the Property. Prior to submission of any phase's site plan, the Applicant must identify all proposed development within the WMATA Zone of Influence on the Property and provide the City with all correspondence related to compliance with WMATA's requirements. The Applicant must receive written approval of the design and construction methods for all improvements near WMATA's right-of-way prior to the issuance of any DPW permit. Any significant changes to the proposed development to comply with WMATA's Design Criteria may require the Applicant to revise the plan to comply with all City requirements.

19. Prior to the approval of the first phase's site plan, the Applicant must submit for the approval of DPW a redesign plan to accommodate access from the WMATA Parking Garage to Chapman Avenue. Applicant must construct the improvements with the appropriate phase as approved by the Director of Public Works.

20. Prior to the submission of the first phase's site plan to the City, Applicant must clearly identify all existing easements and restrictions on the Property and clarify whether the easements will remain or be extinguished upon the complete build-out of the Project. The Mayor and Council must authorize the termination of any existing easement that is dedicated to the City of Rockville. If any existing easement is granted to an entity other than the City of Rockville, Applicant must submit plans for work within the easement to Grantee for review. Any proposed development activity within an existing easement will require the permission of the Grantee or the extinguishment of the easement. Written permission must be obtained prior to the submission of the site plan phase applicable to the easement.

21. Applicant must construct all necessary public infrastructure to support each phase's site plan, including the dedication of right-of-way. Prior to the submission of a site plan that proposes dead-end roadways, the Applicant must submit to the DPW for approval by the Director, a plan demonstrating how roads will terminate when the full road is not constructed in a site plan.

22. With each site plan, the Applicant must submit a phasing plan for pedestrian access, construction access, staging and parking for review and approval by the DPW. The phasing plan must demonstrate how the remaining surface parking lots and existing uses of the Property will integrate with the proposed development.

23. Prior to the signature approval of the submitted Project Plan Application, the Applicant must prepare and submit a Trip Reduction Agreement, approved by City staff. The agreement will establish the goal of reducing single occupant vehicles by 40% during the AM, PM, and Saturday Peak hours at the full build-out for the entire development. The total development on the Property will be limited to a mix of allowed uses and intensities that with the assumed/allowed 40% peak trip reduction, will generate (sum of all driveway counts) no more than 993 (828 new + 165 existing), 2,095 (1197 new + 635 existing + 84+179 pass-by), and 2,186 (1202 new + 756 existing + 83+145 pass-by) vehicle trips during the AM, PM, and Saturday peak hour, respectively, at the build-out or at any subsequent site plan submittals.

24. The appropriate trip reduction strategy(s) from the list included in the executed Trip Reduction Agreement will be determined at each Site Plan approval. The Applicant must submit recent driveway counts at site plan submission.

25. As part of the first site plan submission or earlier:

a. The Applicant must submit full signal warrant studies for full build-out, including weekdays and Saturdays, conducted in accordance with the City requirements using the same trip distribution applied in the August 2018 study, or using a modified distribution approved by the Director of Public Works, and per MD MUTCD procedures and standards for the following intersections:

- i. Chapman Avenue at Halpine Avenue
- ii. Chapman Avenue at Thompson Avenue
- iii. Chapman Avenue at Bouic Avenue
- iv. Festival Street and MD 355

For any deemed warranted location, if approved by MDOT/SHA if MDOT/SHA approval is required, and prior to issuance of any occupancy permits, the Applicant must submit design drawings for the warranted signal(s) and fully bond the entire cost for the installation of the new traffic signal with all necessary geometric and signage modifications per the City standards and specifications. The Applicant must install the signal(s) prior to issuance of the occupancy permit of the site plan triggering the warrant.

b. The Applicant must analyze the following intersections for full build-out conditions and for weekdays and Saturday to determine if any phasing pattern modifications are needed:

- i. Rockville Pike (MD 355) at Halpine Road
- ii. Rockville Pike (MD 355) at Congressional Lane

If it is determined that signal modifications are warranted, prior to issuance of any occupancy permit, the Applicant must prepare and submit revised signal plans along with any additional required improvements, and fully bond the entire cost of required traffic signal(s) phasing modifications with all necessary geometric and signage modifications per MDOT/SHA standards and specifications. The Applicant must complete the required modifications, if approved by MDOT/SHA if MDOT/SHA approval is required, prior to issuance of the occupancy permit of the site triggering the need to modify the signal phasing.

c. The Applicant must submit a detailed queue length analysis for all approach movements and for the projected AM, PM and Saturday peak hours vehicle trips as reported in the August 2018 study for the following intersections:

- i. Halpine Road/Chapman Avenue

ii. MD 355/Halpine Road (turn queue)

iii. MD 355/Congressional Lane (turn queue)

Prior to issuance of any occupancy permit and for any movement at the intersections listed above where the projected turn queue exceeds the available storage, if approved by MDOT/SHA if MDOT/SHA approval is required, the Applicant must identify and submit for approval appropriate mitigation measure design plans, and construct and/or install the approved improvements when deemed needed by the City, or at the build-out, whichever occurs first.

26. The appropriate road and street network, including bicycle and access accommodation shown on the approved Project Plan Concept and as modified by DPW, including bicycle facilities per the 2017 Bikeway Master Plan, will be determined at each site plan approval. The Applicant must design, construct, and have them open to traffic prior to issuance of the occupancy permit for any part of the development contained within the site plan.

27. The Applicant must construct the 20-foot wide pedestrian walkway/tree lawn and 10- foot wide bike facility along the entire Property's frontage with Rockville Pike as shown on the approved plans, and per the City's requirements and standards. Construction must occur commensurate with the build-out of each site plan encompassing that portion of Rockville Pike.

28. With each subsequent site plan, the Applicant must provide short-term and long-term bike racks/storage as required by the Zoning Ordinance.

29. The Applicant must pay the City's Transportation Improvement Fee as provided in the Comprehensive Transportation Review (CTR). The one-time fee is equal to \$1.50 per square foot of net new gross floor area for commercial uses and \$900 per unit of multi-unit residential development. The fee will be due before the building occupancy permit is issued and will be at the rate applicable at the time of payment.

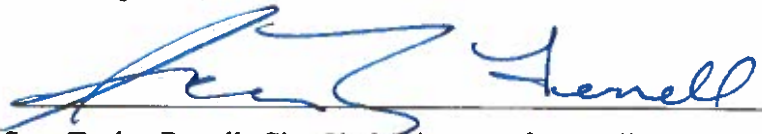
30. The Applicant must pay the County's Development Impact Tax, as applicable, subject to the credits allowed by Montgomery County. The Applicant must submit a receipt of payment to the Inspection Services Division of the Department of Community Planning and Development Services, and the Traffic and Transportation Division of the Department of Public Works, prior to the issuance of the occupancy permit.

31. All internal traffic control devices (i.e. signs, marking and devices placed on, over or adjacent to a roadway or walkway) to regulate, warn or guide pedestrians and/or vehicular traffic must comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

The signing and pavement marking plans must be submitted to DPW and approved by the Chief of Traffic and Transportation Division prior to each building permit. The approved plan must be included in the signature set.

32. In accordance with Section 25.07.07.18(a) of the Zoning Ordinance, a site plan application implementing a portion of Phase I of the Project Plan Application must be filed within twelve (12) months of the date of this resolution. The implementation period for all other portions of the Project Plan Application will remain valid for thirty (30) years from the date of this Resolution.

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 29, 2019.

A handwritten signature in blue ink, appearing to read "Sara Taylor-Ferrell", is written over a horizontal line.

Sara Taylor-Ferrell, City Clerk/Director of Council Operations

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no. 3b	PROPORTIONING HALF-PICTURE
no. 4	POINT, LINE, PLANE, CURVE AND SURFACE
no. 5	CONSTRUCTING A SQUARE
no. 6	CONSTRUCTING A CIRCLE
no. 7	LINE, POINT, CURVE, HALF-PICTURE
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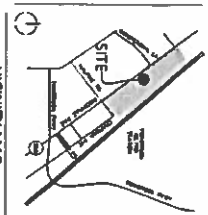
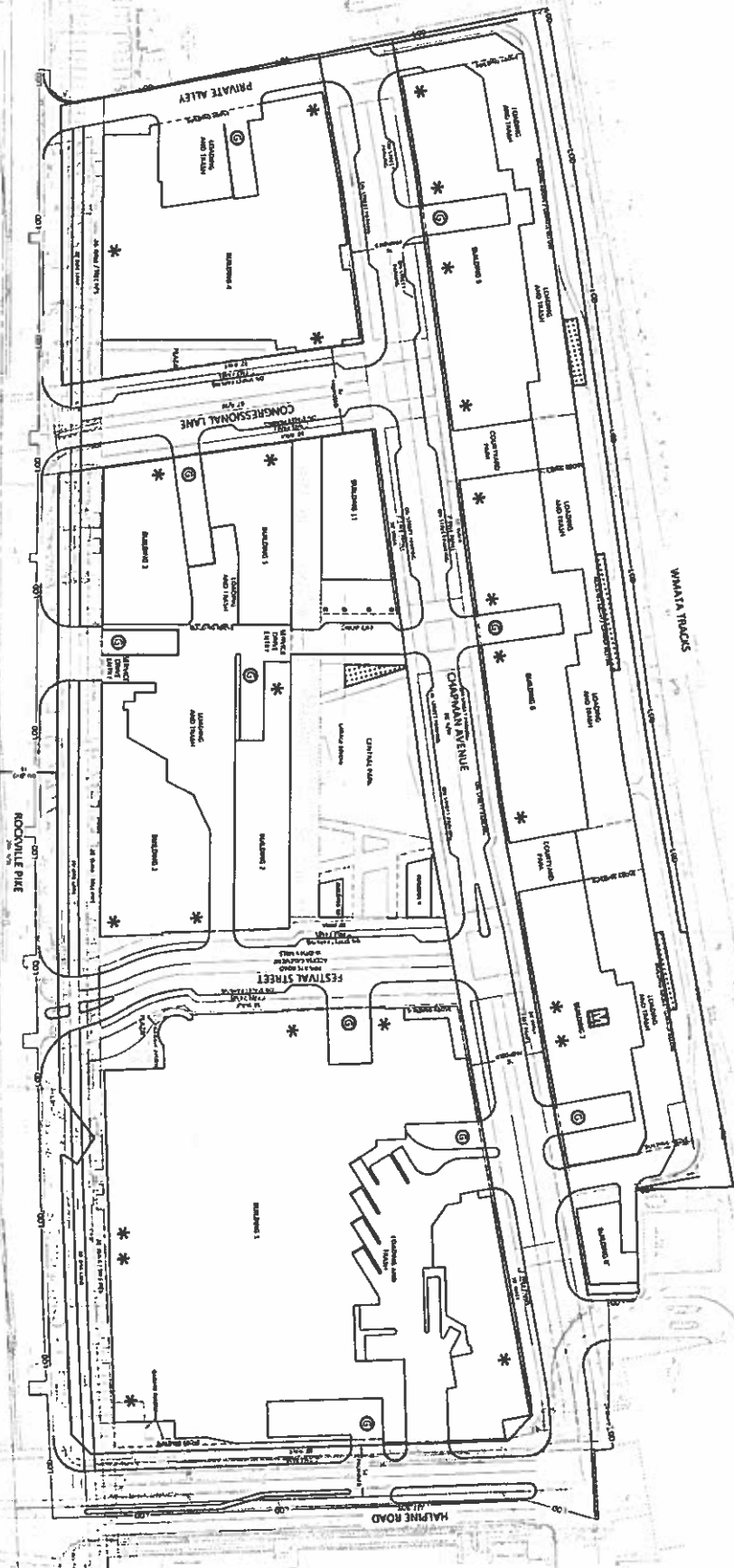
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NOTE: AT THE TIME OF PROJECT PLAN SUBMISSION, THE PHASING OF PHASE 1 AND PHASE 2 ARE DEFINED. THE SUBMITTED PHASING OF PHASES OF EACH PHASE WILL BE DETERMINED AT EACH SITE PLAN. SUB-PHASES WITHIN EACH PHASE WILL BE DETERMINED AT EACH SITE PLAN. PHASING OF LINEAR PARK COMMENSURATE WITH RELEVANT SITE PLANS.



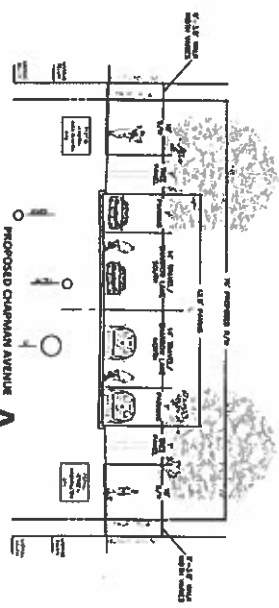
WPA
 WILSON PARK ASSOCIATES
 7501 WISCONSIN AVE
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 WILSON PARK, WI 53190
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 FAX: 262.337.2645
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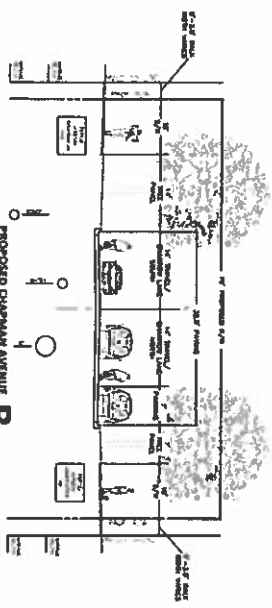
ENGINEER
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 WWW.TOWNANDGARDEN.COM

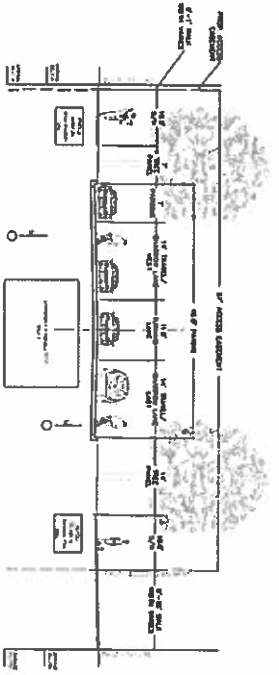
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 SHEET NO. 1 OF 1



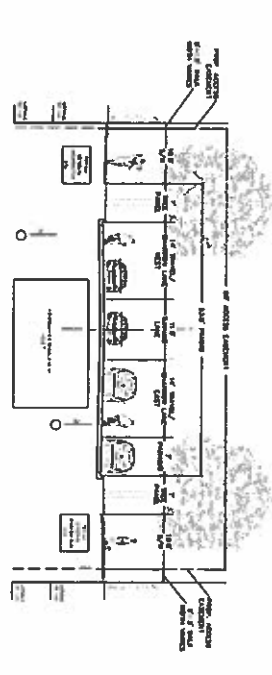
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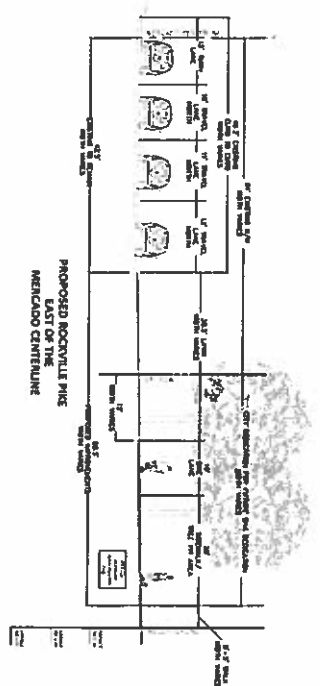
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NORTH OF FESTIVAL STREET
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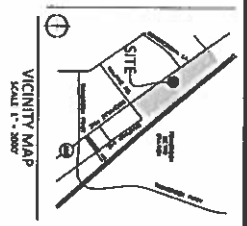
PROPOSED PRIVATE FESTIVAL STREET
A



PROPOSED PRIVATE FESTIVAL STREET
B



PROPOSED ROCKVILLE PIKE
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MERCADO CENTRALINE



VICINITY MAP
SCALE 1" = 200'

NOTES:
1. ALL LOTTERY SYSTEMS ARE NOT NEARBY LOTTERY AND
CASHING, BE PLANNED PARKING LOTS SITE PLAN AND PAVI
PARKING LOTTERY SYSTEM

**PROPOSED
STREET
SECTIONS**

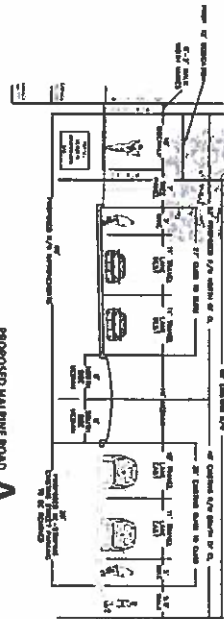
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QUARTER**

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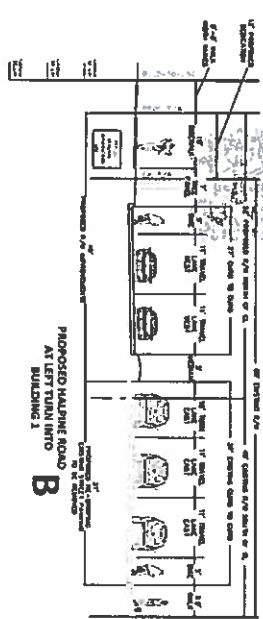
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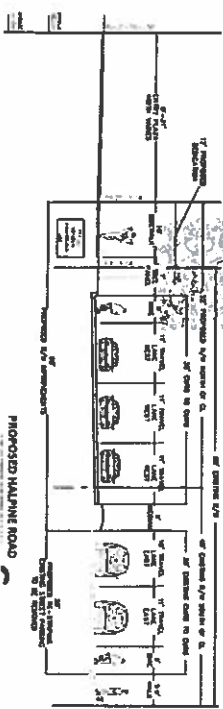
VICINITY MAP
SCALE: 1" = 500'



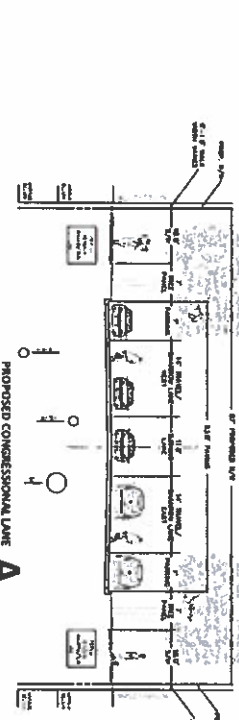
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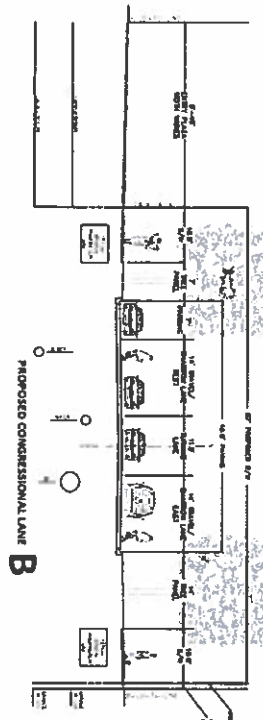
PROPOSED MAINLINE ROAD B



PROPOSED MAINLINE ROAD



PROPOSED CONGRESSIONAL LANE A



PROPOSED CONGRESSIONAL LANE B



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ARCHITECT
TOMTIT DALLAS + PARTNERS
1300 SPRING STREET
4TH FLOOR
MILWAUKEE, WI 53204
TEL: 414.224.1234
WWW.TOMTITDALLAS.COM

ENGINEER
WMA MAINLINE LLC
20251 CENTURY BLVD
SUITE 200
MILWAUKEE, WI 53224
TEL: 414.224.1234
WWW.WMA.ORG

ATTORNEY
LIMONOWSKI & BLOCHER
7200 WISCONSIN AVE
SUITE 200
MILWAUKEE, WI 53224
TEL: 414.224.1234
WWW.LIMONOWSKI-BLOCHER.COM

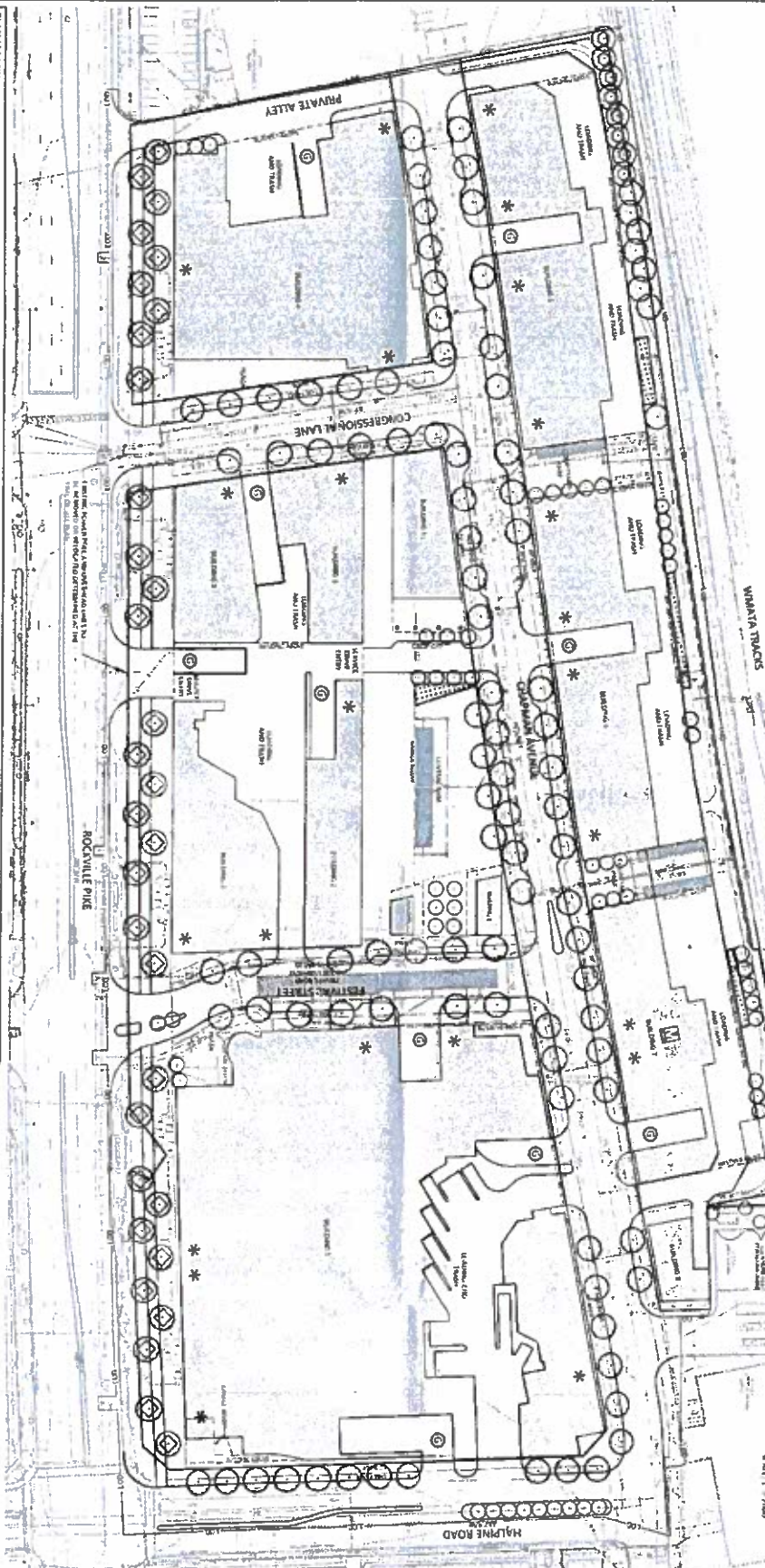
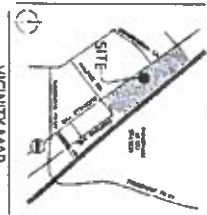
RECORDS
DATE
2024.01.10
BY
2024.01.10

TWINBROOK
QUARTER
4TH ELECTION DISTRICT
MILWAUKEE, WI 53204
WVCC CASE: 21-000000
S-11770000
1001 WISCONSIN AVE

PROPOSED
STREET
SECTIONS

DATE: 10/15/2023
BY: JMM/LSM
SCALE: 1" = 500'

NOTE:
ALL STREET SECTIONS AND PERSPECTIVE ELEVATIONS ARE
BASED ON THE ASSUMED GRADES AND ELEVATIONS SHOWN
ON THE PLANS AND PERSPECTIVES.



PLANTING

Planting	Quantity	Notes
1. Planting	1	Planting
2. Planting	2	Planting
3. Planting	3	Planting
4. Planting	4	Planting
5. Planting	5	Planting
6. Planting	6	Planting
7. Planting	7	Planting
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97. Planting	97	Planting
98. Planting	98	Planting
99. Planting	99	Planting
100. Planting	100	Planting

PRELIMINARY FOREST CONSERVATION PLAN PROPOSED PLANTING

TWINBROOK QUARTER
 4301 E. TWINBROOK RD.
 TWINBROOK, WISCONSIN 53190

DATE: 10/1/2011
BY: [Signature]
FOR: [Signature]

PROJECT NO. 1011

SCALE: 1" = 100'

NOTES:

1. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
2. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
3. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
4. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
5. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
6. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
7. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
8. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
9. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.
10. All planting shall be done in accordance with the Wisconsin Department of Natural Resources (WDNR) guidelines.

Area	Population	#	%
Learning Goals met, also		799,677	88.86%
Learning Goals met, but not		53,946	1.27%
Learning Goals met, but not		113	0.01%
Learning Goals met, but not		9,826	1.29%
Learning Goals met, but not		21,754	4.54%
Learning Goals met, but not		1,322	0.40%
Learning Goals met, but not		647,260	88.56%

Prepared Use & Quantity	Parent Item	Printing System Required	Required 2009 Quantity
Building 1-16			
Office	431,440-lb		
Refrigerated	1,000,000 of / 1,000-lb		
Refrid	427,940-lb		
Excess materials	9,032-lb		
Total	9,032-lb / 1,000-lb	6,608	8,772

[illegible][illegible]

Building Height	Performance 1		Performance 2	
	Area 1	Area 2	Area 1	Area 2
Building 1	100	100	100	100
Building 2	100	100	100	100
Building 3	100	100	100	100
Building 4	100	100	100	100
Building 5	100	100	100	100
Building 6	100	100	100	100
Building 7	100	100	100	100
Building 8, 9, 10, 11	100	100	100	100

⁴ These numbers reflect the highest (by weight) height and the maximum no-light buildings and low atmosphere and water to aquifers may be for height of plants may be maximum to use.



LOCAL AREA MAP - 1st = 200'

PP-1	CONCEPT	CONCEPT SHEET
PP-2	CONCEPT SITE DEVELOPMENT PLAN	
PP-3A	PROPOSED STREET SECTIONS	
PP-3B	PROPOSED STREET SECTIONS	
PP-4	PUBLIC USE SPACE / PUBLIC AREA DESIGN	
PP-5	CIRCULATION PLAN	
PP-6	VEHICLE CIRCULATION PLAN	
PP-7	SAFE PROTECTION SITE PLAN	
	CONCEPTUAL ARCHITECTURE	
	CONCEPTUAL PHASING EXHIBIT	

- CONCEPT LANDSCAPE PLAN

BUILDING NUMBERS AND USES ARE FOR CONCEPTUAL PURPOSES ONLY. SPECIFIC USES AND AMOUNTS, AND ASSOCIATED PHASING, WILL BE IDENTIFIED AT THE TIME OF EACH SITE PLAN APPLICATION.

[illegible]

REVISIONS	DATE
DR RESPONSE	5/17/18
35 NEW EDIT	10/25/18

PROFESSOR DR. J. A. J.

TWINBROOK
QUARTER

4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 216NW08
8217NW06
TAX MAP 68361

PROJECT
PLAN
COVER

QDAW BY: JOE
 QC SIGNED BY: JOE/MA
 DATE ISSUED: 8/27/0
 PAGES (1) MA1625M

PP-1



VICINITY MAP
SCALE: 1" = 2000'



2001-2002
 2003-2004
 2005-2006
 2007-2008
 2009-2010
 2011-2012
 2013-2014
 2015-2016
 2017-2018
 2019-2020
 2021-2022
 2023-2024
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 258



DESIGN CONSULTANTS:

01602 GWY "PARKS" BLVD
4071 855-1616
NORTH
BOLTON@TOKTAKALL.COM
ENGINEER

ATTORNEY
INOWES & BLOCHER
200 WISCONSIN AVE

EVISONS
DATE
3/21/18
10/25/18

1

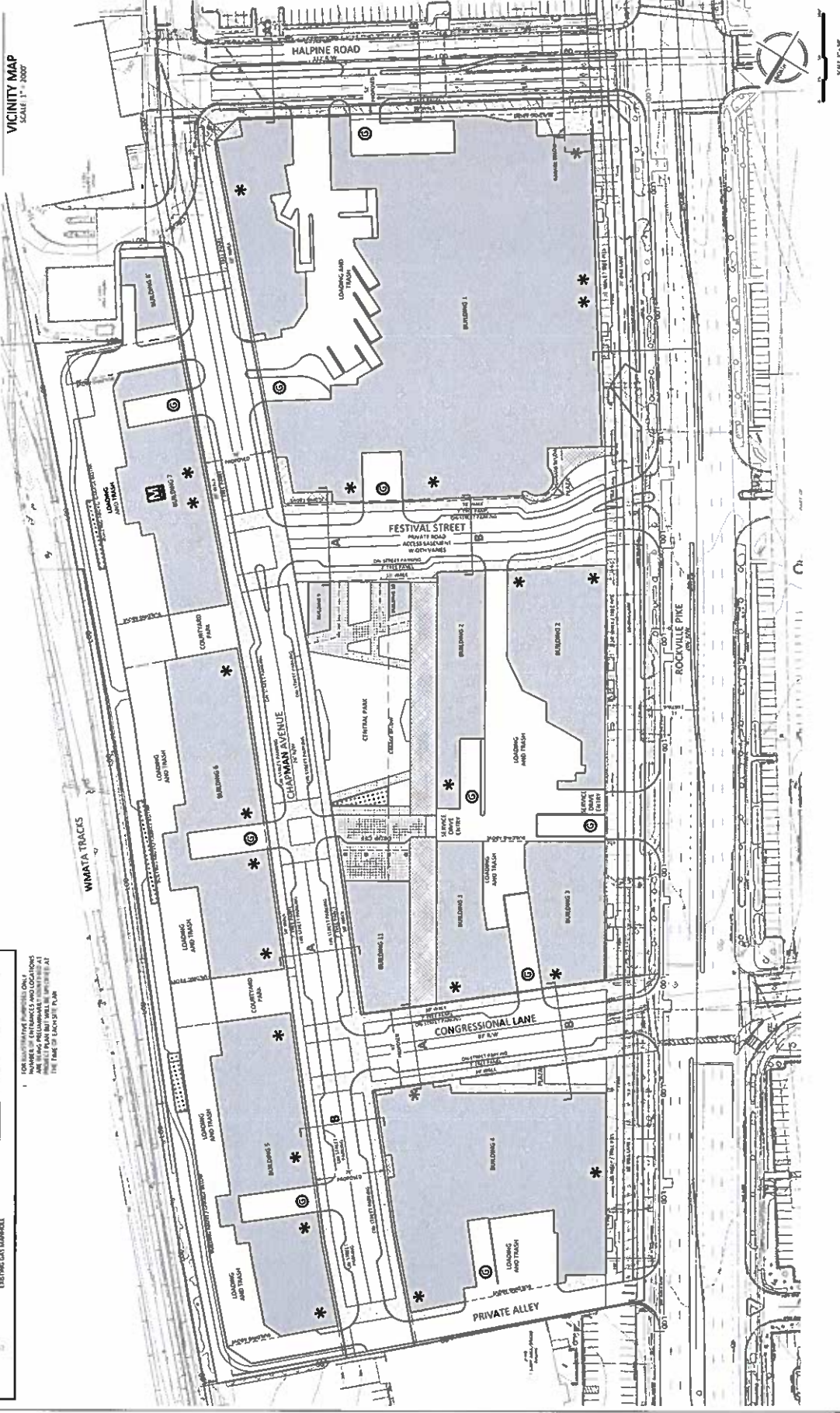
TWINBROOK

WSSC GRID: 2164W06
E2178W06
TAX MAP:GRS61

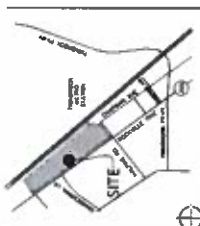
CONCEPT SITE DEVELOPMENT PLAN

DATE ISSUED: 01/13/2018
OBJECT VM1625M

Exhibit no. PP-2

[illegible]

NOTE: AT THE TIME OF PROJECT PLAN SUBMISSION THE LIMITS AND SCOPE OF PHASE 1 AND PHASE 2 ARE DETERMINED BY THE PHASING OF THE PROJECT. PHASE 1 IS SUBJECT TO CHANGE SPECIFIC IMPROVEMENTS OF EACH PHASE WILL BE DETERMINED AT EACH SITE PLAN. SUB-PHASES WITHIN EACH PHASE WILL BE DETERMINED AT EACH SITE PLAN. PHASING OF LINEAR PARK COMMENSURATE WITH RELEVANT SITE PLANS.



SCALE: 1" = 50'

SHEET NO. 1 OF 1

VIA
VIA ARCHITECTS
1000 PLEASANT HILL ROAD
SUITE 100
FARMERSVILLE, OH 43024
614.444.1100
www.viaarchitects.com

PREPARED FOR
SAUL HOLDINGS
UNITED PARTNERSHIP
7501 WISCONSIN AVE
SUITE 1500
BETHESDA, MD 20814
301.462.1227
www.saulholdings.com

ARCHITECT
VIA ARCHITECTS
1300 SPRING STREET
4TH FLOOR
BETHESDA, MD 20814
www.viaarchitects.com

ENGINEER
KIMLEY-HORN AND ASSOCIATES
20251 CENTURY BLVD
SUITE 400
GROTHOUSE, MD 20814
www.kimley-horn.com

ATTORNEY
LUNOW & BLOCHER
7200 WISCONSIN AVE
SUITE 1500
BETHESDA, MD 20814
www.lunowblocher.com

REVISIONS
DATE
BY
DESCRIPTION

PROJECT INFORMATION
PROJECT NAME
PROJECT LOCATION
PROJECT OWNER

TWINBROOK QUARTER
4TH FLOOR, 1000 PLEASANT HILL ROAD
FARMERSVILLE, OH 43024
VIA ARCHITECTS
614.444.1100

CONCEPTUAL PHASING EXHIBIT

DESIGNED BY
VIA ARCHITECTS
DATE
10/25/2017
PROJECT
TWINBROOK QUARTER



VIRGINIA
MAPPING ASSOCIATION
1000 EAST RIVER ROAD
SUITE 100
FALLS CHURCH, VA 22044
TEL: 703.441.1111
WWW.VMA-VA.COM

PREPARED FOR:
SAUL HOCHINGS
7501 WISCONSIN AVE
SUITE 1500
BETHESDA, MD 20814
PROJECT NO.: 2007-001

DESIGN CONSULTANTS:
ARCHITECT:
TORTI GALLAS +
PARTNERS
1300 SPRING STREET
4TH FLOOR
BETHESDA, MD 20814
TEL: 301.544.1244
WWW.TORTIGALLAS.COM

ENGINEER:
HARRIS & HARRIS
20251 CENTURY BLVD
SUITE 400
BETHESDA, MD 20814
TEL: 301.544.1244
WWW.HARRISANDHARRIS.COM

ATTORNEY:
HARRIS & HARRIS
20251 CENTURY BLVD
SUITE 400
BETHESDA, MD 20814
TEL: 301.544.1244
WWW.HARRISANDHARRIS.COM

DATE:
2/25/07
BY:
J. HARRIS

REVISIONS:
1. 2/25/07
2. 3/1/07

PROJECT NO.: 2007-001
SHEET NO.: PP-4

TWINBROOK
QUARTER
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WDC GRID: 2144W05
TAX MAP: 04551

PUBLIC USE/
OPEN AREA
PLAN

SCALE: 1" = 100'

DATE: 2/25/07
BY: J. HARRIS

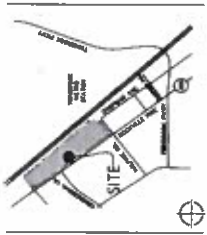
REVISIONS:
1. 2/25/07
2. 3/1/07

PROJECT NO.: 2007-001
SHEET NO.: PP-4

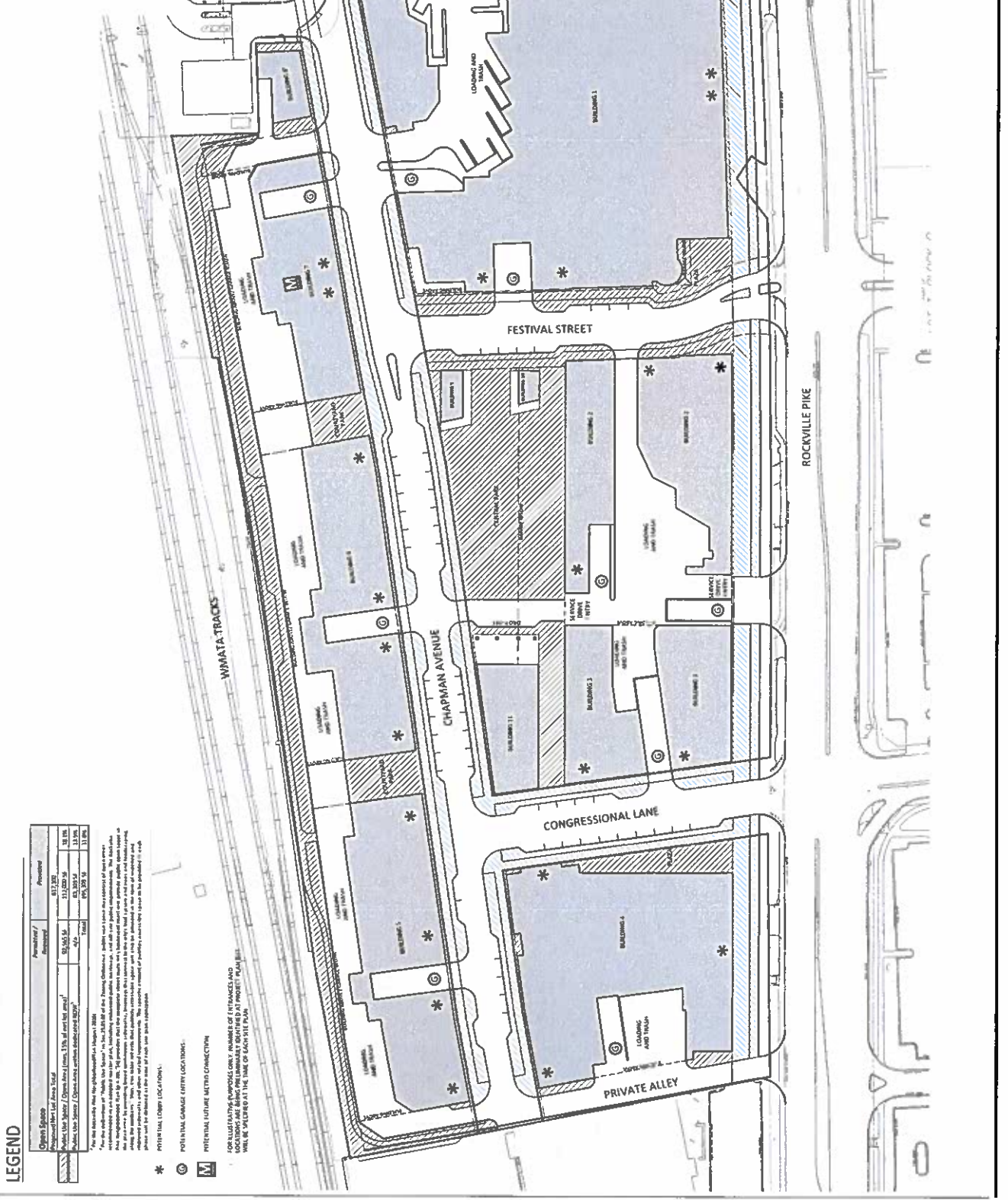
TWINBROOK
QUARTER
4TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WDC GRID: 2144W05
TAX MAP: 04551

PUBLIC USE/
OPEN AREA
PLAN

SCALE: 1" = 100'



VICINITY MAP
SCALE: 1" = 2000'



LEGEND

Open Space	Permitted / Proposed	Proposed
Permitted Open Space (Less Than 10% of Total Area)	100,000 sq. ft.	100,000 sq. ft.
Proposed Open Space (More Than 10% of Total Area)	100,000 sq. ft.	100,000 sq. ft.

For the information of the Planning Commission, the following information is provided for the proposed project:

1. The proposed project is located on the east side of the Rockville Pike, between Halpine Road and Festival Street.

2. The proposed project consists of a multi-story office building with a total area of approximately 100,000 square feet.

3. The proposed project is consistent with the zoning regulations for the area.

4. The proposed project is consistent with the comprehensive plan for the area.

5. The proposed project is consistent with the local government's goals and objectives.

6. The proposed project is consistent with the community's needs and desires.

7. The proposed project is consistent with the environmental goals and objectives.

8. The proposed project is consistent with the economic development goals and objectives.

9. The proposed project is consistent with the social and cultural goals and objectives.

10. The proposed project is consistent with the overall goals and objectives of the community.



SAUL HOLDINGS
7501 WISCONSIN AVE
SUITE 1500
MILWAUKEE, WI 53224
TEL: 414.224.1100
WWW.SAULHOLDINGS.COM

DESIGNER: JAC
DESIGNED BY: JAC
DATE: 10/20/2007
PROJECT: VM1625M
SCALE: 1" = 200'

PROJECT: TWINBROOK QUARTER
4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 2189005
41° 14' 00" N
76° 50' 00" W
TAN 100° 00' 00"

REVISIONS:
DATE: 10/20/2007
BY: JAC
REASON: INITIAL DESIGN
REVISION: 1
BY: JAC
REASON: REVISION

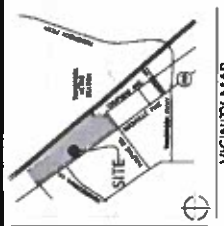
PROFESSIONAL SEAL:
DATE: 10/20/2007
BY: JAC
REASON: INITIAL DESIGN
REVISION: 1
BY: JAC
REASON: REVISION



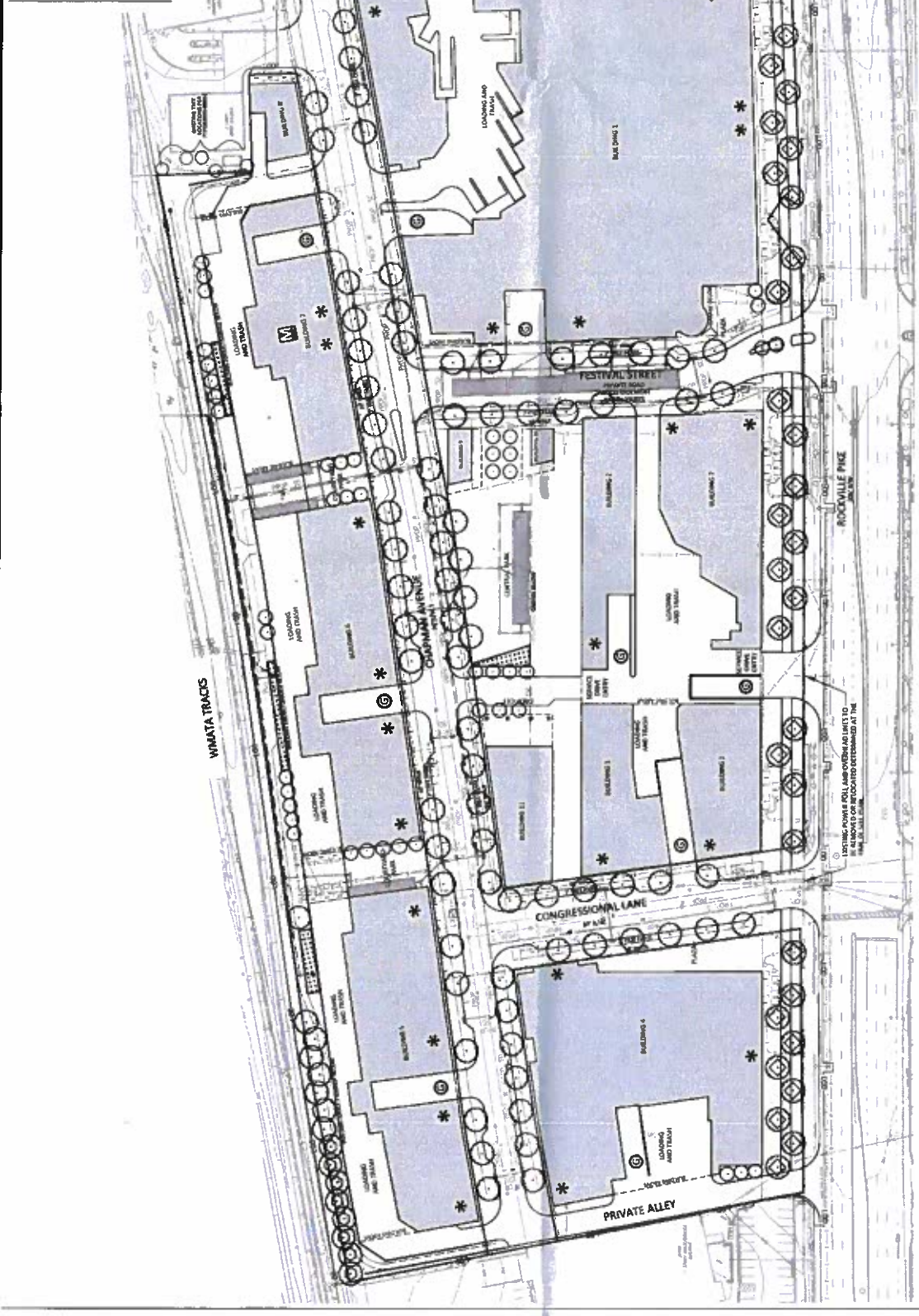
TWINBROOK QUARTER
4TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 2189005
41° 14' 00" N
76° 50' 00" W
TAN 100° 00' 00"

PRELIMINARY FOREST CONSERVATION PLAN PROPOSED PLANTING

FOR THE CITY OF BALTIMORE
AND BY THE PRELIMINARY DESIGNER AT THE TIME OF THE PLAN
THE CITY OF BALTIMORE

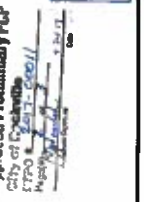
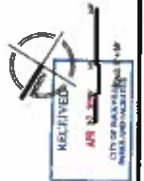


VICINITY MAP
SCALE: 1" = 200'



PLAN LEGEND

	EXISTING TREE
	PROPOSED TREE
	EXISTING TREE - DIAMETER
	PROPOSED TREE - DIAMETER
	EXISTING TREE - HEIGHT
	PROPOSED TREE - HEIGHT
	EXISTING TREE - SPECIES
	PROPOSED TREE - SPECIES
	EXISTING TREE - DIAMETER & HEIGHT
	PROPOSED TREE - DIAMETER & HEIGHT
	EXISTING TREE - DIAMETER, HEIGHT, & SPECIES
	PROPOSED TREE - DIAMETER, HEIGHT, & SPECIES
	EXISTING TREE - DIAMETER, HEIGHT, & SPECIES - TO BE REMOVED OR RELOCATED DETERMINED AT THE TIME OF CONSTRUCTION
	PROPOSED TREE - DIAMETER, HEIGHT, & SPECIES - TO BE REMOVED OR RELOCATED DETERMINED AT THE TIME OF CONSTRUCTION
	EXISTING TREE - DIAMETER, HEIGHT, & SPECIES - TO BE REMOVED OR RELOCATED DETERMINED AT THE TIME OF CONSTRUCTION. THIS PLAN IS PRELIMINARY AND SUBJECT TO CHANGE.
	PROPOSED TREE - DIAMETER, HEIGHT, & SPECIES - TO BE REMOVED OR RELOCATED DETERMINED AT THE TIME OF CONSTRUCTION. THIS PLAN IS PRELIMINARY AND SUBJECT TO CHANGE.



FOR THE CITY OF BALTIMORE
AND BY THE PRELIMINARY DESIGNER AT THE TIME OF THE PLAN
THE CITY OF BALTIMORE

FOR THE CITY OF BALTIMORE
AND BY THE PRELIMINARY DESIGNER AT THE TIME OF THE PLAN
THE CITY OF BALTIMORE

FOR THE CITY OF BALTIMORE
AND BY THE PRELIMINARY DESIGNER AT THE TIME OF THE PLAN
THE CITY OF BALTIMORE

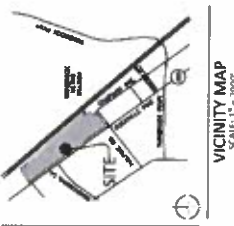
FOR THE CITY OF BALTIMORE
AND BY THE PRELIMINARY DESIGNER AT THE TIME OF THE PLAN
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TWINBROOK QUARTER
4TH ELECTION DISTRICT
MILWAUKEE COUNTY, WISCONSIN
VISC. CASE: 21-0000000
8.11.2021
TAX MAP: 4541

PRELIMINARY FOREST CONSERVATION TABLES

DATE: 04/11/2021
PROJECT: 21-0000000
SHEET NO. 1 OF 3

NATURAL RESOURCES INVENTORY TREES SUMMARY TABLE - ON SITE

COMMON NAME	SCIENTIFIC NAME	DBH IN INCHES	CTLA %	Notes	%	SAVED/REMOVED	REQUIRED
...	...	...	...	...	...	...	...

NATURAL RESOURCES INVENTORY TREES SUMMARY TABLE - STREET TREES

COMMON NAME	SCIENTIFIC NAME	DBH IN INCHES	CTLA %	Notes	%	SAVED/REMOVED	REQUIRED
...	...	...	...	...	...	...	...

NATURAL RESOURCES INVENTORY TREES SUMMARY TABLE - OFF SITE

COMMON NAME	SCIENTIFIC NAME	DBH IN INCHES	CTLA %	Notes	%	SAVED/REMOVED	REQUIRED
...	...	...	...	...	...	...	...

APPROVED CREDIT FROM ETPORDIS-20010

COMMON NAME	SCIENTIFIC NAME	DBH IN INCHES	CTLA %	Notes	%	SAVED/REMOVED	REQUIRED
...	...	...	...	...	...	...	...

RESOURCE DATA TABLES

TABLE	DESCRIPTION	DATE	STATUS
...	...	...	...

CITY OF MILWAUKEE FOREST CONSERVATION MONITORING

Public Utility Forest Conservation Plan for Project 21-0000000

1. Tree Inventory
2. Tree Removal
3. Tree Preservation
4. Tree Replacement
5. Tree Monitoring
6. Tree Maintenance
7. Tree Health
8. Tree Safety
9. Tree Value
10. Tree Impact

PROPOSED FOREST CLOSING

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4. Tree Replacement
5. Tree Monitoring
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