August 27, 2025

VIA Email
Mr. James Wasilak
Chief of Zoning
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Twinbrook Quarter – Phase 2 Site Plan Application for 1500 – 1600 Rockville Pike (the "Property"), City of Rockville (the "City")

Dear Mr. Wasilak:

On behalf of Rockville Pike Holdings LLC, 1500 Rockville Pike LLC, and Twinbrook Quarter Lot 24 LLC (the "Applicant"), and pursuant to Sections 25.07.07.21 and 25.07.05.3 of the City of Rockville Zoning Ordinance (the "Zoning Ordinance"), we submit this Site Plan Application (the "Application" or "Site Plan") for development of Phase 2 of the Property that was the subject of Project Plan No. PJT2018-00011 (the "Project Plan") approved by the City of Rockville Mayor and Council (the "Mayor and Council") on April 29, 2019. The Applicant proposes up to 413 multi-family dwelling units (including a minimum of 15% Moderately Priced Dwelling Units – "MPDUS"), up to 77,500 square feet of retail/restaurant uses, and on-site public open space (including a central park) as part of Phase 2 ("Phase 2" or the "Application").

BACKGROUND AND DEVELOPMENT APPROVAL HISTORY

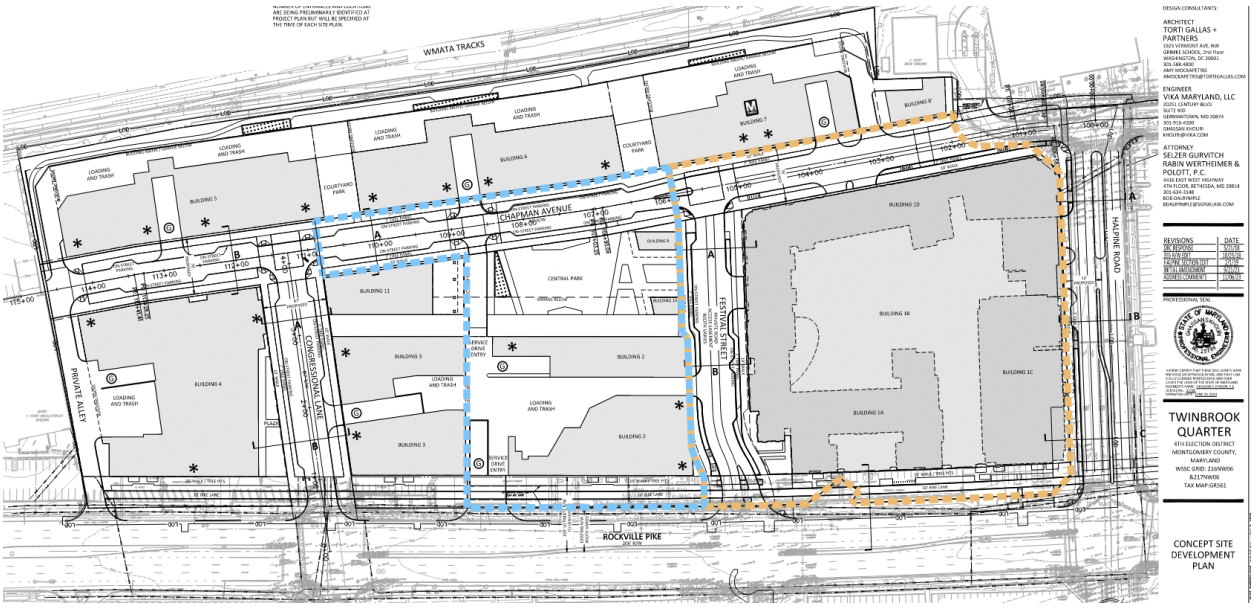
The Project Plan was approved by the Mayor and Council on April 29, 2019, and designated Twinbrook Quarter (as defined in the Project Plan) as a Champion Project while allowing for development of up to 1,865 multi-family dwelling units (including a minimum of 15% MPDUs), up to 431,440 square feet of office uses, up to 472,950 square feet of retail uses, up to 9,000 square feet of entertainment uses, and associated public use space, amenities and infrastructure ("Twinbrook Quarter" or the "Property").

Along with the approved Project Plan, which has a thirty (30) year validity period, the City and the Applicant are parties to a Development Rights and Responsibilities Agreement ("DRRA" – executed and recorded in the Land Records of Montgomery County in Book 58279 at Page 121) relating to the development of Twinbrook Quarter and documenting the respective obligations and rights of the parties through buildout of the Project Plan. As such, Phase 2, as with subsequent phases of development over the 30-year validity period established with the Project Plan approval and the DRRA, will need to be consistent with both the Project Plan and the DRRA.

The City approved a Site Plan application (STP2020-00401) for Phase 1 of Twinbrook Quarter on August 5, 2020. The Phase 1 Site Plan approval allowed for up to 460 multi-family units, up to 17,000 square feet of retail uses, up to 12,000 square feet of restaurant uses, up to 92,000 square feet of grocery store uses, up to 270,000 square feet of office uses, and an option for a day care center with up to 135 children ("Phase 1"). Subsequently, the City approved a Minor Amendment to the Project Plan on November 16, 2023, to adjust the range of building heights allowed for future phases (Phase 2 and beyond) within the maximum height allowed for Project Plan. Most recently, the City approved a minor amendment to the Phase 1 Site Plan on September 16, 2024 (STP2025-00495), to: (i) clarify the mix of nonresidential uses permitted by the MXTD Zone and Site Plan; (ii) update the associated development standards tables on Sheet SP-1; and (iii) update the residential architecture floor plans. STP2025-00495 reduced the grocery store use to 80,500 square feet, clarified that Phase 1 could have up to 29,000 square feet of restaurant uses and documented that Phase 1 would not include the day care center option.

PROPERTY AND PHASE 2 DESCRIPTIONS

The Property is zoned Mixed-Use Transit District ("MXTD") and is located within the boundaries of the 2016 Rockville Pike Neighborhood Plan (the "Rockville Pike Plan"). Initially. the Property was composed of six parcels and/or lots totaling approximately 18.36 acres and is bound by Rockville Pike to the west, the Metro tracks and CSX/MARC rail line to the east, Halpine Road to the south, and a shopping center owned by others to the north. The overall Project Plan and Property are illustrated below with Phase 1 outlined in orange and Phase 2 outlined in blue.



Phase 2 is 3.5 gross acres in size and is bounded by Rockville Pike to the west, the Chapman Avenue Extension to the east, Festival Street to the south, and the CVS store at 1580 Rockville Pike to the north (the "Phase 2 Property"). Phase 2 is also located less than 1,000 feet from the entrance to the Twinbrook Metro Station lying just southeast of the Property. As shown above in the blue outline, Phase 2 is immediately north of Phase 1 and Festival Street. Properties to the north, south, and west across Rockville Pike are commercial in nature and use, with single-story retail uses and large surface parking lots.

Implementation Period

Consistent with the extended implementation period approved with STP2020-00401 for Phase 1 and as authorized by Section 25.07.06.c of the Zoning Ordinance, the Applicant is requesting an extended implementation period of eight (8) years for Phase 2. As part of a large, multi-phase buildout with a 30-year DRRA, Phase 2 is eligible for this extended implementation period. Phase 2 also includes two (2) buildings further justifying this request.

PHASE 2 SITE PLAN DESCRIPTION

The Application proposes to develop Phase 2 with a mixed-use building ("Building 2") in the location labeled as Building 2 on the approved Project Plan. Building 2 includes a podium containing two floors of retail and restaurant uses, with up to 413 multi-family residential dwellings above and up to 195 feet of building height. Phase 2 also includes a single-story retail building known as Building 9, which will frame and activate the central park. Building 2 and 9, and the uses identified above will be serviced by a parking garage (with four levels below-ground) containing approximately 610 parking spaces and will also utilize some of the 1,453 parking spaces immediately to the south that were constructed as part of Phase 1. The parking proposed for Phase 1 and 2 is consistent with the 43% parking reduction granted by the Mayor and Council as part of the Project Plan.

Phase 2 includes dedication and construction of portions of public streets proposed by the Project Plan (portions of the Chapman Avenue Extension and Rockville Pike). This portion of Chapman Avenue will be dedicated and constructed from its current terminus (Phase 1 limits) north to the future intersection with Congressional Lane extended. The pedestrian and bicycle experience will be further enhanced by a wide pedestrian path with landscape improvements and 10-foot wide bicycle lane along the Project's Rockville Pike frontage.

The Application includes approximately 51,500 square feet of public use space, which equates to 51.97% of the Phase 2 net lot area. This public use space includes approximately 26,500 square feet of open areas on-site and approximately 25,000 square feet of off-site public streetscape improvements within the dedicated rights-of-way for Rockville Pike and Chapman Avenue Extended, which also constitute public use space in accordance with Section 25.03.02 of the

Zoning Ordinance and Rockville Pike Plan. The central park is roughly 150 feet wide from east to west and 290 feet from north to south and contains a lawn area, a promenade, a pavilion on the central park's north side adjacent to a private service and access road and a retail building ("Building 9") as an anchor on the northwest corner of Chapman Avenue and Festival Street.

Architectural Concept

Phase 2 is designed to complement and continue the distinctive architectural character of the development that began with The Milton at Twinbrook Quarter in Phase 1. Building 2 will provide the backdrop to the Twinbrook Quarter's central gathering space and the single-story Building 9 will increase the retail variety of the Project.

Consistent with Phase 1, Phase 2 is designed to accommodate vehicular traffic while encouraging the use of transit, bicycling, and walking. Chapman Avenue's pedestrian- and bike-friendly streetscape will extend to this phase of the development from the Twinbrook Metro station, with generous sidewalks and short-term bicycle parking distributed both near Building 2 and the central park. A wide pedestrian promenade will span across the entire block between Festival Street and the private drive, providing outdoor seating for retail customers, residents, and visitors along the Park. Vehicular parking is accommodated on four underground levels (P1-P4) via entrances on Festival Street and a private service drive (described in greater detail below). Long-term bicycle parking is provided on the first parking level with convenient access to residential and retail elevators. The below-grade levels will also house utility rooms and service functions.

Vertical circulation is located on both the Rockville Pike and promenade sides of the building for retail customers and employees to move between the parking levels, ground floor, and second floor retail. Access to loading, trash, and parking for residential and retail is located on the private drive.

Building 2's primary residential lobby entry and retail will sit across from Building 1's main residential entry along Festival Street, creating an active urban corridor. Building leasing offices are located on a mezzanine overlooking this lobby.

The multi-family residential portion of the building is a U-shape in plan above retail levels one (1) and two (2), creating a large outdoor residential amenity space (described in the Landscape Concept section) facing the promenade and central park. Fronting this outdoor space on level 3 are indoor amenity spaces as well as residential units with private terraces. The fitness space on level 3 faces Rockville Pike and has its own, smaller outdoor space.

The remainder of level three (3), along with levels four (4) through fifteen (15), contain the residential units for the building, a mix of studios, 1-bedroom, 2-bedroom, and 3-bedroom units.

All of the units, and the building shape itself, maximize resident comfort and space utilization, with large windows, modern kitchens and bathrooms, and in-unit clothes washers and dryers. Exterior unit space is accommodated where appropriate and available with balconies and, on levels twelve (12) through fourteen (14), with terraces as the building form steps back to create a shaped architectural silhouette. In addition to residential units, level fifteen (15), contains an interior club room and an exterior swimming pool and associated outdoor recreation areas.

Landscape Concept

The landscape design of the public spaces reflects the overall vision of the project: to create a transit-oriented, mixed-use destination that fosters connectivity and celebrates neighborhood diversity. The Phase 2 landscape design aims to establish a central park amenity that serves as the heart of the project. Emphasizing an active, pedestrian-friendly public realm, the design lays a strong foundation for future development.

A key feature is a 25-foot-wide promenade, flanked by retail on one side and park space on the other. At the intersection of Chapman Avenue and Festival Street, a retail building anchors the corner and functions as a gateway to the park. Between this building and the adjacent parking garage ramp, a plaza provides space for seating, outdoor dining, and vibrant public interaction.

The park itself is a flexible open space designed to accommodate events and community gatherings. A pavilion structure along the private drive serves as a focal point for the park and offers a space for a range of community activities.

The landscape for each perimeter street establishes a distinctive identity while maintaining a cohesive and unified public realm. Each street contributes to this shared experience as follows:

Rockville Pike serves as the project's primary street frontage. The landscape design along this corridor features a wide pedestrian pathway that includes a 10-foot-wide bikeway, creating a seamless connection between Phase 2, Phase 1, and adjacent blocks. Bike racks are placed along the bikeway to encourage cycling and enhance convenience. Street trees are planted to extend the existing tree canopy established in Phase 1, reinforcing continuity and providing shade and scale.

Chapman Avenue is a neighborhood street defined by a lush planting buffer between the roadway and the sidewalk. The design complies with city standards, featuring a 7-foot-wide planting zone and a minimum 10-foot-wide concrete sidewalk. Street trees are planted on both sides to continue the canopy established in Phase 1. Parallel parking is provided along the curb, with thoughtfully placed cut-throughs in the planter bed to allow easy pedestrian access to the sidewalk without disrupting the plantings. Additional access points to the central park are incorporated to enhance convenience and connectivity.

Festival Street was built with Phase 1 and is a major connector within the development and defines one of the edges of the central park. The continuity of street trees and paving materials creates a cohesive connection between the ground-floor retail and restaurants, the main residential lobby, and the park. This street is activated by adjacent park uses, outdoor seating, and dining areas, which contribute to a vibrant public realm. Bike racks are conveniently located within 50 feet of the main residential entrance, supporting multi-modal access and neighborhood connectivity. Additional short-term bike racks are placed throughout the Phase 2 area to support the retail. Phase 2 makes small adjustments and enhancements to this experience to connect to future phases of the project.

As part of Phase 2, there will be additional circulation via the private drive and reconfigured vehicular circulation north of Phase 2 within the alignment of the future Congressional Lane extension. The private drive will provide access and loading for Phase 2 and the future Building 3.

REQUIREMENTS FOR SITE PLAN APPROVAL

Pursuant to Section 25.07.01(a)(3)(b) of the Zoning Ordinance, a site plan that implements all or a portion of an approved project plan is deemed to meet the findings for approval so long as the site plan complies with the conditions and requirements of the approved project plan and where the application will not:

(i) Be detrimental to the public welfare or injurious to property or improvements in the neighborhood;

(ii) Constitute a violation of any provision of this Chapter or other applicable law; or

(iii) Be incompatible with the surrounding uses or properties.

The Application satisfies all of the requirements for approval of a site plan, as follows:

I. The Site Plan complies with the conditions and requirements of the approved Project Plan.

The Site Plan implements Phase 2 of the Project Plan, and is consistent with the approved Project Plan, taking the design of the second phase of the Project to the next level of detail. The Project Plan conditions of approval are listed in italics below, and the manner in which this Application satisfies these conditions follows.

1. *For 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, 2019*
    - *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*

The Application materials submitted are consistent with each of the exhibits referenced above that are incorporated into the Project Plan.

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.*

The Application is consistent with the concept design and associated exhibits of the Project Plan. Further, the Site Plan proposes densities that are within the limits established by the maximum density table provided on the Project Plan cover page (PP-1).

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.*

Phase 2 that is the subject of this Application is consistently identified on the Conceptual Phasing Plan as the second phase of the Project Plan.

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.*

The Applicant met with City staff on September 27, 2019, and confirmed that no significant historic resources are located on the Property. The approved Natural Resources Inventory (NRI) is consistent with this finding.

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 by the City Forester, 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.

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 requisite payment must be paid prior to the issuance of any forestry permit. At the time of the final phase, if the site plan requires less fee-in-lieu than the maximum determined by the PFCP, the payment for the final phase will be adjusted.

The fee-in-lieu proportion to be paid with this Application will be based on the Phase 2 limits of new disturbance of approximately 2.51 acres (109,156 square feet), which is approximately 13.65% of the total tract area of Twinbrook Quarter. Therefore, 13.65% of the total fee-in-lieu payment for the Phase 2 Final Forest Conservation Plan is estimated to be $47,985 based on the current fee-in-lieu rate of $5.00 per square foot.

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.

The Phase 2 FFCP proposes to plant 8 of the 32 required Significant Replacement Trees ("SRTs") within the Maryland Route 355 right-of-way; Phase 1 planted 11 SRTs and there is a requirement of an additional 13 SRTs for future phase(s).

6. *The Applicant must replace credit shown on FTP2010-0001 with onsite plantings, not with fee-in-lieu.*

At this time, none of the credit replacement trees are proposed to be planted on the Phase 2 FFCP; these will be replaced with a later phase.

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.*

There is a total afforestation requirement of 2.69 acres, of which 1.61 acres (60%) may be provided via fee-in-lieu. The remaining 1.08 acres (40%) is provided per City standards per phase. The Phase 2 FFCP proposes to plant 0.31 acres of the overall required Forest Conservation plantings. Phase 1 included 0.63 aces, leaving a requirement for 0.14 acres in later phase(s).

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.*

The Applicant will comply with this condition.

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 and the Project Plan Resolution.

The Application includes a landscape plan for Phase 2 that is consistent with all City Ordinances and the Project Plan approval.

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.

This Site Plan reflects the second phase of construction, including the next portion of the Chapman Avenue extension beyond the limits of Phase 1. The remaining street construction will be included in future site plan submissions, to reflect their scope of work.

11. Street cross-sections:

a. <u>Chapman Avenue</u>

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".

The Application reflects a cross section for Chapman Avenue Extended that is consistent with this condition.

b. <u>Halpine Road</u>

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.

This condition was satisfied as part of the Phase 1 Site Plan.

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. 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.

The Site Plan for the Phase 2 Property does not include the Congressional Lane extension, which will be addressed through a site plan application for a subsequent phase. However, interim improvements will be made within the alignment of this future extension. These interim improvements will provide access to Phase 2 and CVS and other existing tenants to the north of Phase 2.

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.

This condition was satisfied as part of the Phase 1 Site Plan. Existing Festival Street improvements will be modified slightly to accommodate Phase 2 development.

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.

The Private Alley is not included as part of Phase 2 but will be constructed in accordance with this condition during a subsequent phase.

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.

The Site Plan reflects improvements to the Phase 2 portion of the Rockville Pike frontage that is consistent with this condition.

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.

In accordance with the grade establishment plans submitted during Phase 1, the Application includes a request for grade establishment approval for all proposed roads in Phase 2 in accordance with this condition.

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.

The Phase 2 Site Plan does not impact the property to the north of the Property.

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

The Applicant will comply with this condition.

15. Applicant must install all necessary public improvements, including but not limited to street trees, streetlights, street light conduit, and traffic signals in accordance will 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.

The Applicant will comply with this condition on Chapman Avenue.

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

The Application has been prepared to comply with the Pre-Application SWM Concept approval letter.

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

The Phase 2 improvements will comply with the conditions outlined in the DPW WSA letter dated February 4, 2019. An additional WSA letter will be issued for Phase 2.

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.*

The Applicant addressed this condition as part of the Phase 1 improvements. To the extent applicable to the Phase 2 improvements, the Applicant will address WMATA requirements as part of this Site Plan.

19. *Prior to the approval of the first phase's site plan, the Applicant must submit for 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.*

The Applicant satisfied this condition as part of the Phase 1 Site Plan.

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.*

The Applicant identified all easements proposed to be abandoned as part of the Phase 1 Site Plan. The Mayor and Council authorized abandonment of various easements as part of Phase 1. In connection with the Phase 2 Site Plan, the Applicant will be seeking abandonment of at least one 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.*

The Site Plan includes the next segment of the Chapman Avenue Extension, and a public access easement between Rockville Pike and the northern terminus of Chapman Avenue Extended. Interim improvements for the public access easement are proposed within the alignment of the future Congressional Lane extension as part of Phase 2, but the full right-of-way for the Congressional Lane extension will not be dedicated and improved until a later phase of the Project 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.*

The pedestrian access, construction access, staging, and parking for Phase 2 are included with the Application.

23. *Prior to the signature approval of the submitted Project Plan, the Applicant shall prepare and submit a Trip Reduction Agreement, approved by City staff. The agreement shall 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 subject site shall 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.

A Trip Reduction Agreement was executed as part of the Phase 1 Site Plan. Trip generation for Phase 1 and Phase 2 combined will be substantially less than the trip cap established by this condition. As a standalone project, Phases 1 and 2 would be projected to generate combined peak-hour trips totaling 626 in the weekday AM, 1140 in the weekday PM, and 1191 on Saturday.

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 shall submit recent driveway counts at site plan submission.*

Intersection counts were taken most recently in October 2024. At that time, Phase 1 residential was less than 20 percent occupied, and the street-level commercial space was still under fit-out construction. The office building has not yet been constructed. Based on the counts at the perimeter of the site access, the following counts were observed: 125 AM, 186 PM and 157 Saturday peak hour trips along Chapman Avenue and Festival Street combined. These trips included residential tenants, construction vehicles, and WMATA garage traffic. Since Phase 1 is not fully occupied at this time, counts will be conducted again when Phase 1 is fully stabilized.

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

a. *The Applicant shall 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 shall 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 shall install the signal(s) prior to issuance of the occupancy permit of the site plan triggering the warrant.

The Applicant previously submitted a traffic signal warrant to DPW for the identified intersections; therefore, this condition has been satisfied. In connection with the Site Plan, Applicant requests release of the bond currently posted with the City for the future installation of a traffic signal at the intersection of Chapman Avenue and Thompson Avenue. This signal will not be warranted during Phase 2. Therefore, Applicant requests that this bond be released. A new bond for this signal can be submitted as a condition of approvals in the future phase when this signal becomes warranted.

b. *The Applicant shall 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 shall 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.

This condition was satisfied as part of the traffic signal warrant study submitted with the Phase 1 Site Plan.

c. *The Applicant shall 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 shall 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.

The Applicant included a detailed queue length analysis for the identified intersections as part of the Phase 1 Site Plan.

26. The appropriate road and street network, including bicycle and access accommodation shown on the approved Project Plan and as modified by DPW, including bicycle facilities per the 2017 Bikeway Master Plan, will be determined at each site plan approval. The Applicant shall 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.

The Applicant will comply with this condition.

27. The Applicant shall 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 shall occur commensurate with the build-out of each site plan encompassing that portion of Rockville Pike.

The Application includes construction of the pedestrian walkway and 10-foot wide bike facility along the Phase 2 Rockville Pike frontage.

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

The Site Plan demonstrates compliance with this condition through the provision of 40 short-term bicycle storage spaces and 158 long-term bicycle storage spaces. Short term bicycle spaces have been located in various locations along the Phase 2 streetscape. Long term bicycle spaces have been located indoors and in locations convenient to the specific use.

29. *The Applicant shall 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.*

The Applicant will comply with this condition and pay the CTR fee on the net-new amount of development in Phase 2.

30. *The Applicant shall pay the County's Development Impact Tax, as applicable, subject to the credits allowed by Montgomery County. The Applicant shall 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.*

The Applicant will comply with this condition.

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 shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). The signing and pavement marking plans shall be submitted to DPW and approved by the Chief of Traffic and Transportation Division prior to each building permit. The approved plan shall be included in the signature set.*

The Applicant will submit signage and pavement marking plans to DPW that are consistent with Phase 1.

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.*

The Applicant fulfilled this condition through the timely Phase 1 Site Plan submission, and the implementation period for all other phases of the Project Plan remains valid.

II. <u>The Site Plan will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.</u>

The Site Plan will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The Application will allow for redevelopment that enhances the public welfare through the delivery of substantial infrastructure improvements, public benefits and amenities that are consistent with existing adjacent development as well as the zoning and land use recommendations that will guide future redevelopment opportunities for the surrounding area.

The Application proposes to implement the second phase of a Champion Project, designated as such by the Mayor and Council through the Project Plan approval. A Champion Project, by virtue of the additional requirements imposed through the Project Plan review process, is a substantial benefit to the public. Twinbrook Quarter is a Champion Project on account that it 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 (c) provides a significant increase in the amount of employment. As such, by implementing the second phase of this Champion Project, the Application is a benefit to the public welfare and certainly not detrimental or injurious to property or improvements in the neighborhood.

The construction of the next segment of Chapman Avenue Extension running north-south through the Property parallel to Rockville Pike, as well as the previously constructed east-west Festival Street through Twinbrook Quarter, will create new vehicular and pedestrian linkages along Rockville Pike in a manner that establishes a true street grid to the benefit of the adjacent neighborhood. These infrastructure improvements are anticipated to divert traffic away from Rockville Pike towards the internal street grid which the Project helps to create. All of these public benefits will be further steps in improving the appearance, functionality, and value of this stretch of Rockville Pike and will directly benefit the public.

The Application will enhance the public welfare for City residents and employees working in the area of the Property through increased pedestrian connectivity between Rockville Pike and the Twinbrook Metro Station that will be provided by the Phase 2 improvements delivered through the Site Plan, which leverage the Phase 1 improvements. As noted above, the Site Plan will include construction of a wide pedestrian promenade along Rockville Pike, and sidewalks along this phase of the Chapman Avenue Extension. Additionally, the development of apartments and retail/restaurant uses in Phase 2 will enhance the mix of uses delivered by Phase 1 and contribute to the economic vitality of this transit-oriented location.

The Application will also increase open area and public use space through the creation of on-site open areas as well as off-site public improvements within the dedicated rights-of-way for Rockville Pike and Chapman Avenue extended, along with private rooftop courtyards on the residential building proposed as part of Building 2, which will benefit the health and welfare of persons residing or working in the neighborhood of Twinbrook Quarter. The central park will establish a flexible open space designed to accommodate events and community gatherings that

contribute to a greater sense of place at this transit-oriented development location in the City. A pavilion structure along the private drive serves as a focal point for the park. The Application will also vastly improve the current functioning of the Phase 2 Property 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 Twinbrook Quarter, as well as complying with the City's stormwater management requirements.

III. The Site Plan will not constitute a violation of any provision of the Zoning Ordnance or other applicable law.

The Project satisfies the requirements of the Zoning Ordinance.

The Property is zoned MXTD, which permits all of the uses proposed for the Project. As shown in the chart on Site Plan Sheet No. SP1, the Project 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 will also 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.*

Building 2 will be framed by Rockville Pike, Chapman Avenue Extension and Festival Street. The Site Plan is consistent with the build-to-line established for Rockville Pike through the Project Plan and will include ground-floor activating uses in the form of in-line retail and restaurant uses, and a residential lobby.

> *(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.*

Retail, restaurant, residential, and loading/service uses are located on the ground floor. Retail uses are located on the 2nd floor, and residential uses are located on the floors above the 2nd floor.

(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.

Building 2 of Twinbrook Quarter is designed to build upon the Art Deco language for the development established with Phase 1 while providing the contrast inherent to a true neighborhood. Along Rockville Pike, the building presents two (2) towers with occupiable space slightly less than 195' in height, connected by a recessed and lower portion of the façade with multiple step backs. The design incorporates screen walls for mechanical equipment at the top level of the building, concurrently achieving architectural and technical goals.

As Building 2 turns the corners to Festival Street and the private drive, it steps down to twelve (12) stories, approximately 154' tall, along the street edge with portions that step back in plan and rise to fourteen (14) stories, approximately 180' above grade. The building thus transitions down to heights more similar to Building 1 and the permitted height of the future phase to the north, creating a varied but harmonious frontage for the entire development along Rockville Pike. The Festival Street and private drive wings complete in two symmetrical ends, varying from approximately 154' to 166' in height, facing the promenade and central park and are bridged by two (2) stories of retail, approximately 50' tall, below the private residential amenity courtyard.

On Festival Street, a center bay of the façade contains the residential lobby entrance and steps forward in plan. On the private drive, the center of the façade contains the loading and parking entries and remains recessed from the corner elements in plan, de-emphasizing these service-oriented areas.

The ground floor is topped by a strong expression line punctuated at corners and repeating intervals with vertical elements and by two-story elements at architecturally significant moments like the tower bases and primary residential lobby entrance. At each cornice line, the building meets the sky with a defined cornice that varies in color, material, ornamentation, and crenellation depending on its relative importance in the overall building composition. These elements are designed to complement one another, with related and repeating motifs that unite the varied heights, functions, and urban context of the four edges of the building (Rockville Pike, Festival Street, promenade and central park, and the private drive).

(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.

The residential level fenestration of Building 2 is comprised of individually framed windows, ganged window arrangements, and balcony doors. Variety in these levels is achieved by varying arrangements, widths, and assemblies of openings to avoid a monotonous façade. Groups of windows, along with spandrel panels of varying materials and colors, help to generate vertical expressions within the building composition and balance horizontal elements like running trim and cornice lines.

(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.

The sidewalks will comply with the City's requirements and are illustrated on the road sections as shown on SP-10.

(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.

In accordance with Section 25.16.03.h.1 of the Zoning Ordinance and as part of the Project Plan, the Mayor and Council approved reduction in the amount of parking to permit 43% fewer spaces than would otherwise be required for Twinbrook Quarter. The parking for both Phase 1 and 2 are calculated as part of this Application. After accounting for the allowable 43% reduction, the minimum number of parking spaces required for Phase 1 and 2 is 2,060 parking spaces. The Application proposes a total of 2,063 parking spaces to accommodate the mix of uses included in Building 1 and Building 2.

Additional Design Guidelines

The Application 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 will be consistent with these "Additional Design Guidelines" as follows:

(b) Aesthetic and Visual Characteristics for All Zones

Twinbrook Quarter's Phase 2 further establishes this new neighborhood with additional retail and residential uses, inviting streetscapes, and introduces a public outdoor gathering space for residents, shoppers, and the entire community.

Building 2 includes distinctive tower elements that accentuate views from the north and south. The building massing steps and sets back, creating a varied skyline around the site. At the same time, the architectural rhythms, setbacks, steps, bays, and projections at the retail levels generate local symmetries and interest at the porous street level. The retail on level two is denoted by large punched-style windows that provide a gradation from the residential windows above and the large storefront-type openings on the ground floor.

The architectural style of the building picks up on the Art Deco motifs in Phase 1, adapting the language to the apartment house building type beloved across the DC region. High-quality materials enhance the building's permanence and solidity. Building 9 is designed to be as flexible a space as possible in order to accommodate the changing needs of retail and restaurant tenants while at the same time marking the central park to those approaching the project from the Twinbrook Metro Station.

Both Buildings 2 and 9 create ample ground level activation. The primary residential lobby entrance, with a solid canopy, is located at the center of the Festival Street elevation, a two-story architectural expression in a protruding bay that extends up the building. Street trees provide shade and separation from vehicular traffic for pedestrians and outdoor retail seating. The building's architecture creates spaces for signage, awnings, and lighting, adding to the pedestrian-friendly development. Both Buildings 2 and 9 exceed sixty (60) percent windows and doors along their ground planes. Building 9 incorporates a mansard roof with deep eave for shade, intended to augment the umbrellas for outdoor seating around the building. This roof also serves to screen rooftop mechanical equipment. Building 2's rooftop mechanical equipment is screened in two ways. At the two tower elements on Rockville Pike, the mechanical screening is a part of the architecture, granting additional height to the crenelated silhouette created by the verticals in the architectural form. Elsewhere, mechanical equipment is set back from the building face and screened in complimentary colors to shield and otherwise blend in with the background elements of the building.

While Building 2 is designed with one architectural identity, each elevation of the building incorporates variety into the massing, setbacks, step-backs, materials, height, and ornamentation

to address differing conditions and avoid a monolithic structure. The base of the building visually brings the structure to the ground with masonry while preserving ample glazing for retail tenants. At important functional (i.e., the primary residential lobby) and architectural (tower bases, etc.) moments, the ground floor articulation extends upwards through the second floor. Above the retail levels, the residential building steps back between the towers along Rockville Pike and at the promenade to create the resident amenity courtyard. The building steps in and steps down along Festival Street and the private drive, creating lower façades that respond to current and future neighboring buildings.

As is typical in apartment house type buildings, the residential levels in the "body" of Building 2, between the retail base and the more ornamented tops, are detailed more sparsely than the base and top. Here, the façade follows rhythms of spandrel indentations, precast or cast stone window sills, and projecting balconies in a range of materials. Spandrels and projections of precast or cast stone, brick in the primary building color and accent colors, and varying brick patterns, balance the building's horizontals and verticals.

At architecturally significant moments (the building corners, the primary residential entry, etc.), the building parapet line is interrupted by a rhythm of detailed verticals, focusing the eye and breaking up the roofline. The tower elements along Rockville Pike weave vertical spandrels, stepbacks, and unique ornamentation in character with the rest of the building to create a distinctive skyline announcing Twinbrook Quarter for motorists, pedestrians, and transit users alike.

(c) Site Design and Relationship to Surrounding Community

(1) Buffers

Phase 2 is surrounded by commercial and multi-family uses along Rockville Pike to the north, south, and west and is separated from the nearest single-family residential neighborhood to the east by the Metro tracks and the CSX/MARC rail line. No buffers are required.

(2) Outdoor Sales and Storage

The Application does not propose any permanent outdoor sales or storage areas. Note, however, that seasonal outdoor sales of products may be proposed as an extension of adjacent retail space, as is permitted under Section 25.13.06.c.3 of the Zoning Ordinance.

(3) Trash Recycling, Waste Oil/Grease Collection Area

The Application complies with locational requirements for these facilities through the incorporation of trash and recycling areas within the building.

(4) Parking Lots and Structures

Nearly all parking proposed as part of the Application is located in underground facilities.

(5) Pedestrian and Bicycle Flows

The Application creates a landscaped, pedestrian promenade and bicycle path along Rockville Pike and active streetscapes along Festival Street and the Chapman Avenue Extension to facilitate safe and accessible pedestrian and bike linkages to the Twinbrook Metro Station. Installing landscaping and hardscape improvements where only asphalt currently exists helps to create a safe and pleasant environment for walking and biking along the Rockville Pike corridor. Shared travel lanes will be provided along the Chapman Avenue Extension.

(6) Central Features and Community Spaces

The central park will establish a flexible open space designed to accommodate events and community gatherings that contribute to a greater sense of place. A pavilion structure along the private drive serves as a focal point for the park and offers shade and shelter.

(7) Delivery and Loading Spaces, Hours of Operation

The Phase 2 improvements are not located adjacent to any residential neighborhoods, but rather are located next to other commercial and mixed use facilities with similar delivery and loading needs. Delivery and loading spaces are proposed to be located within Building 2 so as to efficiently serve the needs of the uses in the residential, retail and restaurant uses while remaining tucked out of the way for aesthetic and functionality purposes.

(8) Ancillary Uses

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

(9) Noise Abatement

The Applicant will adhere to all City noise standards.

(10) Outdoor Lighting

Applicant's lighting plan will comply with the City's outdoor lighting requirements.

(11) Landscaping

The landscape plan submitted with the Application demonstrates the manner in which the Project satisfies the City's landscape requirements as contained in the Landscaping, Screening and Lighting Manual.

The Project satisfies other applicable City laws.

Phase 2 is designed to satisfy all other applicable City laws. The Project will provide 15% MPDUs, which satisfies the requirements of Chapter 13.5 of the City Code. The Project's Development Stormwater Management Concept plan (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, bio-swales, stormwater management vaults and fee-in-lieu to satisfy the remainder of the stormwater management requirements. The Site Plan will satisfy the afforestation requirements of Chapter 10.5 of the City Code through a mix of on-site plantings and fee-in-lieu. The Application is consistent with the Preliminary Forest Conservation Plan approved with the Project Plan, which demonstrates compliance with these requirements. As part of the Project Plan approval, the Mayor and Council established a minimum tree cover requirement of five percent (5%) of the Property's tract area. To this end, the Application proposes a minimum tree cover of 13,400 square feet for the Phase 2, which amounts to approximately 30% of the total tree cover requirement for the entire Property (i.e., 39,999 square feet). The Project will also satisfy the green building regulations contained in Chapter 5 of the City Code. Moreover, as referenced herein, the Project will meet the City's energy conservation standards contained in Chapter 5 of the City Code. The landscape plan submitted with the Application demonstrates the manner in which the Project satisfies the landscaping requirements contained in the City's Landscaping, Screening and Lighting Manual.

With respect to Chapter 4, Article IV of the City Code, the Applicant is proposing a phased approach for satisfying the publicly accessible art expenditure requirement at Twinbrook Quarter. As established by the Agreement relating to the installation of publicly accessible art in private development dated February 28, 2024, the Applicant will install publicly accessible art for both Phase 1 and 2 as part of the construction of Phase 2. The Applicant will submit a final plan for the publicly accessible art required in Phase 1 and 2 prior to or concurrent with building permit for Phase 2.

IV. The Site Plan will not be incompatible with the surrounding uses or properties.

The Application is not incompatible with the surrounding uses or properties. The Rockville Pike Plan and Zoning Ordinance established the criteria for Champion Projects, which by definition provide significant public benefits that are compatible with the land use vision for the South Pike portion of the City. This second phase of a Twinbrook Quarter, a Champion Project, advances each of 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 (c) provides a significant increase in the amount of employment. Therefore, the buildout of Twinbrook Quarter is compatible and beneficial to the surrounding uses and properties.

Additionally, 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 Phase 1 of Twinbrook Quarter, 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' Twinbrook Station project, for which the City approved 1,596 dwelling units, 325,000 square feet of office uses, 220,000 square feet of retail uses, 2,409 private parking spaces, and 1,151 parking spaces for Metro commuters. When complete, the Twinbrook Station project will have 18 buildings, of which two will be 170 feet in height and four others will be 130 feet in height. To date, The Alaire, a multi-family residential building with 279 units and part of the Twinbrook Station project, and 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), are constructed and occupied by residents.

The zoning on this Property and surrounding properties provides significant future development and redevelopment opportunities. The immediately adjacent property across Halpine Road to the south is similarly zoned MXTD and could be redeveloped with the same densities and heights as proposed for the Property. The properties to the west and north are zoned 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, Phase 2 and the overall Project Plan is compatible with all surrounding uses and properties as they exist today and as they are planned to exist in the future.

CONCLUSION

The Applicant respectfully requests that the City of Rockville Planning Commission grant approval of this Site Plan implementing Phase 2 of the approved Project Plan for this mixed-use, transit-oriented development. The Application continues the implementation of the approved Project Plan and complies with the conditions and requirements of the approved Project Plan and

will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood, constitute a violation of any provision of the Zoning Ordinance or other applicable law, or be incompatible with the surrounding uses or properties. Phase 2 will establish the next phase of a Champion Project in accordance with the DRRA, which allows for the dedication and construction of public and private streets, public use space, and a significant increase in employment in the City. The Application provides an opportunity to provide a high-quality mixed-use development with residential, retail, and restaurant uses that will enhance the mix of uses delivered in Phase 1; to improve upon the existing outdated single-story commercial uses and surface parking on the Property; and to provide much-needed vehicular and pedestrian and bicycle linkages and improvements between the Twinbrook Metro Station and Rockville Pike. For all of these reasons, the Applicant respectfully requests that the Planning Commission grant approval of this Application.

Thank you for your consideration of this Application. Please contact us if you have any questions or require any additional information.

Very truly yours,

Bob Dalrymple

C. Robert Dalrymple

Matthew Gordon

Matthew Gordon

Enclosures

cc: Mr. Brian Downie
Mr. Andrew Saul
Mr. Ian Duke
Ms. Rudraksha Jhaveri