

Resolution No. _____

RESOLUTION: To amend Resolution 2-12 approving Project Plan Application No. PJT2012-00002, Twinbrook Metro Place, so as to make a technical correction

WHEREAS, on April 16, 2012, the Mayor and Council approved Resolution No.2-12, approving PJT2012-00002 (“PJT2012-00002” or “Application”), requesting approval of a Project Plan for a 6.75 acre parcel of land located on the east side of Rockville Pike between Congressional Lane and Halpine Road (1592 Rockville Pike) for construction of 792 multifamily dwelling units, a 190-room hotel with 2,000 square feet of assembly area, 162,000 square feet of office, 36,000 square feet of health club, 39,000 square feet of retail, 14,000 square feet of restaurant and 1,278 structured parking spaces in accordance with the Project Plan procedures (in the MXTD zone), set forth in Chapter 25, Article 7, Sections 25.07.01, 25.07.02, 25.07.03 and 25.07.07; and

WHEREAS, pursuant to Section 25.07.02 of the Zoning Ordinance, the Applicant held a pre-application area meeting on April 28, 2011; and

WHEREAS, pursuant to Section 25.07.07, the Applicant held a post-application meeting on August 24, 2011; and

WHEREAS, pursuant to Section 25.07.07 of the Zoning Ordinance, the Planning Commission at its meeting on September 14, 2011, and the Mayor and Council at its meeting on September 19, 2011, were briefed on the application by the applicant; and

WHEREAS, pursuant to Sections 25.07.07.8 and 25.07.07.9 of the Zoning

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Ordinance, the Planning Commission, at its meeting of January 25, 2012, reviewed the subject Application and the Planning Commission Staff Report. (The Planning Commission Staff Report title mistakenly references case number PJT2012-00001, but is referenced correctly later in the report as PJT2012-00002.) The Planning Commission unanimously recommended that the Mayor and Council approve the application, including a waiver to the street cross section standards of Chapter 21, and allowing an increase in the maximum height of the project from 120 feet to 150 feet as permitted by Sec. 25.13.05.b.2(a)(ii), but recommended against approval of a reduction of the parking requirements, and advised the applicant to submit more parking data for consideration by the Mayor and Council. The recommendation is subject to certain conditions as set forth in a memorandum dated February 8, 2012; and

WHEREAS, in compliance with Section 25.07.07.12, Mayor and Council gave notice that a public hearing on said Application would be held by the Mayor and Council of Rockville in the Council Chambers at Rockville City Hall on February 27, 2012, at 7:00 p.m. or as soon thereafter as it may be heard, at which parties in interest and citizens would have an opportunity to be heard; and

WHEREAS, on February 27, 2012, the public hearing for said Application was held at the time and place indicated in said notice; and

WHEREAS, on March 19, 2012, the Mayor and Council met to discuss and instruct staff regarding the disposition of the application. The application was discussed and staff was instructed to draft a resolution for approval with a reduction of one story in height for Building 5. The reduction resulted in the reduction of 19 multifamily units from the 811 units proposed in the original application, as well as 10 feet in building

height for Building 5. This determination also resulted in retention of the proposed 1,278 parking spaces to be provided after the requested parking waiver. The Mayor and Council also accepted updated analyses for school capacity and traffic capacity per the City's Adequate Public Facilities Standards (APFS), which have taken into account all projects approved at the time of Application approval, including projects in the City and the County. An updated transportation report and revised traffic mitigation have been included in this resolution; and

WHEREAS, this matter having been fully considered by the Mayor and Council, the Mayor and Council having found and determined that approval of the application, subject to the conditions, limitations, additions and modifications set forth herein, would promote the health, safety and general welfare of the citizens of Rockville, and the Mayor and Council having made the further findings set forth herein based upon the Application for Project Plan PJT2012-00002, the Staff Report dated January 18, 2012, the Planning Commission Recommendation dated February 8, 2012, the public hearing of February 27, 2012, as well as the entire record; and

WHEREAS, the Mayor and Council having found and determined, pursuant to Sections 25.07.07.15 and 25.07.01.b.2, and Article 7 of Chapter 25 referenced herein, that the proposed development and Application, subject to the conditions, limitations, additions and modifications set forth herein will not:

1. *Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project.* The proposed uses are permitted in the MXTD Zone and will allow residents to work and live in close proximity to public transit. Furthermore, the project will introduce an addition to the street grid with smaller blocks

and ground-floor retail on both sides of the street. The proposed sidewalks and streets as designed will provide a safer environment for pedestrians and bicyclists, as well as provide an active street life with ground floor retail. The access to transit should increase Metro ridership, as well as promote walking and biking. The project will be within walking distance to at least one grocery store, which provides access for all residents and local workers to fresh foods. Based upon the analysis provided, and subject to the conditions proposed, there is nothing associated with this project that will adversely affect the health and safety of residents or employees in this neighborhood.

2. *Be in conflict with the Plan.* The application meets the goals of the Plan by proposing a transit-oriented, mixed-use development. The project is consistent with, and implements, the Land Use designation of “Rockville Pike Corridor Mixed Use Development” found in the Comprehensive Master Plan Land Use Map. The application increases the density near the Metro station and adds residential units to the Rockville Pike Corridor as suggested in the Plan. The project also complies with Rockville Pike Corridor Neighborhood Plan through compliance with urban design standards of that plan. The applicant has complied with these existing requirements as well as accommodated recommendations of the draft Rockville’s Pike Corridor Plan. The applicant has also worked with staff and adjacent property owners to come to consensus on an alternative alignment of Chapman Avenue extended that furthers the goals of the Comprehensive Master Plan and the Rockville Pike Corridor Neighborhood Plan;

3. *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 will not result in overburdening of public facilities. The project

is in full compliance with the Adequate Public Facilities Standards, and there is no anticipated negative impact upon public facilities as a result of this project. Public water service meets the Adequate Public Facilities Standards, and when mitigation measures are constructed as noted in the conditions, the sewage transmission system will have adequate capacity (see Exhibit F). The project is served by Farmland Elementary, Tilden Middle, and Walter Johnson High schools, and projected school capacity is within the capacity limits when the methodology established by the APFS is applied (see Exhibit G). Traffic mitigation measures have been accepted and will maintain acceptable levels of service at affected intersections (See Exhibit E). The site is in close proximity to Fire Station 23 located on Rollins Avenue;

4. *Constitute a violation of any provision of the Zoning Ordinance or other applicable law.* The project is in full compliance with all Zoning and applicable codes and laws. The Mayor and Council having found and hereby approved, pursuant to Sections 25.16.03.h.1, 25.13.05.b.2(c), and 21-20 of the City Code, that the proposed development and Application meet the findings for a reduction of the amount of required parking, an increase in maximum building height permitted, and an alternative to the standard street section of City Code, as stated below:

Building Height

The Mayor and Council find that the application meets the required findings of Section 25.13.05.b.2(a)ii. of the Zoning Ordinance, and approves an increase in maximum building height from 120 feet to a maximum of 150 feet. The Mayor and Council finds the project will: provide 12.5 % public use space on site; that the applicant has limited building footprints to less than 80 percent of the net lot area; exceed the urban design

recommendations of the Plan, and that the applicant will be required to exceed energy conservation code requirements, which will be addressed at the building permit stage.

Parking

The Revised Project Plan (see Exhibit A) created a new mixture of uses which requires that a maximum of 2,176 parking spaces be provided. The applicant is granted a reduction, pursuant to Sections 25.16.03.h.1. and 25.16.03.h.6. of the Zoning Ordinance, to permit 41.3% fewer (1,278) parking spaces than the maximum requirement of 2,176 parking spaces for this project.

The Mayor and Council approve, pursuant to Section 25.16.03.h.1, a 19.3% reduction in required parking spaces, and finds Application satisfies four of the stated criteria:

1. The applicant will complete a sidewalk along Chapman Avenue that will provide a major point of pedestrian access to the Project. The entrance to the building on the property that is farthest from an entrance to the Twinbrook Metro Station is approximately 1,250 feet. Furthermore, the entire property is located within a quarter-mile (1,320 feet) radius of the Twinbrook Metro Station.
2. Although there are no bus stops on the property frontage, several Metrobus and Ride-On bus routes are located in close proximity of the Project along MD 355. In addition, the Twinbrook Metro Station is a hub for numerous Metrobus and Ride-On bus lines that link the project to the rest of the region. The project is well served by Metro, Metrobus, and Ride-On, all of which will serve to further reduce the demand for parking within the project itself.

3. A WMATA public parking facility, located fewer than 1,000 feet from a proposed building entrance to the Project, is being constructed in the adjacent Twinbrook Station project.
4. The Project is a model transit-oriented development with excellent proximity to Metro and bus service. Available Metro ridership data indicates that transit (both Metro and bus) ridership has significantly increased within the past few years. It is anticipated that higher gas prices will serve to further increase this usage, and proximity to transit will encourage transit ridership and ease traffic congestion and vehicle-related environmental impacts. For these reasons, the Mayor and Council have good cause to approve the Applicant's parking reduction request.

The above findings for Section 25.16.03.h.1. allow for a 19.3% reduction of the parking requirement to 1,758 parking spaces. The applicant has a mixture of uses that allow for an additional 22% reduction in required parking based on the shared use table of Section 25.16.03.h.6. This accounts for a total reduction of 41.3% of the required parking and required total of 1,278 parking spaces to be provided. The initial parking reduction presented to the Mayor and Council at the meeting on March 19, 2012, was a 22% reduction based on the Zoning Ordinance criteria, and a 21% reduction utilizing the shared use table, for a 43% total reduction from the parking maximum of 2,199 parking spaces required, to 1,278 spaces provided.

No further reductions will be granted for this project if the requested reductions are granted as part of this process. Pursuant to Section 25.16.03.h.2, the Planning

Commission may not approve a further reduction on site plans that implement all or part of a Project Plan where the Mayor and Council has previously granted a reduction.

Street Section

The Mayor and Council finds that the Application proposal for a modification of the standard street section for Business District streets to be in the public interest and accepts the following modification:

The Applicant will construct Chapman Avenue extension from its southern property line through to Festival Street. The proposed changes to the street cross-section for Chapman Avenue include 13-foot travel lanes, 7-foot parking lanes, 7-foot tree lawns (from face of curb) and 8-foot sidewalks. The Chapman Avenue extension would provide for a total 40 feet of paved travelway area compared to the standard of 48 feet. The proposal includes approximately 15 feet from the curb to the property line, compared to the 11 feet required in the Code.

The applicant also proposes a 66 foot wide right-of-way in which to construct a new public street, shown as Festival Street, from Rockville Pike to Chapman Avenue extended. The proposed street cross-section for Festival Street shall include 11-foot wide travel lanes, 7-foot wide parking lanes, 7-foot wide tree lawns (from face of curb) and 8-foot wide sidewalks. Festival Street will have 36 feet of paved travelway area compared to the standard of 48 feet. The proposal includes approximately 15 feet from the curb to the property line as compared to the 11 feet required in the Code.

The approval of the roadway cross-sections shall constitute a waiver of any requirements of Chapter 21 “Streets and Public Improvements” of the Rockville City Code pursuant to Section 21-20 of the Code, that may be inconsistent with the proposed cross-section.

Final road design and alignment for Chapman Avenue extended and Festival Street shall be approved at the Site Plan stage. City utilities shall be placed within the right-of-way or within easements as determined by the Department of Public Works during detailed engineering.

5. *Adversely affect the natural resources or environment of the City or surrounding areas.* The site is currently developed with a one-story shopping center and surface parking lot. There is minimal existing landscaping around the perimeter of the property and there are no streams, habitat, or natural resources on the property. No other environmental concerns are known that would affect the natural resources or environment in the surrounding area. The proposed development will add tree cover, stormwater management and increased pervious area on the project site. Subject to the conditions proposed, there is no evidence that the project would have an adverse impact on natural resources or the environment.

WHEREAS, the Mayor and Council approved Resolution 2-12 to approve PJT2012-00002 (“Project Plan Application”) with an inadvertent transposition in building heights listed for buildings 2 and 3, and desires to correct the maximum building height shown for Building 2 to be 120 feet rather than 150 feet, and for Building 3 to be 150 feet rather than 120 feet as shown in Resolution 2-12;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that Project Plan Application PJT2012-00002, be and the same is hereby approved, in accordance with the terms, conditions and limitations set forth herein:

1. Submission, for approval of the Chief of Planning, of twelve (12) copies of the Project plan (on sheets no larger than 24 inches by 36 inches) to be submitted prior to submission of a Site Plan application.
2. Submission, for approval of the Chief of Planning, of twelve (12) copies of the landscape and architectural plans (on sheets no larger than 24 inches by 36 inches) to be submitted prior to submission of a Site Plan application.
3. Submission, for the approval of the Planning Commission, of a Final Record Plat or plats to subdivide the property into record lots and dedicate land to public use, after related Site Plan approvals and prior to issuance of a building permit.
4. That the applicant work with the Washington Metropolitan Area Transit Authority (WMATA) and the Department of Public Works to come to agreement on a final design for Chapman Avenue that accommodates the needs of WMATA around the entrance to the WMATA parking garage and leading to the Metro Station.
5. Applicant must design and construct the proposed improvements in Phase 3, (Lot 1, Block B) in accordance with WMATA's Adjacent Construction Project Manual, and the applicant must obtain WMATA's written approval of applicant's design and construction methods prior to the start of any construction or excavation activity on Lot 1, Block B.
6. Show the chamfered corners of the property lines at all intersections.

Department of Public Works (DPW)

7. Comply with the conditions of DPW's Development Stormwater Management (SWM) Concept Approval Letter dated December 20, 2011.
8. Comply with the conditions of DPW's Water and Sewer Authorization letter dated January 25, 2012.
9. Show the type, location and species of trees in SWM facilities that are being used to meet other landscape and/or forestry site requirements on the Site Plan, and to be approved at final engineering.
10. The Applicant must work with the dry utility companies (i.e. gas, telephone and electric) at Site Plan stage to determine the location of utilities and any special treatments (i.e. conduit). When not located in a Public Utility Easement (P.U.E.), dry utilities will only be permitted to be located under the eight foot sidewalks.

The Applicant must provide confirmation that the utility companies will be able to locate their facilities in this limited area prior to Site Plan review by the Planning Commission. The location of dry utilities outside of a P.U.E. must be shown on the Site Plan.

Traffic and Pedestrian Circulation and Traffic Mitigation

11. Safe and adequate access for all modes of transportation must be provided throughout all phases of development.

12. Pedestrian Access

- a. The Applicant is required to construct a six (6) foot wide sidewalk along its Rockville Pike street frontage.
- b. Sidewalk widths along Festival Street and Chapman Avenue extended must be a minimum of eight (8) feet in width. No building structure, awnings, doors or windows may extend into the 8-foot free and clear width. Outdoor cafes, providing table and chairs for eating and/or drinking, shall only be permitted on private property.
- c. All internal sidewalks must maintain a minimum of 8-foot clear width with the exception of Condition #2a.

13. Traffic Mitigation

- a. The Applicant shall design, construct and obtain permits from Montgomery County, State Highway Administration (SHA), and/or the City of Rockville as required for mitigation at the following intersections.
 - i. Congressional Lane and MD 355 – The Applicant will re-stripe eastbound Congressional Lane to allow for one dedicated left turn lane, one shared left/through lane and one dedicated right turn lane. The Applicant will also be required to modify the corresponding overhead signage accordingly.
 - ii. Twinbrook Parkway and Chapman Avenue – The applicant shall contribute, prior to the issuance of the first building permit, a monetary contribution of \$50,000 for mitigation of this intersection. The monetary contribution will be used at this intersection for modifying the traffic signal and restriping the lanes.
 - iii. Halpine Road and Chapman Avenue - The Applicant will construct a dedicated right turn lane from southbound Chapman Avenue onto westbound Halpine Road. The Applicant will also modify the northbound Chapman Avenue shared left turn and through lane to

become two lanes - a dedicated left turn lane to westbound Halpine Road and a dedicated through lane.

- b. Plans for the mitigation must be approved prior to issuance of the first building permit for the site. Mitigation for all intersections is required to be completed prior to occupancy of any building on the site.
 - c. The Applicant is required to work with Montgomery County to mitigate the Parklawn Drive and Twinbrook Parkway intersection, subject to Montgomery County approval. The applicant must submit a letter to the City from Montgomery County stating their requirements for mitigation. If Montgomery County decides not to allow mitigation at the intersection, the Applicant is required to make a contribution in the amount of the design and construction of the improvement to the City's Transportation Improvement CIP prior to the issuance of the first building permit. The design and construction cost will be based on an estimate provided by the Applicant and agreed to by City staff. If within five (5) years of Project Plan approval, the County decides to improve the intersection, the contribution would be used to help fund that improvement. However, if the County does not use the funds within five (5) years of Project Plan approval, the City will use the contribution in the Rockville Pike Planning Area for transportation improvements.
14. The Applicant shall pay the County's Transportation Development Impact Tax, as applicable, subject to allowable credits allowed by Montgomery County, prior to the issuance of a building permit. 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 issuance of a building permit.
15. The Applicant and the City must enter into a Trip Reduction Agreement for the development and implementation of a Trip Reduction Plan consistent with the Trip Reduction Tool prior to the issuance of the first building permit. All fees and costs associated with the Trip Reduction Agreement must be the sole responsibility of the Applicant and may not be credited in whole or in part against the Montgomery County Transportation Development Impact Tax.
16. The Applicant must pay the City's Transportation Improvement Fee as provided in the Comprehensive Transportation Review (CTR). The fee is \$1.50 per square foot of non-residential gross floor area and \$900 per multi-family unit and must be paid prior to the issuance of any building permit for that building.
17. STREETS
- a. Chapman Avenue

- i. The Applicant must dedicate a 70 foot right-of-way and construct the Chapman Avenue extension from its South property line through the Festival Street intersection. Chapman Avenue extended must be constructed in conformance with City standards and specifications.
 - ii. The street cross-section for Chapman Avenue shall be in accordance with the Project Plan, to include 13-foot travel lanes, 7-foot parking lanes, 7-foot tree lawns (from face of curb) and 8-foot sidewalks. The approval of the roadway cross-sections shall constitute a waiver of any requirements of Chapter 21 “Streets and Public Improvements” of the Rockville City Code, pursuant to Section 21-20 of the Road Code, that may be inconsistent with the proposed cross-section.
 - iii. The Applicant shall dedicate right-of-way for a 70-foot wide Chapman Avenue extended north of its intersection with Festival Street as shown on the Project Plan. The timing of such dedication is to be determined by the City and accomplished by a deed of dedication in form to be approved by the City Attorney.
 - iv. The Applicant must construct Chapman Avenue extended from Halpine Road to the south property line, including any access points to adjacent properties. The Applicant is required to obtain at its own expense, any additional right-of way or easements needed to complete the construction.
- b. Festival Street
- i. The Applicant must dedicate a 66 foot wide right-of-way and construct Festival Street from Rockville Pike to Chapman Avenue extended. Festival Street must be constructed in conformance with City standards and specifications.
 - ii. The street cross-section for Festival Street shall be in accordance with the Project Plan to include 11-foot wide travel lanes, 7-foot wide parking lanes, 7-foot wide tree lawns (from face of curb) and 8-foot wide sidewalks. The approval of the roadway cross-sections shall constitute a waiver of any requirements of Chapter 21 “Streets and Public Improvements” of the Rockville City Code pursuant to Section 21-20 of the Code that may be inconsistent with the proposed cross-section.
- c. Final road design and alignment for Chapman Avenue extended and Festival Street shall be approved at the Site Plan stage. City utilities shall be placed within the right-of-way or within easements as determined by DPW during detailed engineering.

- d. Service Driveway - The Applicant shall reserve for future dedication, an area parallel to its street frontage along Rockville Pike, as shown on the Project Plan.
18. The proposed rights-of-way delineation (per Zoning Ordinance Sec. 25.21.16.b.9) shall be in accordance with the following:
 - a. The truncation of the right-of-way at the intersection of Festival Street and Chapman Avenue (extended) will be defined as the chord that is created by connecting the two points 15 feet back from the intersecting point of the artificial extension of the right-of-way lines.
 - b. All right-of-way dedication must be reflected on a Final Record Plat to be reviewed by staff and approved by the Planning Commission and any other approving agency having an interest in the right-of-way dedication except for the area of Chapman Avenue extended north of its intersection with Festival Street, which will be accomplished by a deed of dedication.
 19. The Applicant will be required to abandon the area of the old Halpine Road right-of-way as reflected on the Project Plan in a manner acceptable to SHA and the City Attorney, prior to recording the plat for Phase 1.
 20. No buildings will be permitted to be in the right-of-way at the surface level. Any use of the aerial and/or subterranean rights under or over the rights-of-way of Chapman Avenue extended and/or Festival Street, if permitted, will be subject to an agreement with the City. Said agreement must be prepared by the Applicant at their expense and approved by the City Attorney prior to recordation of any Final Record Plat for the project.
 21. Submit a phasing plan for pedestrian access, construction access, staging and parking for review and approval of DPW prior to issuance of any building permit. The pedestrian access plan for the construction period shall include, but not be limited to, the methods of maintaining pedestrian safety and access on the existing sidewalks, temporary closing of sidewalks for work in the streetscape zone, and pedestrian detours, as well as efforts to minimize closure of sidewalks.

1. APPROVED PROJECT PLAN APPLICATION

For the purposes of this Resolution, the Approved Project Plan (also referred to as the “Approved PJT”) shall mean this Resolution and all Exhibits to this Resolution listed below and attached hereto, including notation, references, description and writings on the Exhibits. Resolution 2-12, approved on April 16, 2012, is hereby superseded.

- Revised Project Plan/Concept Site Development plan, dated March 26, 2012 (Exhibit A)
- Conceptual Landscape Plan, dated March 26, 2012 (Exhibit B)
- Conceptual Building Elevations, dated March 26, 2012 (Exhibit C)
- Stormwater Management Concept letter dated December 20, 2011 (Exhibit D).
- School Test Tables dated March 19, 2012 (Exhibit E)
- Sewer and Water Authorization letter dated January 25, 2012 (Exhibit F)
- Traffic and Transportation memo dated April 10, 2012 (Exhibit G)

The subject property shall be developed in accordance with the Revised Project Plan/Concept Development Plan dated March 26, 2012, attached hereto and incorporated herein as Exhibit “A”. To the extent that there is a conflict between any of the written items and conditions in the body of this Resolution and any exhibits attached hereto, the written terms and conditions in the body of this Resolution shall control.

2. DEVELOPMENT DENSITY, HEIGHT AND STANDARDS:

The 6.75 acre property must not exceed 792 multifamily dwelling units, 190 hotel rooms, 2,000 square feet of hotel assembly area, 162,000 square feet of office, 36,000 square feet of health club, 39,000 square feet of retail, 14,000 square feet of restaurant and 1,278 parking spaces.

The following development standards shall apply:

- (a) Maximum height: 150 feet for buildings ~~3-2~~ and 4, 140 feet for building 5, and 120 feet for buildings 1 and ~~23~~.

- (b) Minimum setbacks: A minimum zero front yard setback, a minimum 10 foot side yard setback and a minimum zero foot rear yard setback.

3. LANDSCAPE PLAN: The Applicant must submit detailed landscape plans for approval by the Planning Commission at the Level 2 Site Plan stage. The landscape plan must be generally consistent with the conceptual landscape plan attached hereto as Exhibit “B” (the “Conceptual Landscape Plan”).

4. PARKING: The Project must comply, in all phases, with the minimum parking requirements of the Zoning Ordinance, including the parking reduction of 19.3 percent, and reductions permitted via the shared use table found in Article 16 of the Zoning Ordinance (see Exhibit A).

5. FOREST CONSERVATION: The Applicant must submit, for the approval of the City Forester, a Forest Conservation Plan (FCP). A Forestry Permit, as conditioned below, must be obtained prior to the release of a Building Permit.

Submit for review and approval the Final Forest Conservation Plan (FCP).

- a. The Final FCP will be reviewed concurrently with the detailed engineering drawings that are submitted to the Department Public Works.
- b. The Final FCP shall be based on the Preliminary FCP and provide tree plantings consistent with the Preliminary FCP.
- c. The Landscape Plan shall match the landscaping shown on the Final FCP.

6. SIGNS: All signs must comply with the requirements of the Zoning Ordinance and other applicable provisions of the Rockville City Code.

7. STORMWATER MANAGEMENT. The Applicant must comply, to the satisfaction of the Director of Public Works, with the conditions set forth in the

conditional approval of the stormwater management concept letter dated (Exhibit D), unless otherwise approved by DPW.

8. TRAFFIC AND TRANSPORTATION. The applicant must comply, to the satisfaction of the Director of Public Works with the conditions outlined in the attached correspondence dated April 10, 2012 (Exhibit G).

9. SEWER AND WATER. The applicant must comply, to the satisfaction of the Director of Public Works, with the conditions outlined in the attached correspondence dated January 25, 2012(Exhibit F).

10. SITE ACCESS. Access to the site shall be provided from Rockville Pike and Halpine Road. The final location and design shall be determined as part of the Level 2 Site Plan approval. Permits for work within the Rockville Pike right-of-way, including access permits, must be obtained from the Maryland State Highway Administration.

11. PROJECT PLAN IMPLEMENTATION PERIOD. This Project Plan approval shall expire if a Site Plan Application implementing all or a portion of this Project Plan is not filed within six months of the date of the Mayor and Council’s approval, or if construction has not commenced on the project, pursuant to a validly issued building permit, within the implementation period set by the Site Plan Application approval.

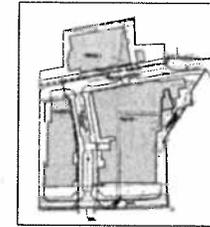
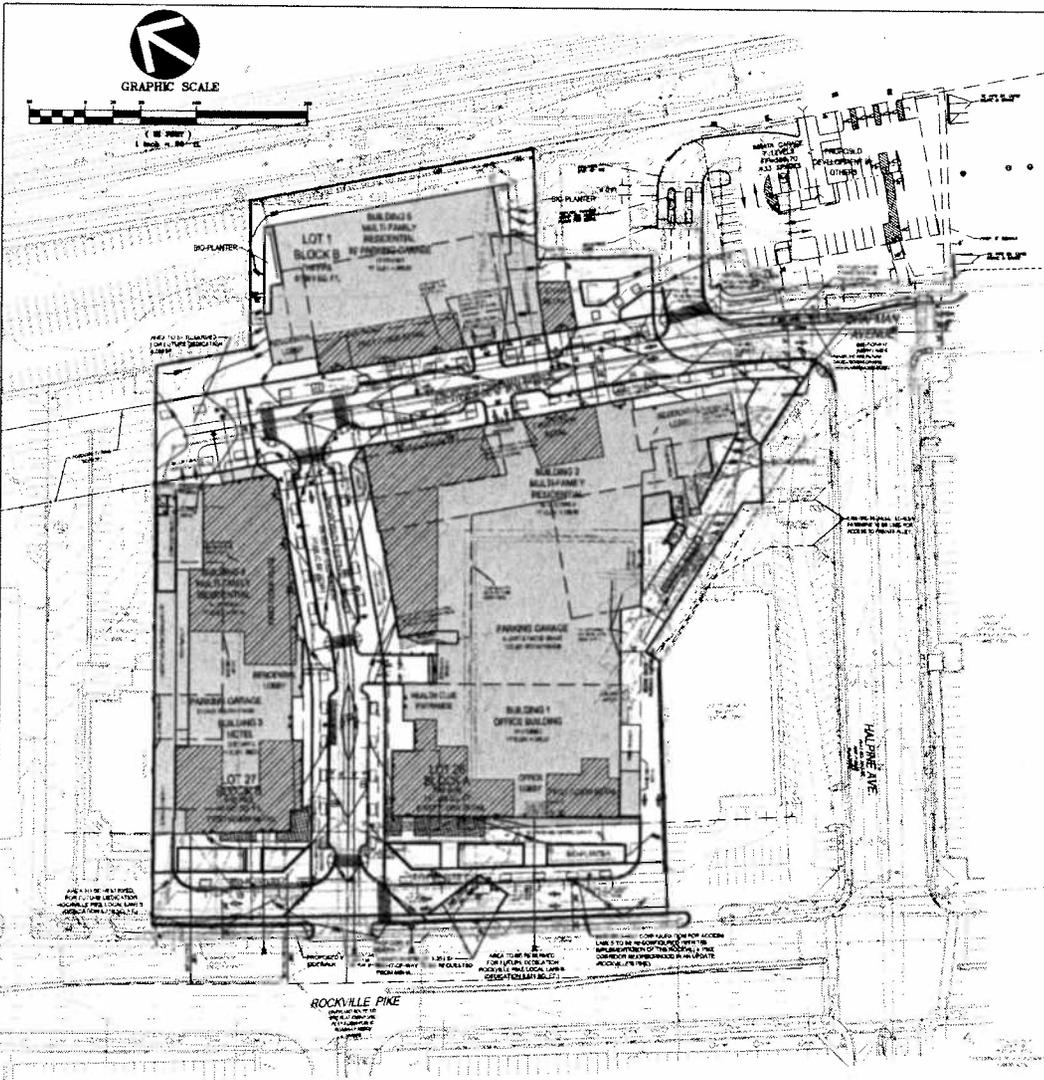
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I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council at its meeting of June 4, 2012.

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Douglass Barber City Clerk



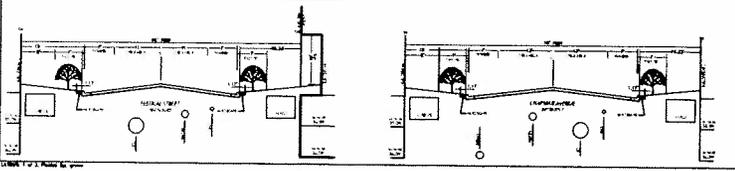
GENERAL NOTES:

1. THE SUBJECT PROPERTY IS LOCATED ON TAX ASSESSMENT MAP NO. 0203 WITH A TAX ACCOUNT NOS. OF 4-0307400 (LOT 24).
2. THE PROPERTY IS ZONED "MXD".
3. THE SUBJECT PROPERTY IS LOCATED IN ZONE "Y" (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD) AS SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 24030302D AND MAP NO. 24030303D, BOTH FOR MONTGOMERY COUNTY, MARYLAND, DATED SEPTEMBER 29, 2006.
4. THE HORIZONTAL DATUM IS BASED ON THE FOLLOWING NGS CONTROL STATIONS (NAD83):
 800328 - WSSC SURVEY DISK IN A CONCRETE MONUMENT FOUND ALONG GREAT FALLS ROAD, 0.6 MILES FROM INTERSECTION WITH WEST MONTGOMERY AVENUE, NORTH 55161.15 EAST LONGHUB AS
 800331 - WSSC SURVEY DISK IN A CONCRETE MONUMENT FOUND AT THE PARKING AREA AT THE ROCKVILLE CMC CENTER ON EDENSTOWN DRIVE, NORTH 55416.74 EAST 1282308.09
5. THE VERTICAL DATUM IS BASED ON THE FOLLOWING WSSC BENCHMARKS (NAD83):
 BM 8418 - WOODS BRASS DISK FOUND IN TOP OF CONCRETE CURB AT THE NORTHWEST CORNER OF SHOPPING CENTER SOUTH SIDE OF MONTROSS ROAD, ELEVATION = 386.46
 BM 8520 - STAMPED LOGGERS BRASS DISK FOUND ON SOUTHEAST SIDE OF C&D RAIL ROAD TRACK IN FACE OF SOUTHEAST PILLAR, 100 FEET NORTHWEST OF RANDOLPH ROAD, ELEVATION = 368.87
6. TOPOGRAPHIC DATA SHOWN HEREON IS BASED ON AERIAL PHOTOGRAPHY PROVIDED BY MCR EAST MAPPING DATED 12-12-2005.
7. THE GROSS TRACT AREA IS 6.75 ACRES.
8. THE PROPERTY IS NOT IDENTIFIED IN THE CITY OF ROCKVILLE'S INVENTORY OF HISTORIC PROPERTIES, AND THERE ARE NO HISTORIC RESOURCES ON THE PROPERTY.
9. THERE ARE NO WATERS OF THE UNITED STATES, WETLANDS, 100 YEAR FLOOD PLAINS, OR THEIR ASSOCIATED BUFFERS LOCATED ON THE SUBJECT PROPERTY. THIS SITE IS NOT WITHIN AN SPA OR PMA.
10. THE SUBJECT PROPERTY IS LOCATED IN THE C&D RAIL CREEK WATERSHED AND THE ROCK CREEK WATERSHED. THE DIVIDING LINE APPEARS TO RUN THROUGH THE MIDDLE OF THE PROPERTY. BOTH WATERSHEDS ARE A CLASS 1 STREAM.
11. THE SUBJECT PROPERTY WAS FIELD SURVEYED BY WKA, INC. ON 1/25/11
12. THE SUBJECT PROPERTY IS LOCATED ON WSSC MAP 2106196.
13. THE SUBJECT PROPERTY IS PROPOSED FOR HIGH RISE MULTI-FAMILY AND COMMERCIAL / MIXED USE DEVELOPMENT.
14. EXISTING ON-GRADE UTILITIES AND ASSOCIATED EASEMENTS TO BE REMOVED AND ABANDONED UPON CONFIRMATION THAT THEY DO NOT SERVE ANY BUILDING OUTSIDE OF EXISTING LOT 25, AND UPON REPLACEMENT OF NEW UTILITIES TO BE CONSTRUCTED UNDER THIS PLAN.
15. EXISTING SWM FACILITY AND OUTFALL PIPES TO BE REMOVED, EASEMENTS TO BE ABANDONED UPON REPLACEMENT BY NEW SWM FACILITIES CONSTRUCTED UNDER THIS PLAN.

DEVELOPMENT DATA TABLE (MXTD ZONE)

TRACT AREA	AREA	PERCENTAGE	PERMITTED USE
OFFICE	10,000	100%	OFFICE
RESIDENTIAL	10,000	100%	RESIDENTIAL
PARKING	10,000	100%	PARKING
RETAIL	10,000	100%	RETAIL
COMMERCIAL	10,000	100%	COMMERCIAL
MIXED USE	10,000	100%	MIXED USE
INDUSTRIAL	10,000	100%	INDUSTRIAL
AGRICULTURE	10,000	100%	AGRICULTURE
RECREATION	10,000	100%	RECREATION
UTILITY	10,000	100%	UTILITY
OTHER	10,000	100%	OTHER

MODIFIED ROAD SECTION



WAIVERS & MODIFICATIONS:

1. THIS PLAN PROPOSES A REDUCTION OF THE PARKING REQUIREMENT TO BE APPROVED BY THE MAYOR AND COUNCIL AS SHOWN ON PARKING TABLE, PURSUANT TO SECTION 25.10.01 (H) OF THE CITY CODE.
2. IN ORDER TO PROVIDE FOR A WARDEN TRAVEL LANE SECTION AND WIDER SIDEWALKS, A WAIVER OF THE STANDARD BUSINESS DISTRICT ROAD SECTION (21-60) TO BE PROCESSED WITH THE APPROVAL OF THIS PLAN.
3. THIS PLAN PROPOSES A WAIVER/MODIFICATION FROM CITY CODE SECTION 25.11.16 (B)(6) OF BUILDING PROPERTY LINES AT STREET INTERSECTIONS.

PROPOSED NUMBER OF SPACES PER BUILDING	REQUIRED NUMBER OF SPACES OF NEW BUILDING	APPROVAL BY	APPROVAL DATE
100	100	APPROVED	03/22/2013
200	200	APPROVED	03/22/2013
300	300	APPROVED	03/22/2013
400	400	APPROVED	03/22/2013
500	500	APPROVED	03/22/2013
600	600	APPROVED	03/22/2013
700	700	APPROVED	03/22/2013
800	800	APPROVED	03/22/2013
900	900	APPROVED	03/22/2013
1000	1000	APPROVED	03/22/2013

PROFESSIONAL CERTIFICATION:

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

JAGOSH MANDAWA
 ENGINEER
 LICENSE No. 20728

MARCH 22, 2013
 DRAWING DATE

TWINBROOK METROPLACE

1075 ROCKVILLE AVE
 SUITE 100
 ROCKVILLE, MARYLAND

TWINBROOK PARTNERS LLC
 5475 Westover Avenue, Suite 800
 Chevy Chase, MD 20815
 301.951.7744
 Contact: James W. McQuinn
 Email: james.mcquinn@twinbrookgroup.com
 A/E-C/T/E/C

WKA, INC.
 1300 Spring Street, 4th Floor
 Silver Spring, Maryland 20914
 301.588.8800
 Contact: David Albery

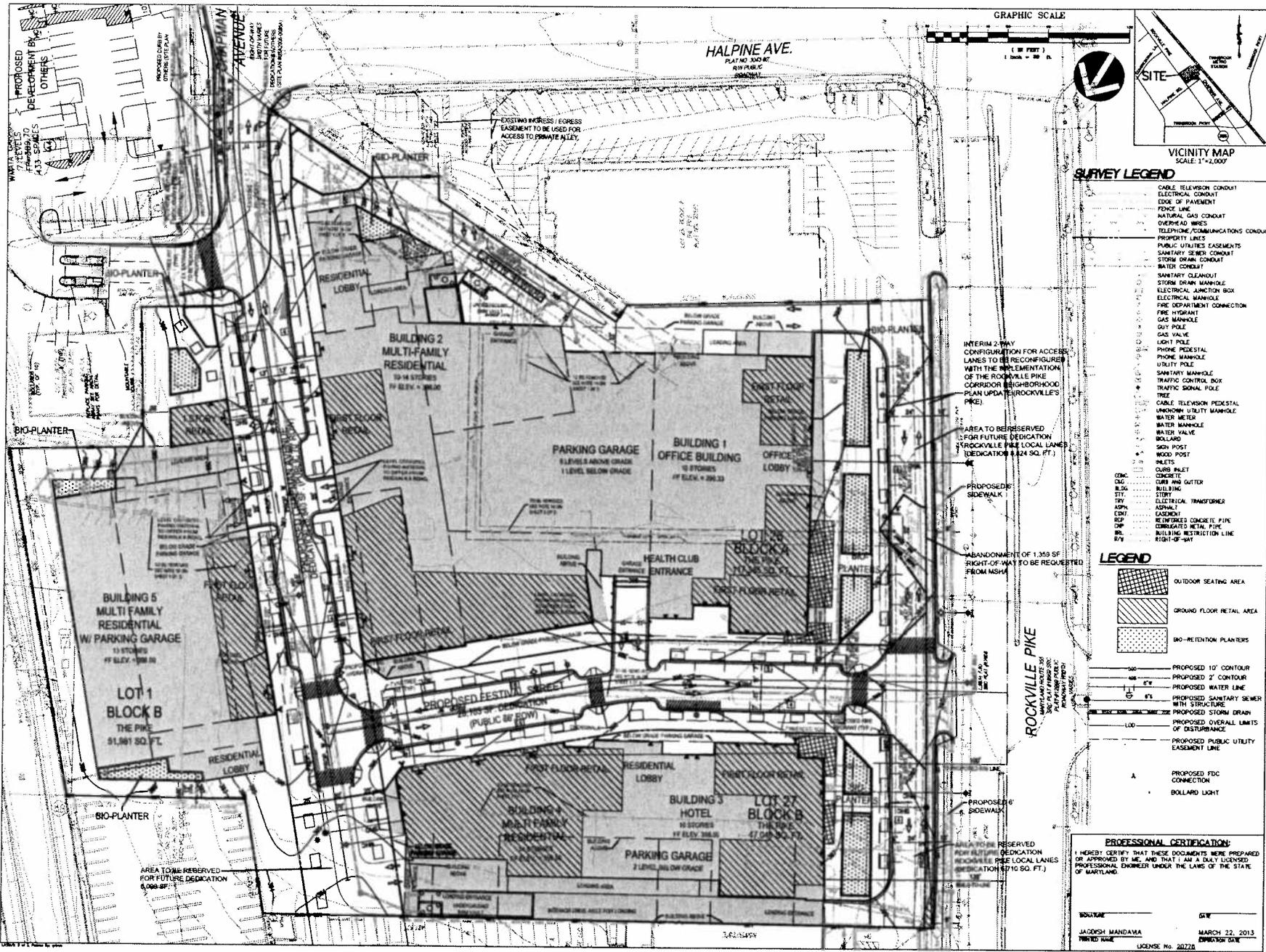
WKA, INC.
 20251 Century Boulevard - Suite 400
 Germantown, MD 20874
 301.816.1100
 Contact: Steve E. Vaps

LINCOLNWOOD BUILDING GROUP, LLC
 1200 Westover Avenue, Suite 800
 Bethesda, MD 20814
 301.961.6008
 Contact: E. Nolan Callahan

WKA, INC.
 170 Jennifer Road, Suite 280
 Annapolis, Maryland 21403
 410.268.7733
 Contact: Nancy Farned

Aon
 8300 Arden Road, Suite 320
 Greenbelt, Maryland 20770
 301.270.2122
 Contact: Amanda Conville

1. THE SHEET IS A PART OF PERMITS DOCUMENTS.
 SHEET TITLE: OVERALL PROJECT PLAN
 SCALE: DATE: PDATE:
 T14-01 2/20/2012 M14/04
 PROJECT NAME: PROJECT PLAN
 MATERIALS LIBRARY: MET PLAN
 DRAWING #



TWINBROOK METROPLACE
LOT 1, BLOCK A, SHEET 1 OF 10
ROCKVILLE, MARYLAND

CONSULTANTS:
Northwestern Mutual
Northwestern Mutual Life
720 Wisconsin Avenue
Washington, DC 20002

ARCHITECT/DEVELOPER:
TWINBROOK PARTNERS LLC
5425 Wisconsin Avenue, Suite 400
Chevy Chase, MD 20815
301.851.5748
Contact: James A. Alexander
Email: alexander@twinbrookmetro.com
ARCHITECT

CONSULTANTS:
2021 Century Boulevard - Suite 400
Germantown, MD 20874
301.264.4200
Contact: Erik E. Vega

LINOWE & ASSOCIATES, INC.
7200 Wisconsin Avenue, Suite 900
Bethesda, MD 20814
301.963.5208
Contact: C. Robert Dellapenna

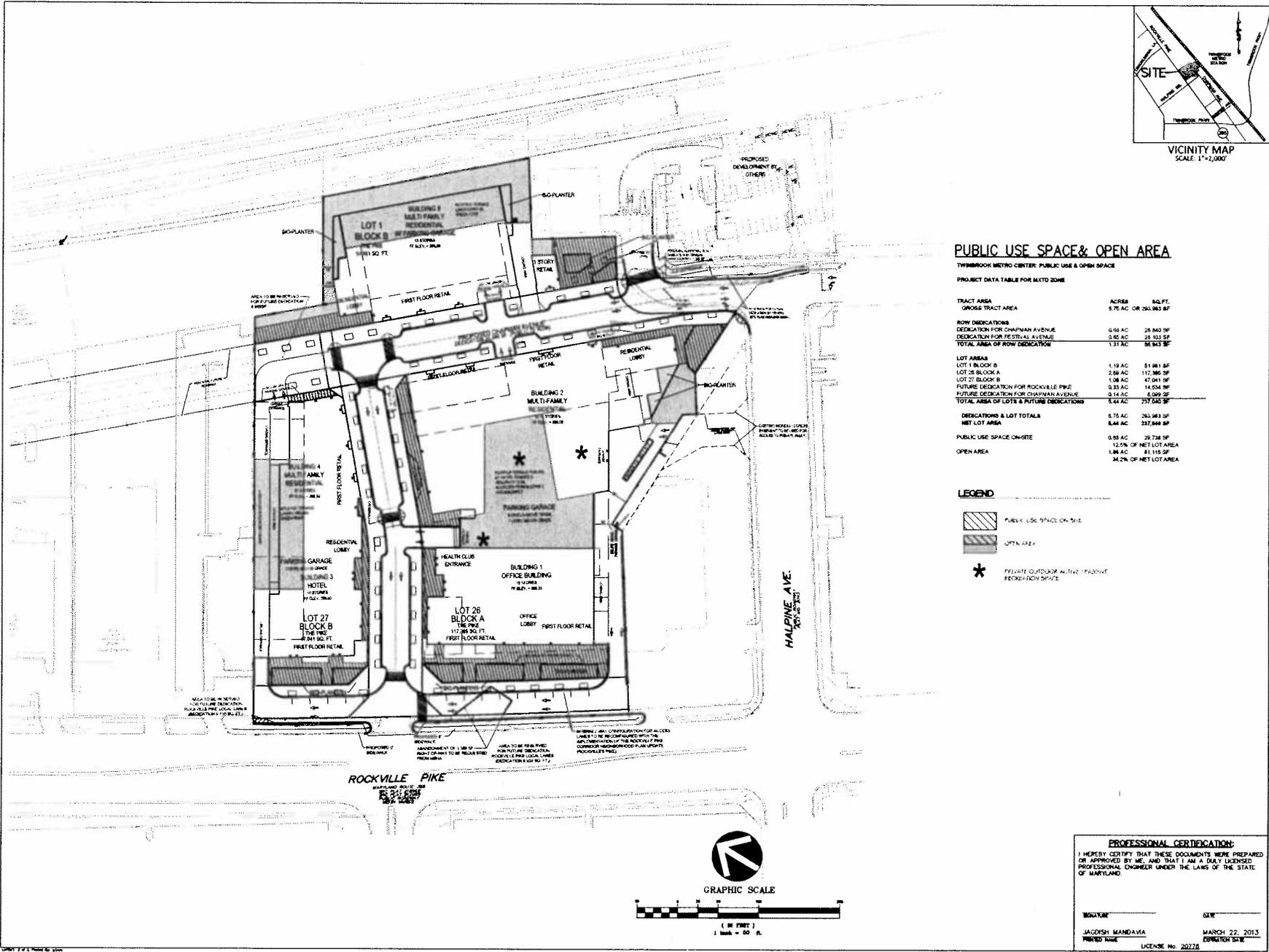
CONSULTANTS:
170 Jennifer Road - Suite 240
Aurora, Maryland 21001
410.264.1723
Contact: Nancy Randall

AON
4300 Ivy Lane - Suite 220
Greenbelt, Maryland 20770
301.220.1212
Contact: Jennifer Casper

1. THE SEVERAL SHEETS OF THIS PROJECT CONSTITUTE ONE ENTIRE DESIGN.
PROJECT PLAN

SCALE	DATE	PROJECT
1" = 30'	3-28-2012	M-1478A
PROJECT PHASE: PROJECT PLAN		
MEETING: PUBLIC HEARING SITE PLAN		
DRAWING #		

DATE: MARCH 22, 2013
PROJECT TITLE: LICENSE No. 207278



TWINBROOK METROPLACE
LOT 1 BLOCK A
SHELTERS DRIVE 1
ROCKVILLE, MARYLAND

CONSULTANTS

Northwestern Mutual
Northwestern Mutual Life
730 Wisconsin Avenue
Metropolitan, WI 53202

TWINBROOK PARTNERS LLC
3425 Wisconsin Avenue - Suite 800
Cherry Chase, MD 20815
301.351.2748
Contact: James A. Alexander
Email: jalexander@twinbrookgroup.com

CONSULTANTS

WPA
2025 Century Boulevard - Suite 400
Crown Heights, MD 20878
301.316.8100
Contact: Paul E. Vargo

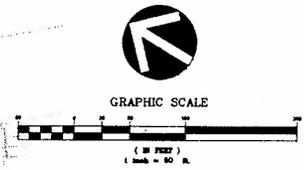
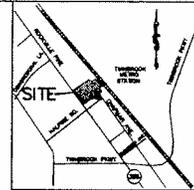
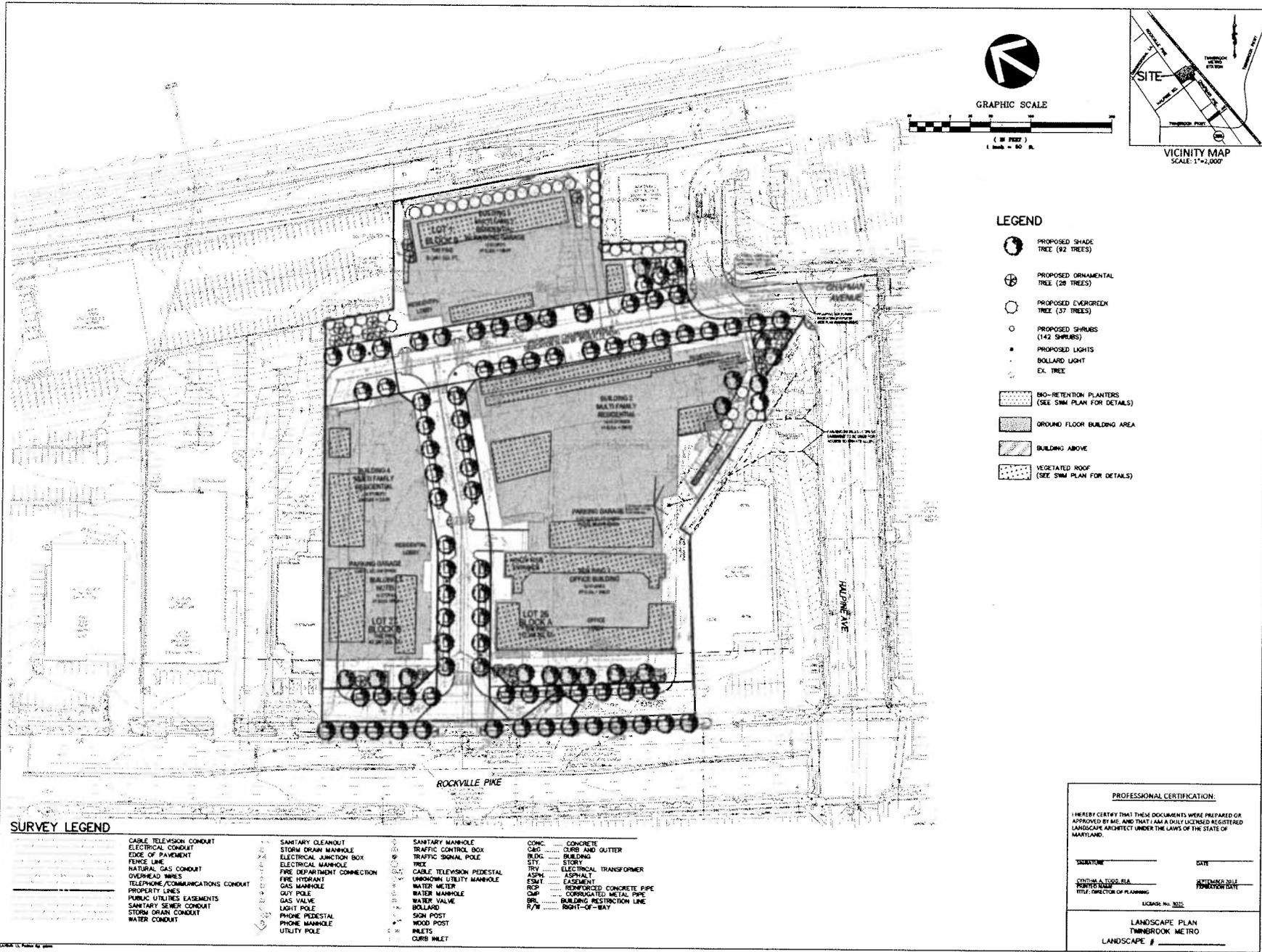
LINOWEL
JAMES BLOCHER, L.P.E.
7300 Wisconsin Avenue - Suite 800
Bethesda, MD 20814
301.361.5206
Contact: C. Robert Derrympole

AVN
170 Armetee Road - Suite 300
Annapolis, Maryland 21401
410.266.5723
Contact: Nancy Randall

AVN
6305 Ivy Lane - Suite 230
Greenbelt, Maryland 20770
302.330.2112
Contact: Jennifer Zencovic

CONSULTANTS

MANDAVA ENGINEERS
1700 Rockville Pike
SCALE: DATE: PROJECT:
1" = 50' 3-26-2012 MANDAVA
PROJECT PHASE: PROJECT PLAN
MEETING: PRELIMINARY SITE PLAN
DRAWING NO. 2013-03-001



LEGEND

- PROPOSED SHADE TREE (92 TREES)
- PROPOSED ORNAMENTAL TREE (28 TREES)
- PROPOSED EVERGREEN TREE (37 TREES)
- PROPOSED SHRUBS (142 SHRUBS)
- PROPOSED LIGHTS
- BOLLARD LIGHT
- EX. TREE
- BIO-RETENTION PLANTERS (SEE SMM PLAN FOR DETAILS)
- GROUND FLOOR BUILDING AREA
- BUILDING ABOVE
- VEGETATED ROOF (SEE SMM PLAN FOR DETAILS)

SURVEY LEGEND

CABLE TELEVISION CONDUIT	SANITARY CLEANOUT	SANITARY MANHOLE	CONCRETE
ELECTRICAL CONDUIT	STORM DRAIN MANHOLE	TRAFFIC CONTROL BOX	CURB AND GUTTER
EDGE OF PAVEMENT	ELECTRICAL JUNCTION BOX	TRAFFIC SIGNAL POLE	BUILDING
FENCE LINE	ELECTRICAL MANHOLE	TREE	STORY
NATURAL GAS CONDUIT	FIRE DEPARTMENT CONNECTION	CABLE TELEVISION PEDESTAL	ELECTRICAL TRANSFORMER
OVERHEAD WIRES	FIRE HYDRANT	UNKNOWN UTILITY MANHOLE	ASPHALT
TELEPHONE/COMMUNICATIONS CONDUIT	GAS MANHOLE	WATER METER	EASEMENT
PROPERTY LINES	GAS VALVE	WATER MANHOLE	REINFORCED CONCRETE PIPE
PUBLIC UTILITIES EASEMENTS	SEWER POLE	WATER VALVE	CORRUGATED METAL PIPE
SANITARY SEWER CONDUIT	LIGHT POLE	BOLLARD	BUILDING RESTRICTION LINE
STORM DRAIN CONDUIT	PHONE PEDESTAL	RIGHT-OF-WAY	
WATER CONDUIT	PHONE MANHOLE	SIGN POST	
	UTILITY POLE	WOOD POST	
		INLETS	

PROFESSIONAL CERTIFICATION:

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

DATE: _____ DATE: _____

SYDNEY A. TODD, RLA REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT

DATE: SEPTEMBER 2012 PREPARATION DATE

SCALE: 1"=50'

PROJECT NAME: LANDSCAPE PLAN TWINBROOK METRO

LANDSCAPE # _____

TWINBROOK METROPLACE
LOT 26 BLOCK A
METHUEN DRIVE I
ROCKVILLE, MARYLAND

Northwestern Mutual
Northwestern Mutual Life
770 Wisconsin Avenue
Minneapolis, WI 55402

TWINBROOK PARTNERS LLC
3425 Wisconsin Avenue, Suite 600
Cherry Chase, MD 20815
301.551.1744
Contact: Susan A. Alexander
Email: salexander@twinbrookgroup.com
ARCHITECT

20751 Century Boulevard - Suite 400
Greenbelt, MD 20821
301.915.4100
Contact: Ines E. Vega

7200 Wisconsin Avenue - Suite 900
Bethesda, MD 20814
301.291.1300
Contact: C. Robert Donlymple

170 Jennifer Road - Suite 240
Arundel Mills Mall 21401
410.264.9727
Contact: Nancy Randall

6900 Ivy Lane - Suite 230
Greenbelt, Maryland 20770
301.233.1132
Contact: Jonathan Zemanick

OVERALL LANDSCAPE & LIGHTING PLAN

SCALE: DATE: PROJECT:

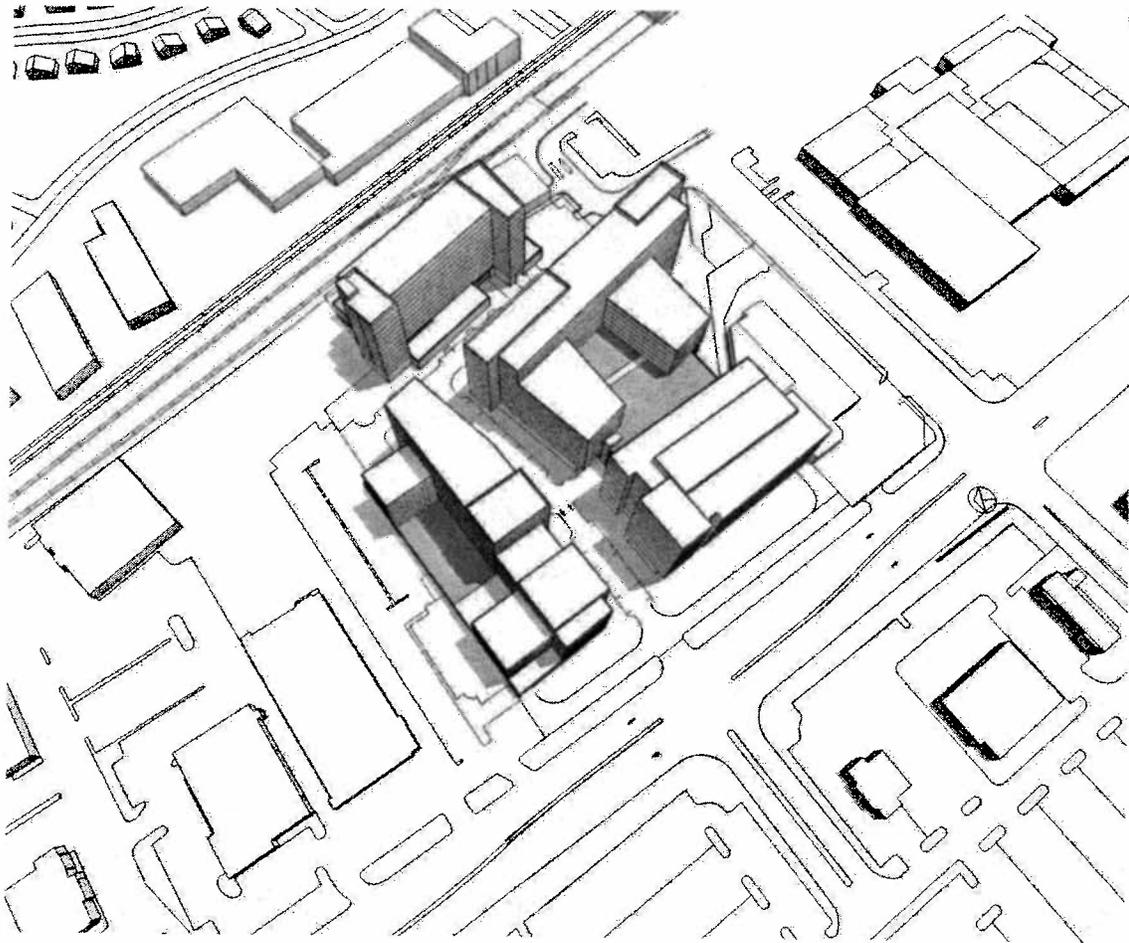
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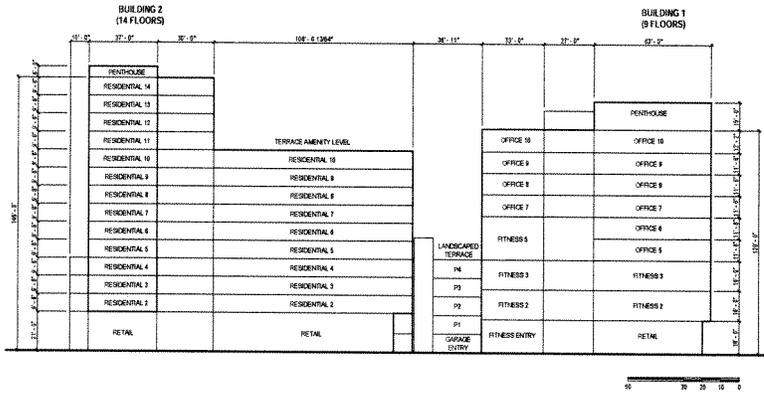
PROJECT NAME: LANDSCAPE PLAN TWINBROOK METRO

DRAWING PREPARED BY: SYDNEY A. TODD

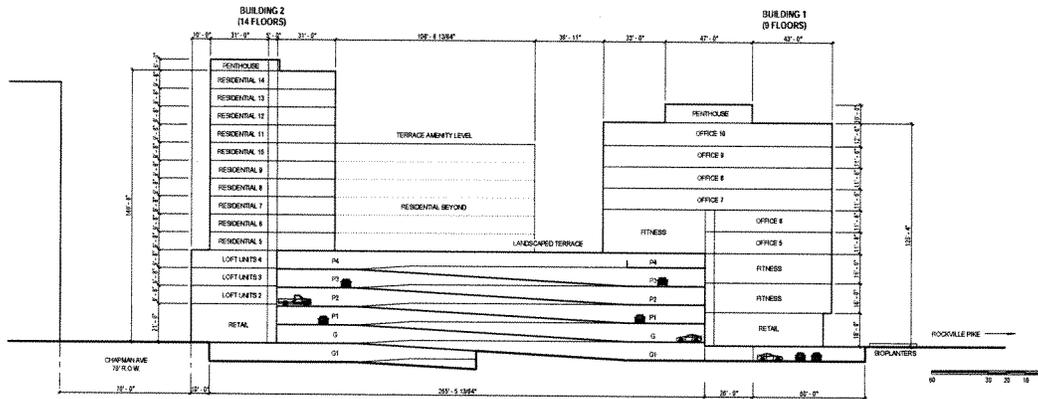
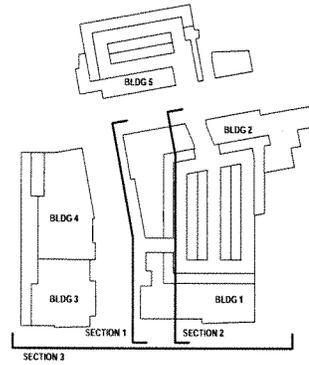
DRAWING # L1

TWINBROOK METROPLACE

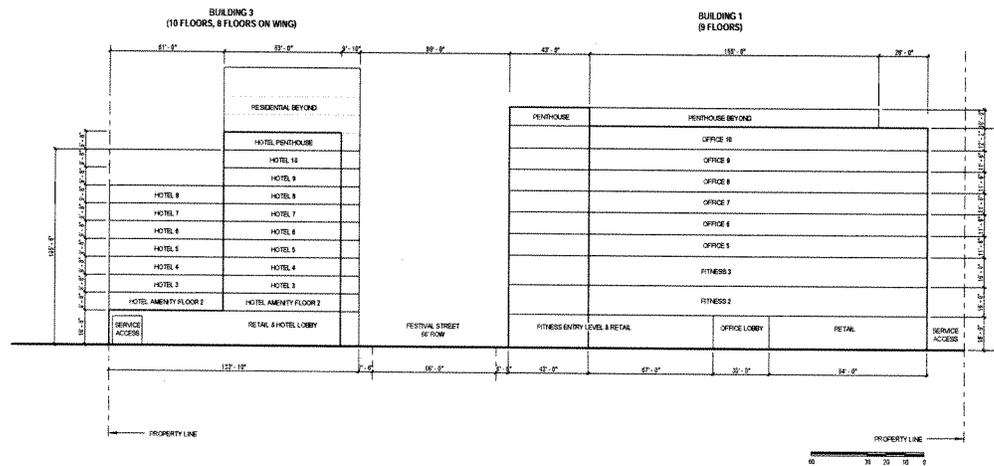




Section 1 - Festival Street - Facades of Buildings 1 and 2
1" = 30'-0"

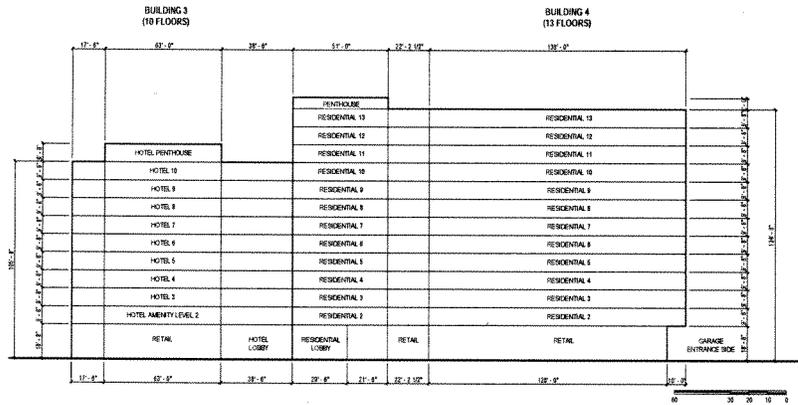


Section 2 - Festival Street - Section through Buildings 1 & 2
1" = 30'-0"

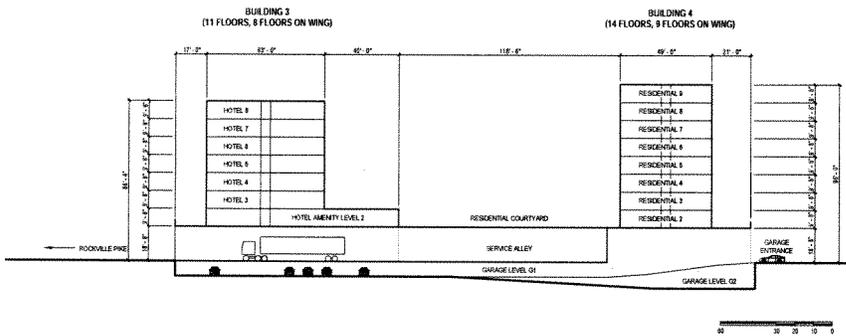
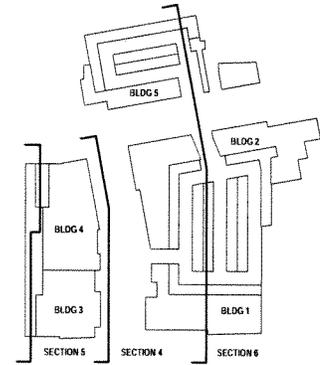


Section 3 - Rockville Pike - Facades of Buildings 1 and 3
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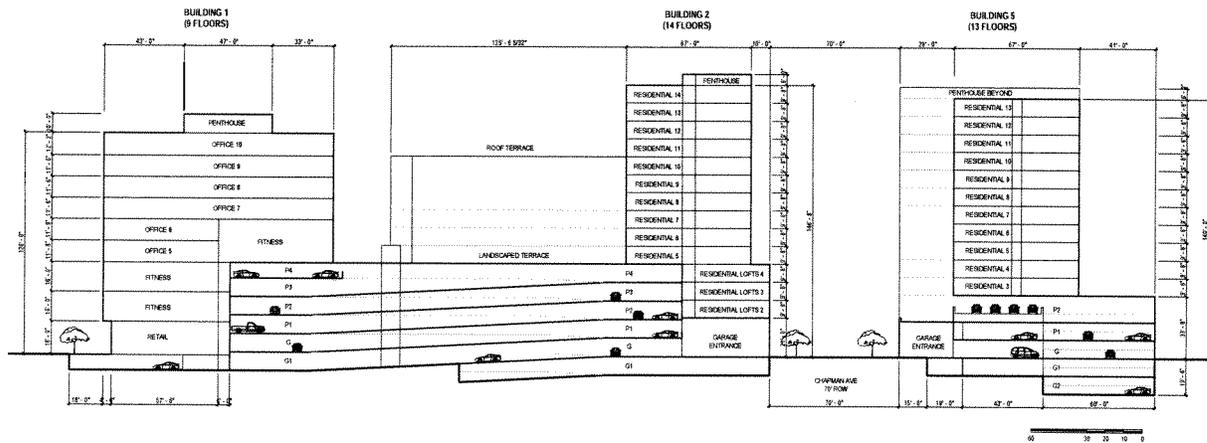
Floor labels in these section drawings correspond to the drawing levels of the set and not building floors (eg. OFFICE 6 is found on drawing LEVEL 6, even though it is the second office floor)



Section 4 - Festival Street - Facade of Buildings 3 and 4
1" = 30'-0"

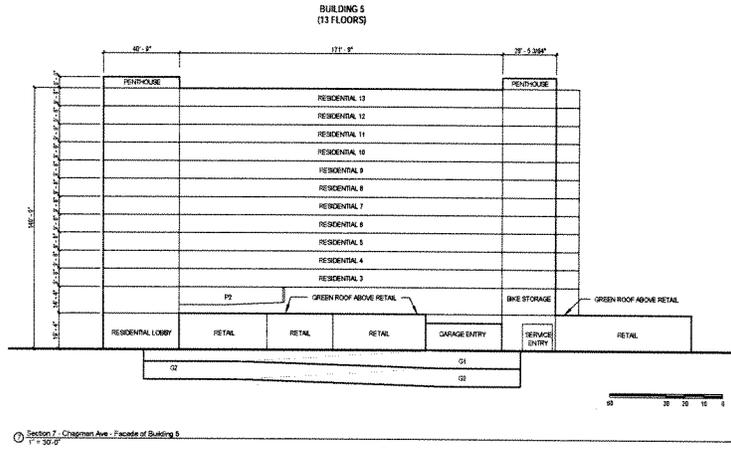


Section 5 - Festival Street - Section through Buildings 3 & 4
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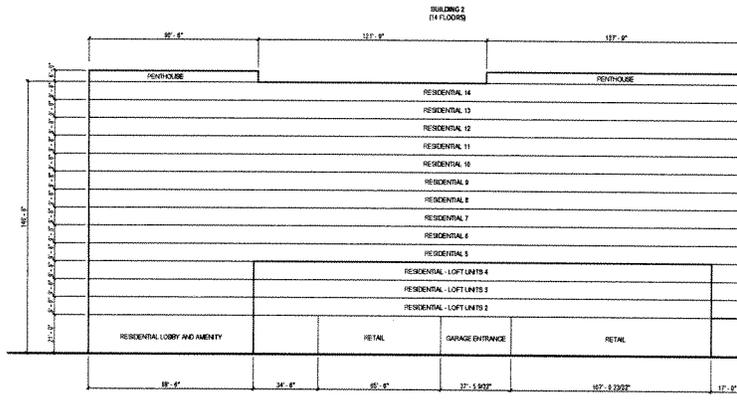
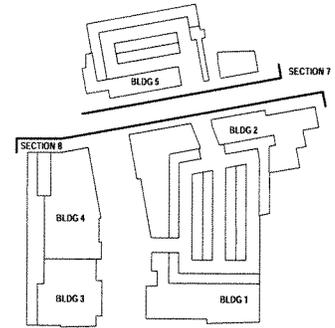


Section 6 - Chapman Ave cross section
1" = 30'-0"

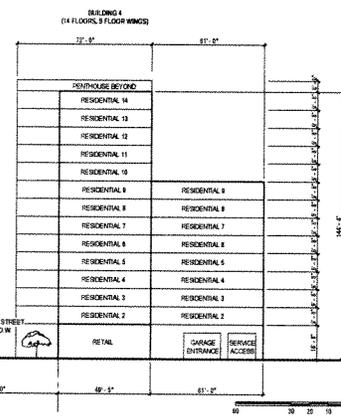
Floor labels in these section drawings correspond to the drawing levels of the set and not building floors (eg. OFFICE 6 is found on drawing LEVEL 6, even though it is the second office floor)



Section 7 - Chapman Ave - Facade of Building 5
1" = 32'-0"

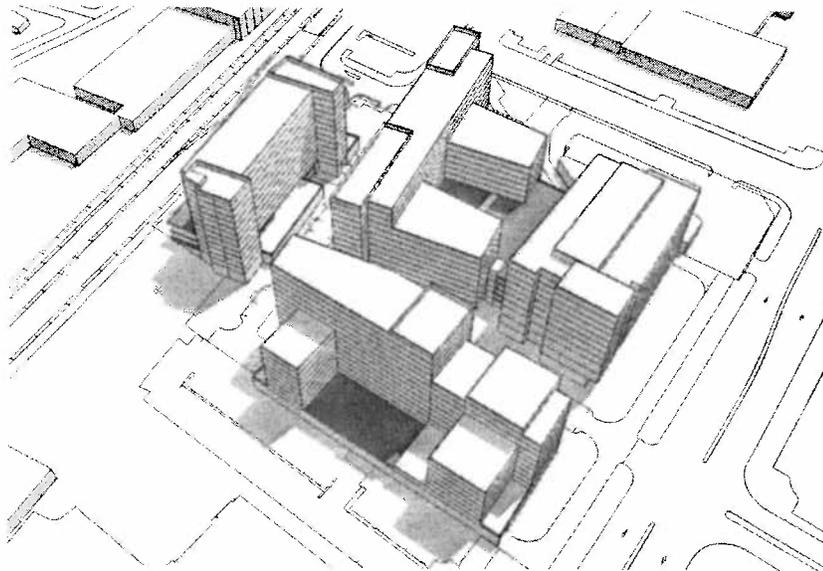


Section 8 - Chapman Ave Facades - Buildings 2 and 4
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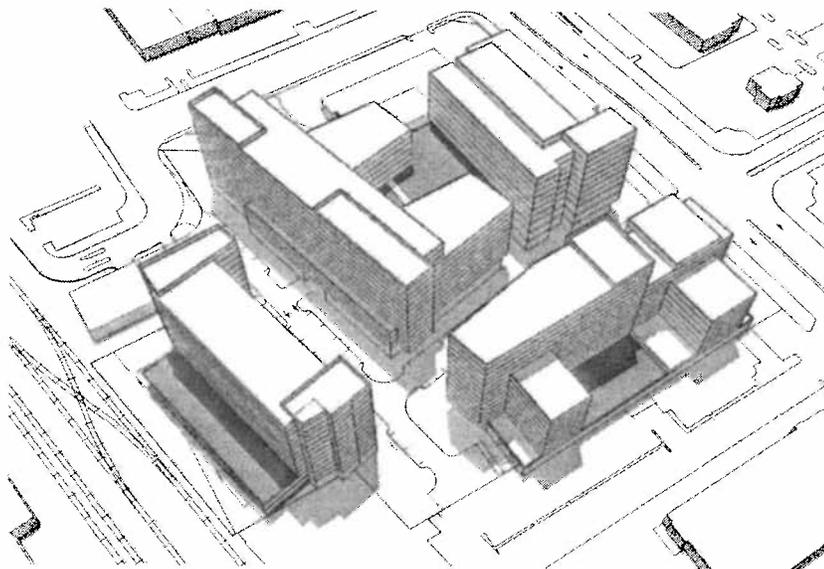


Floor labels in these section drawings correspond to the drawing levels of the set and not building floors (eg. OFFICE 6 is found on drawing LEVEL 6, even though it is the second office floor)

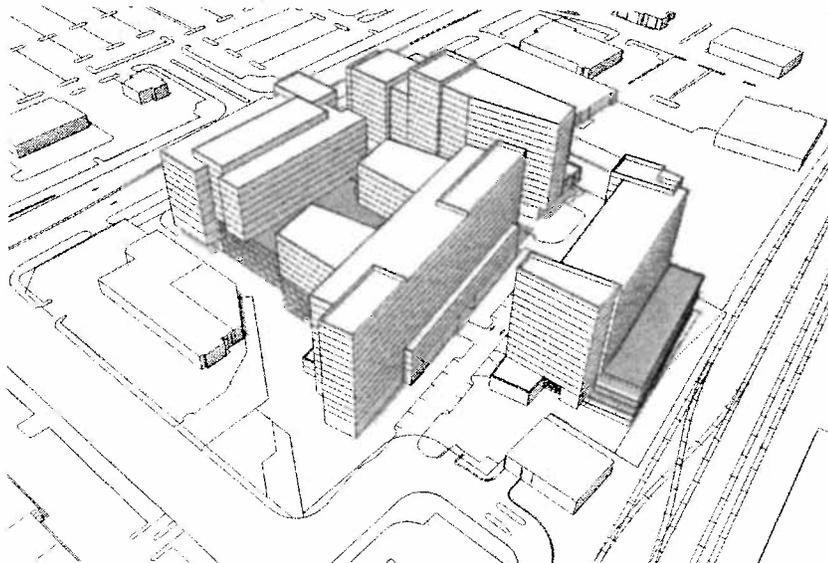
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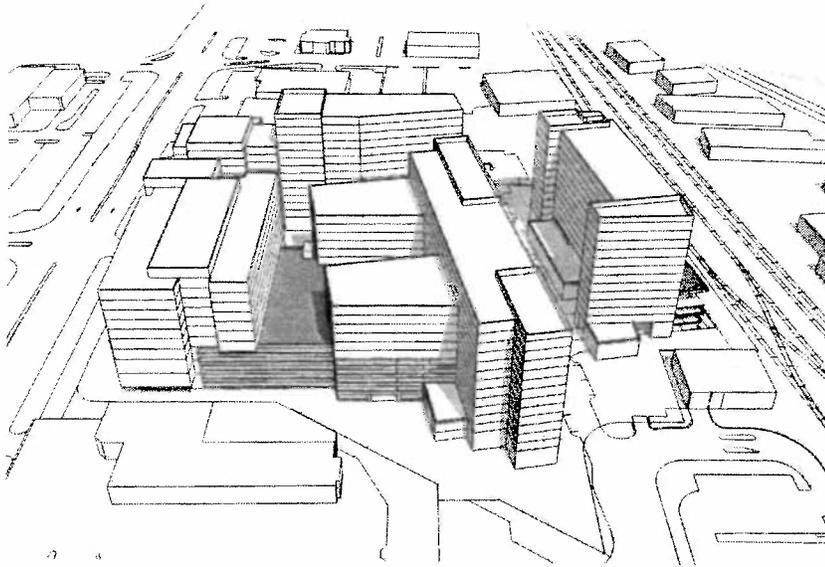
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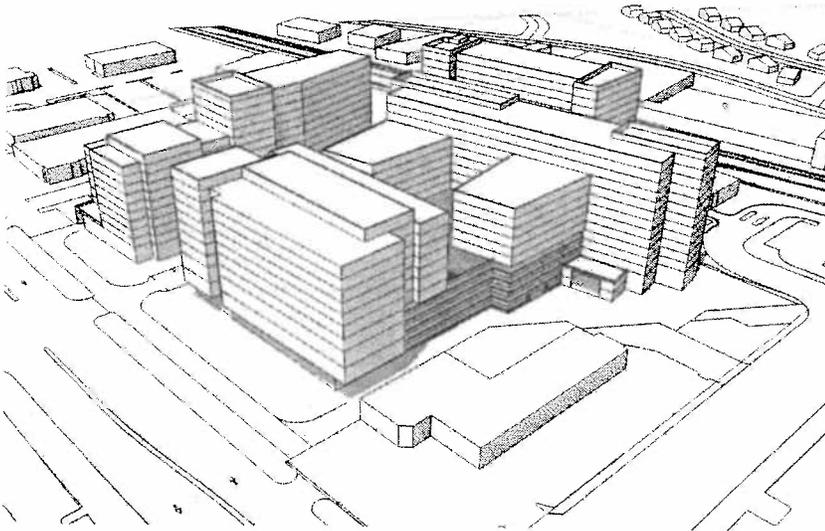
View 3



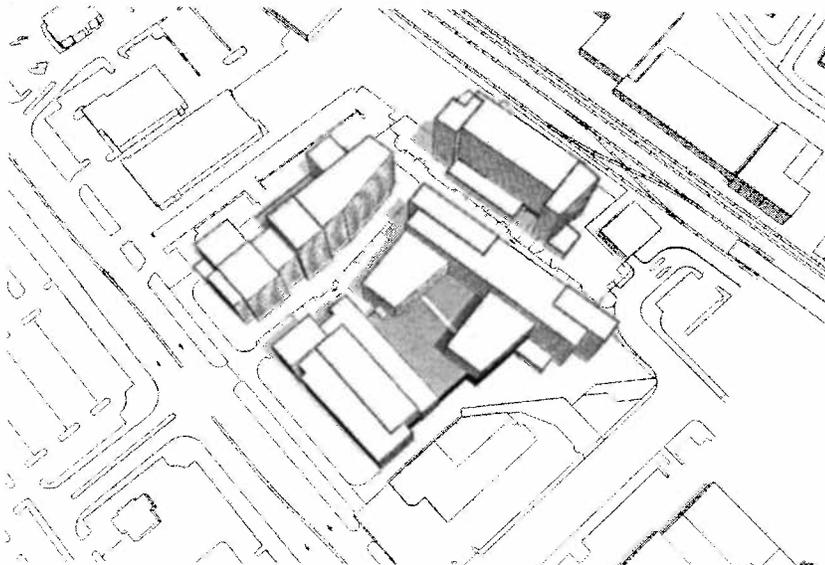
View 4

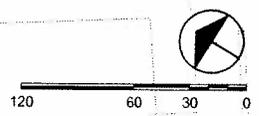
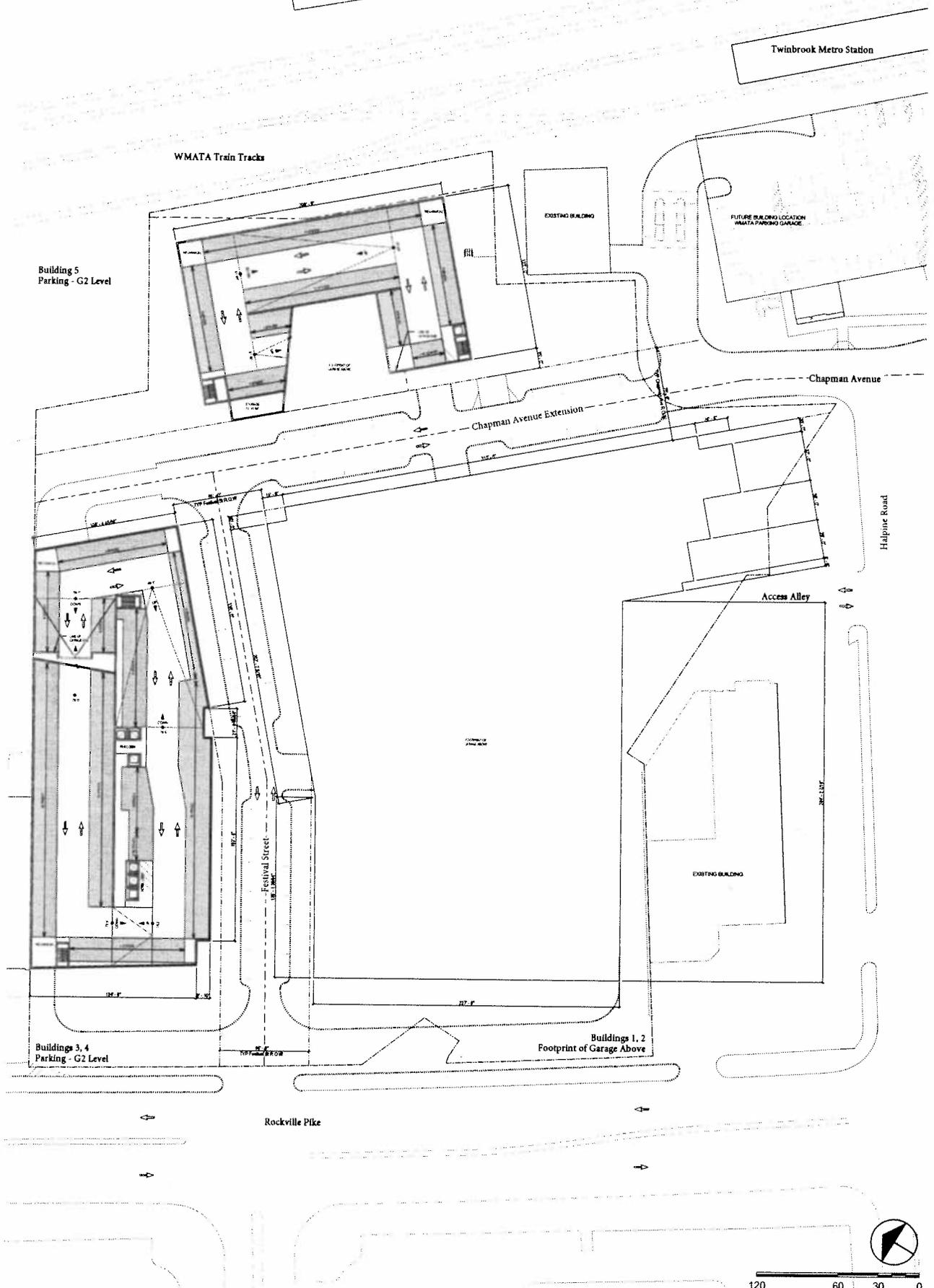


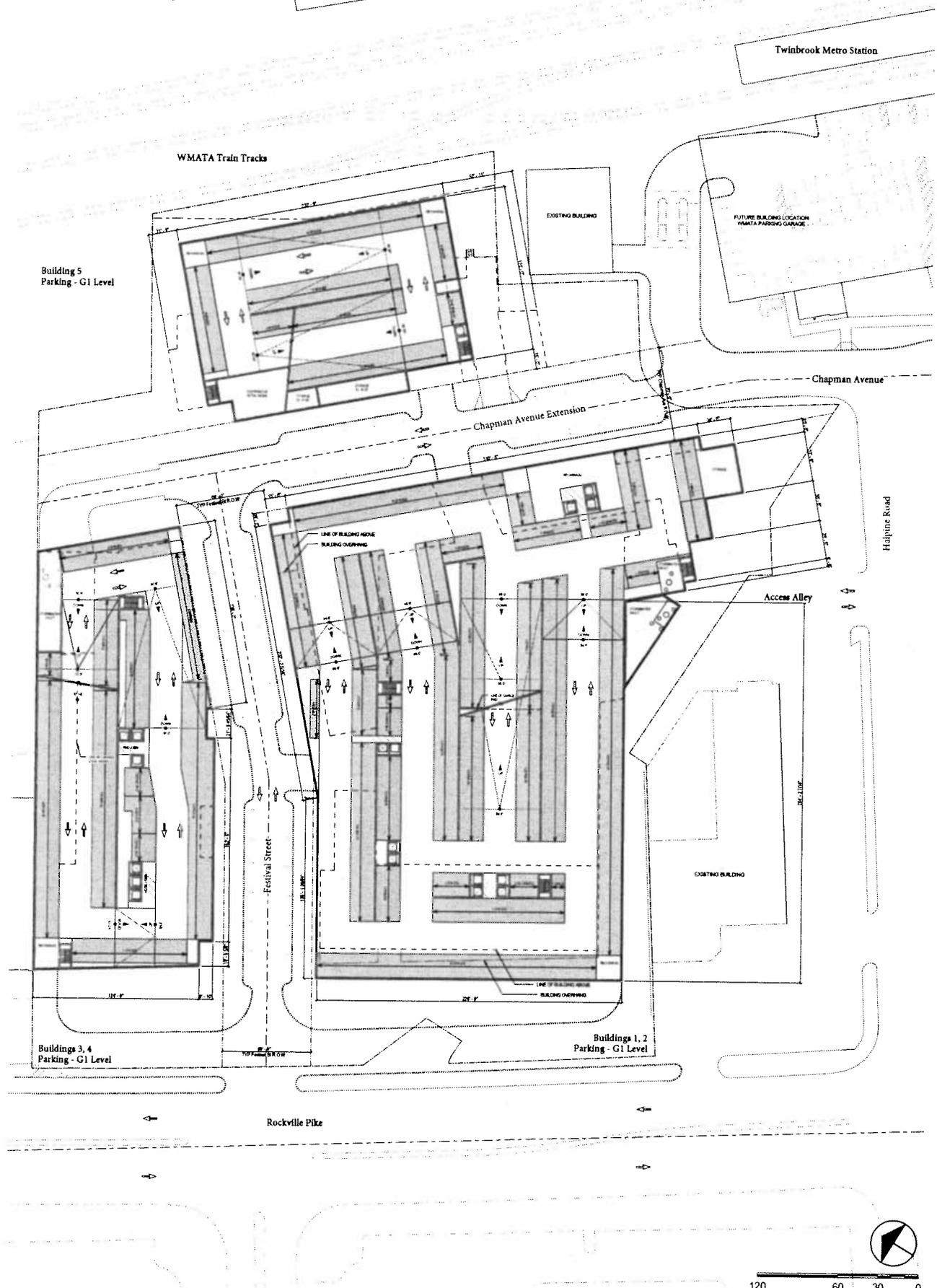
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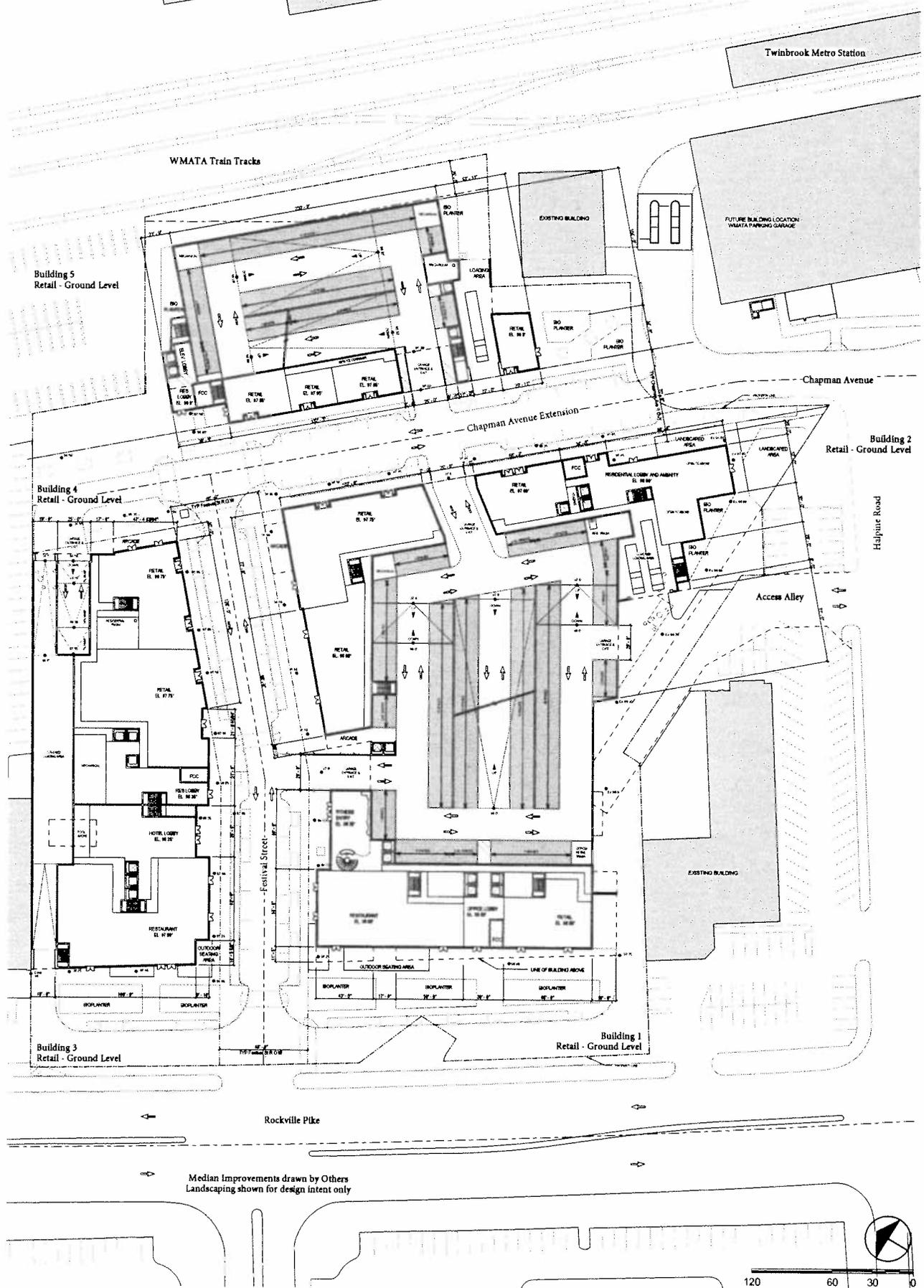


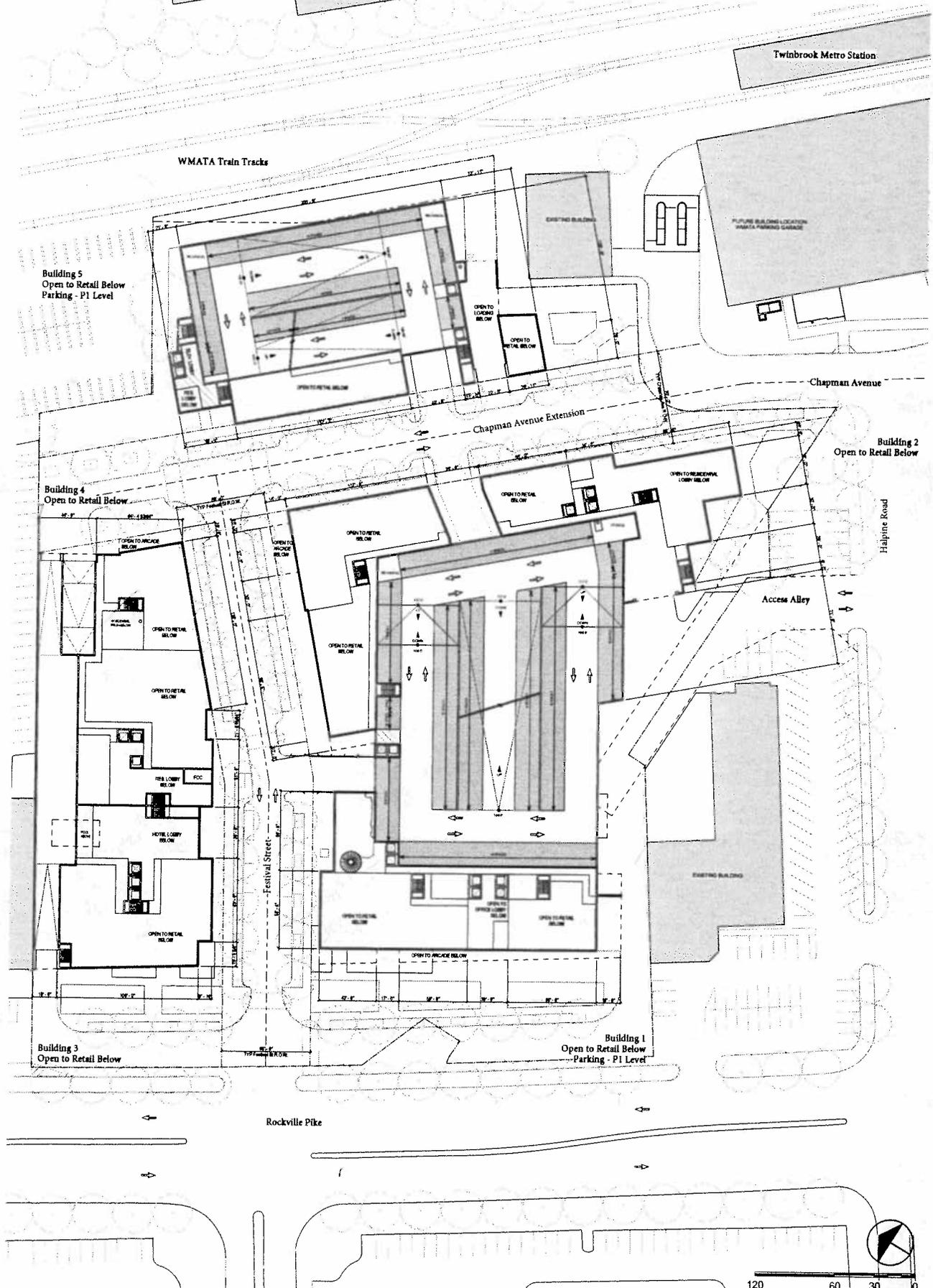
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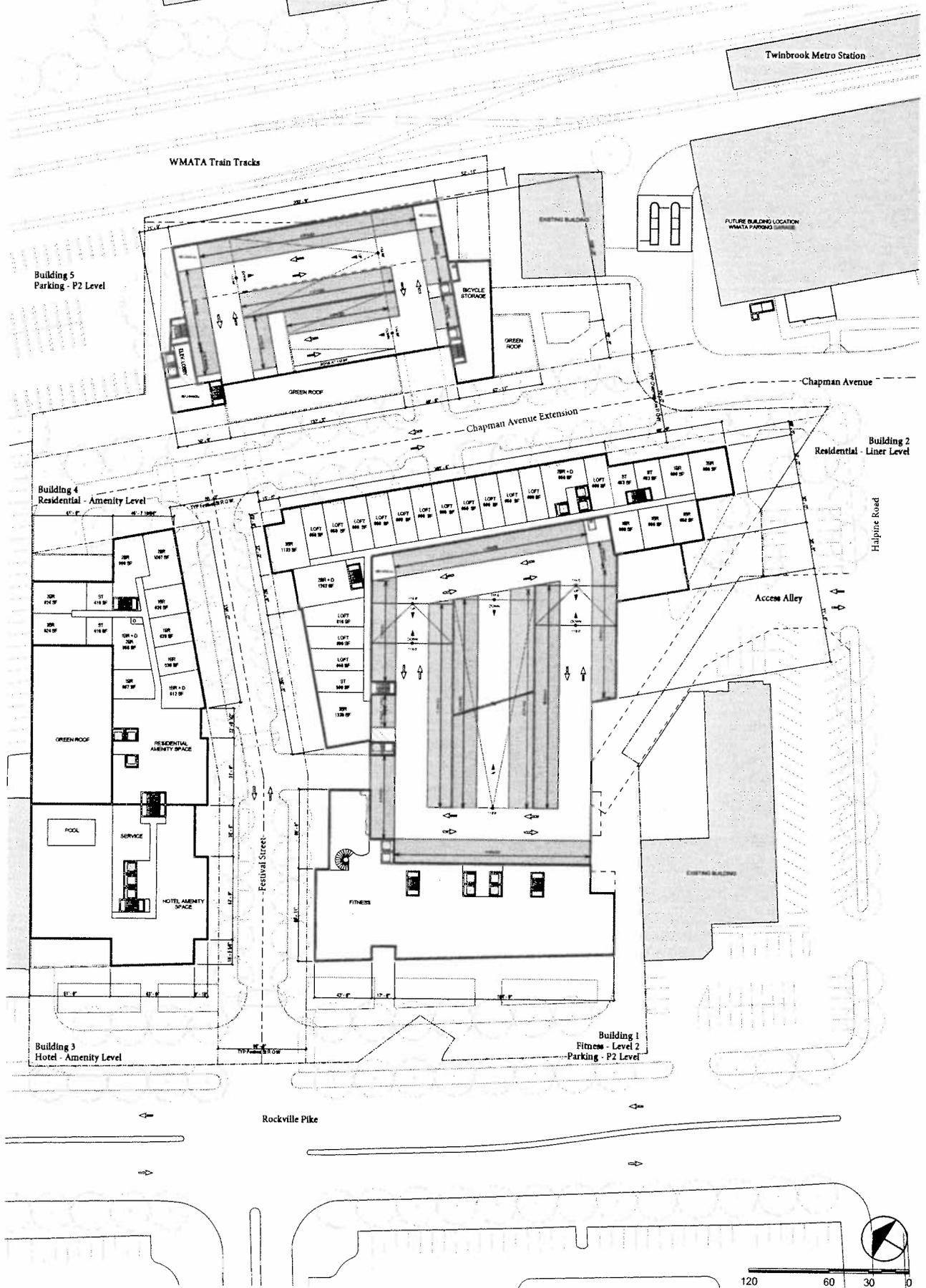


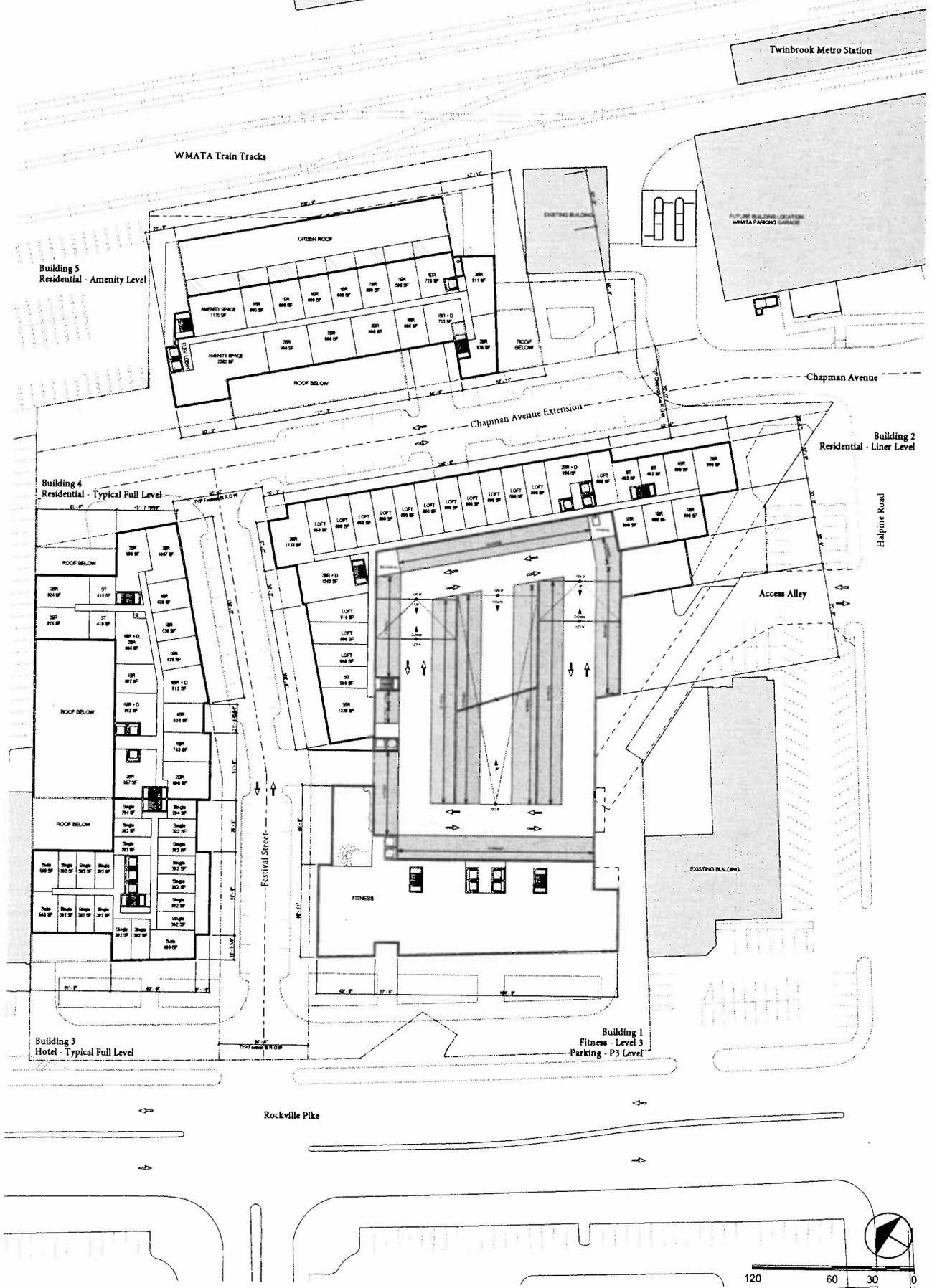


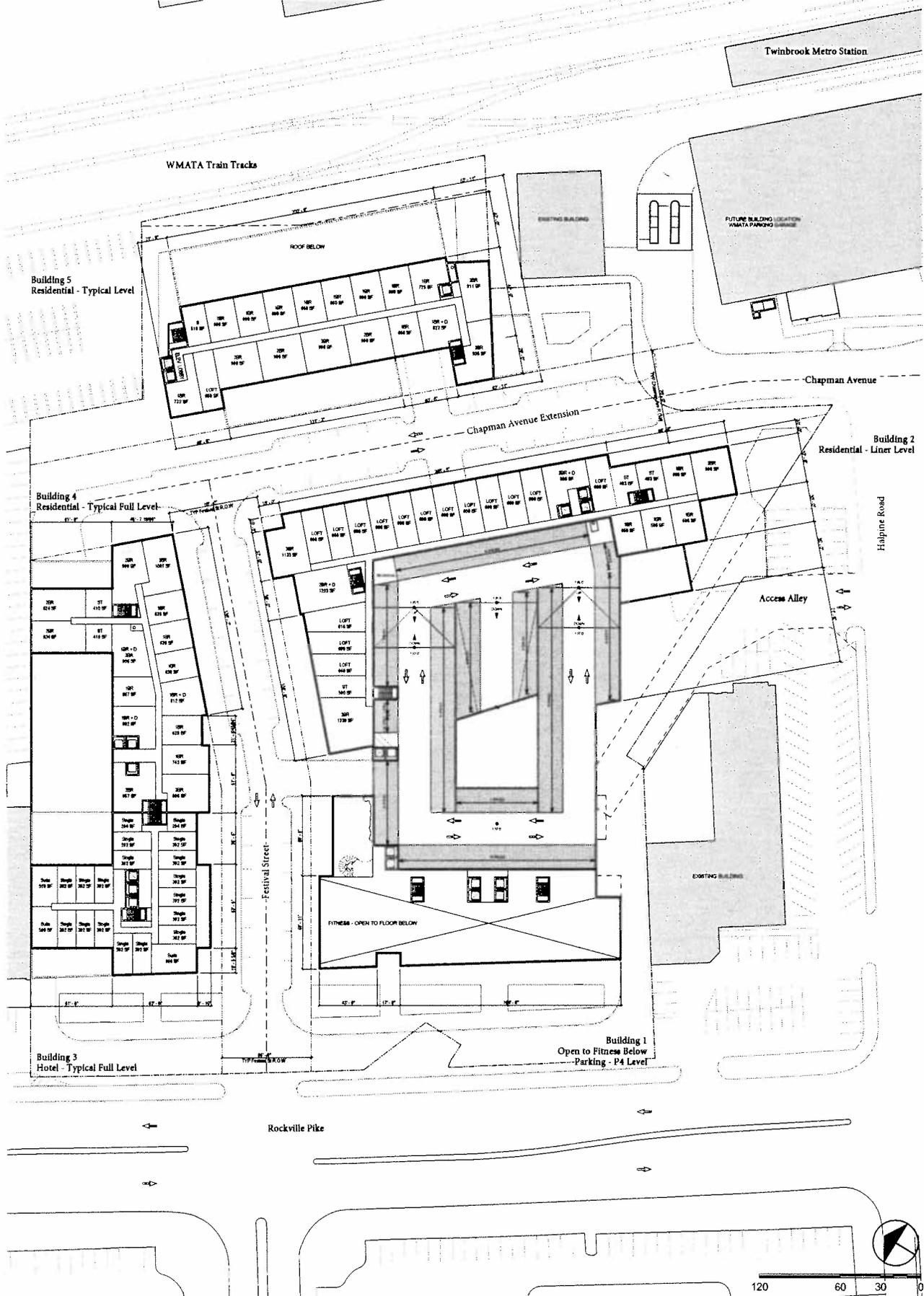


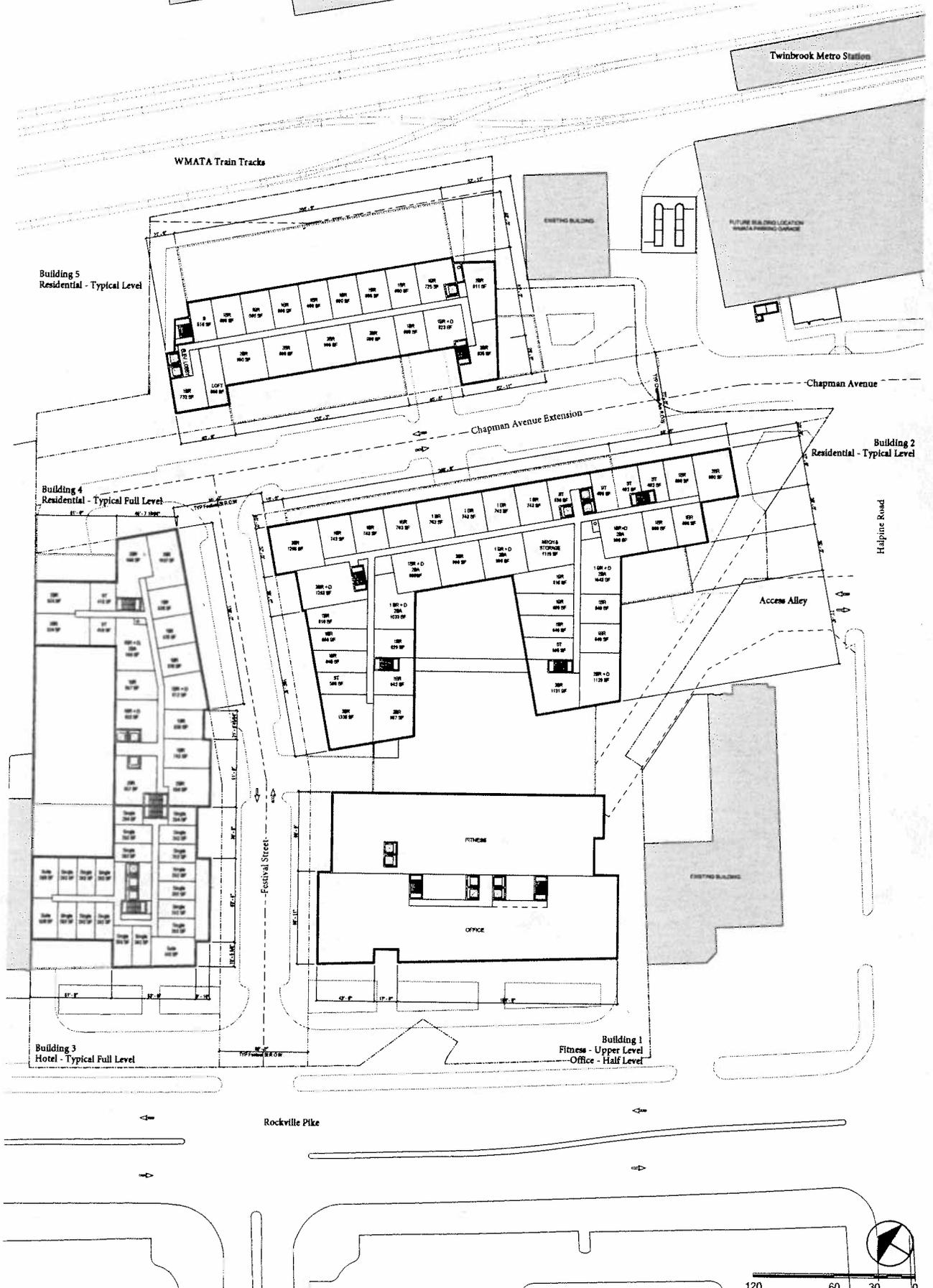


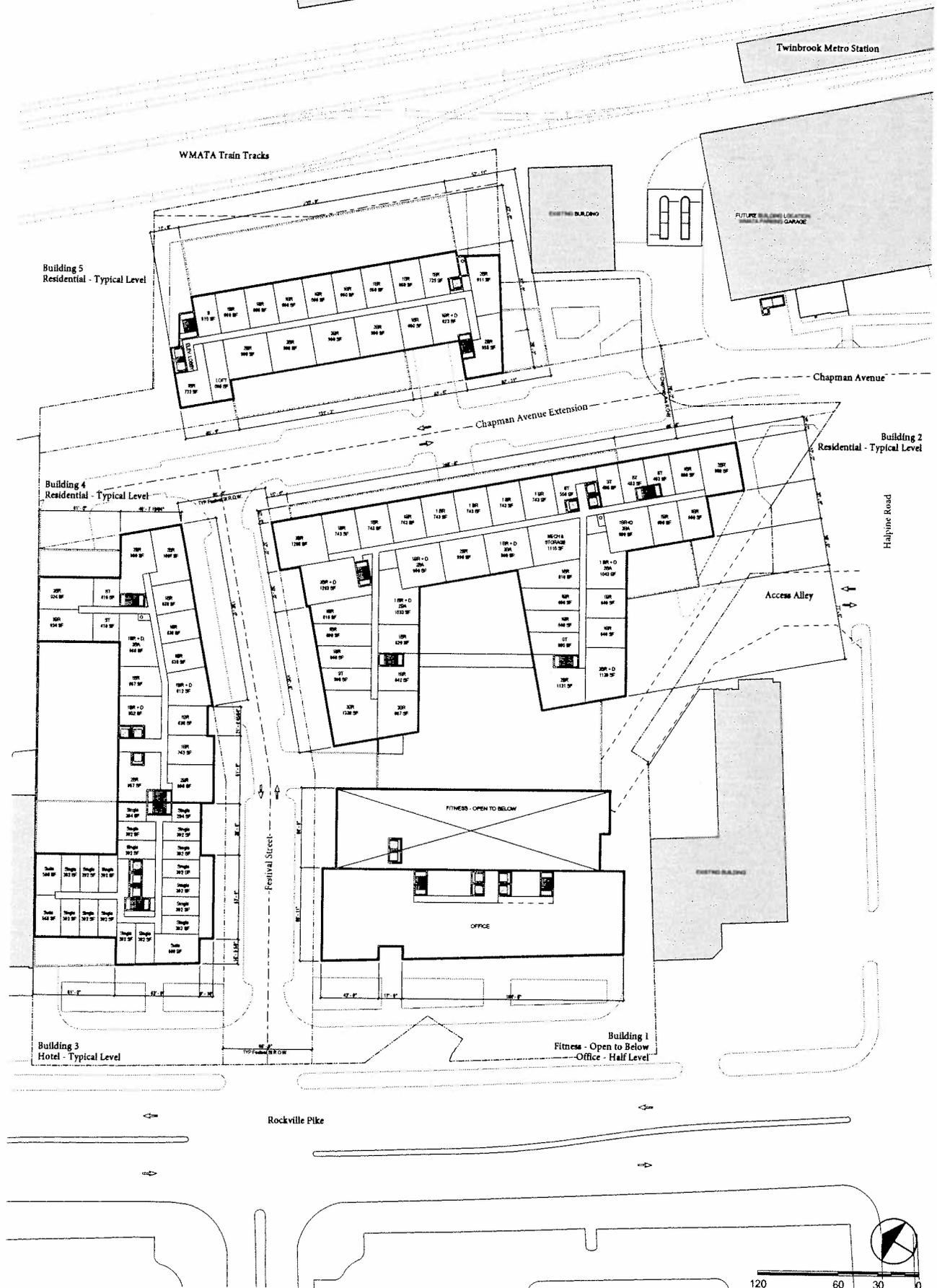


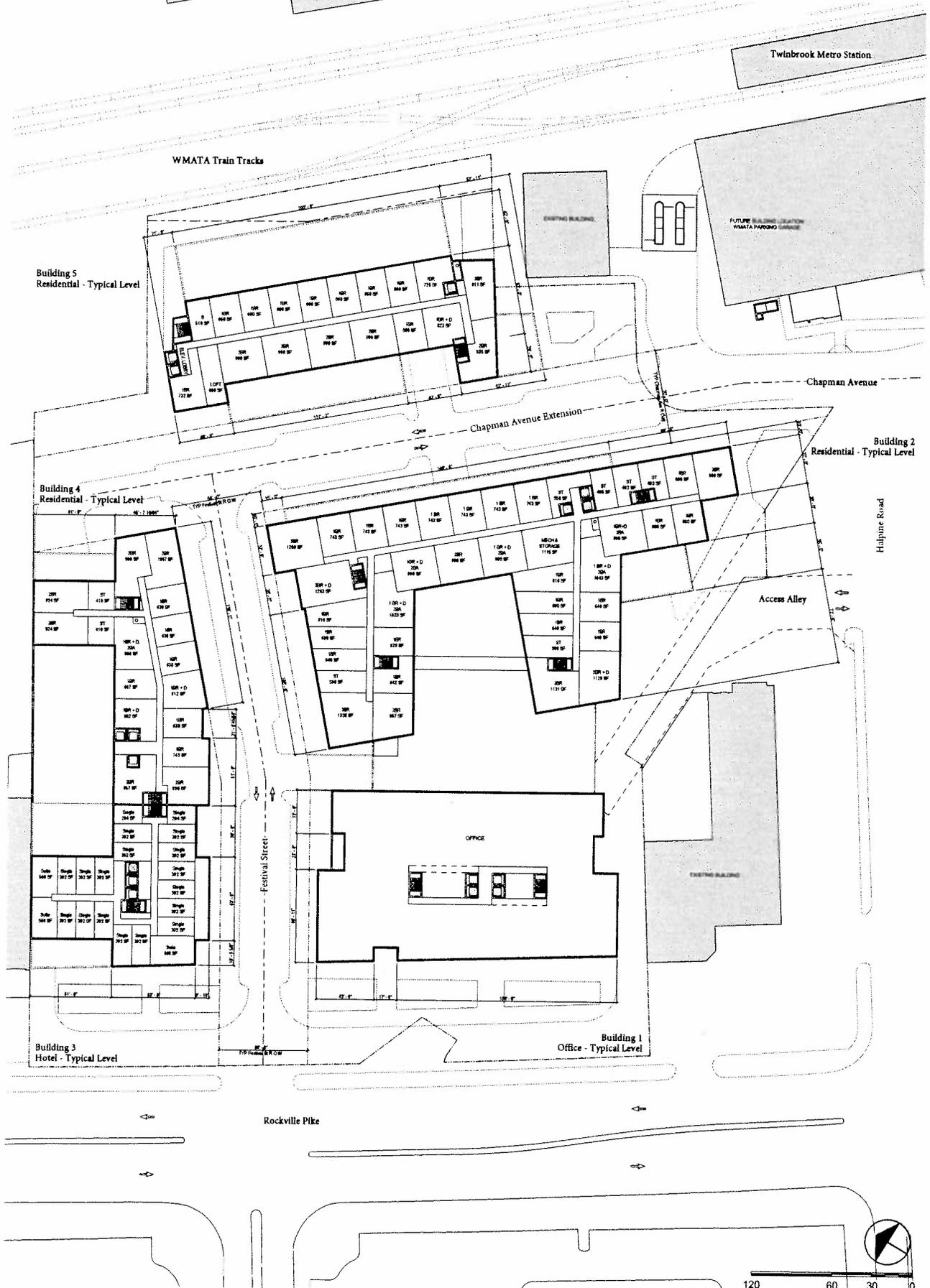


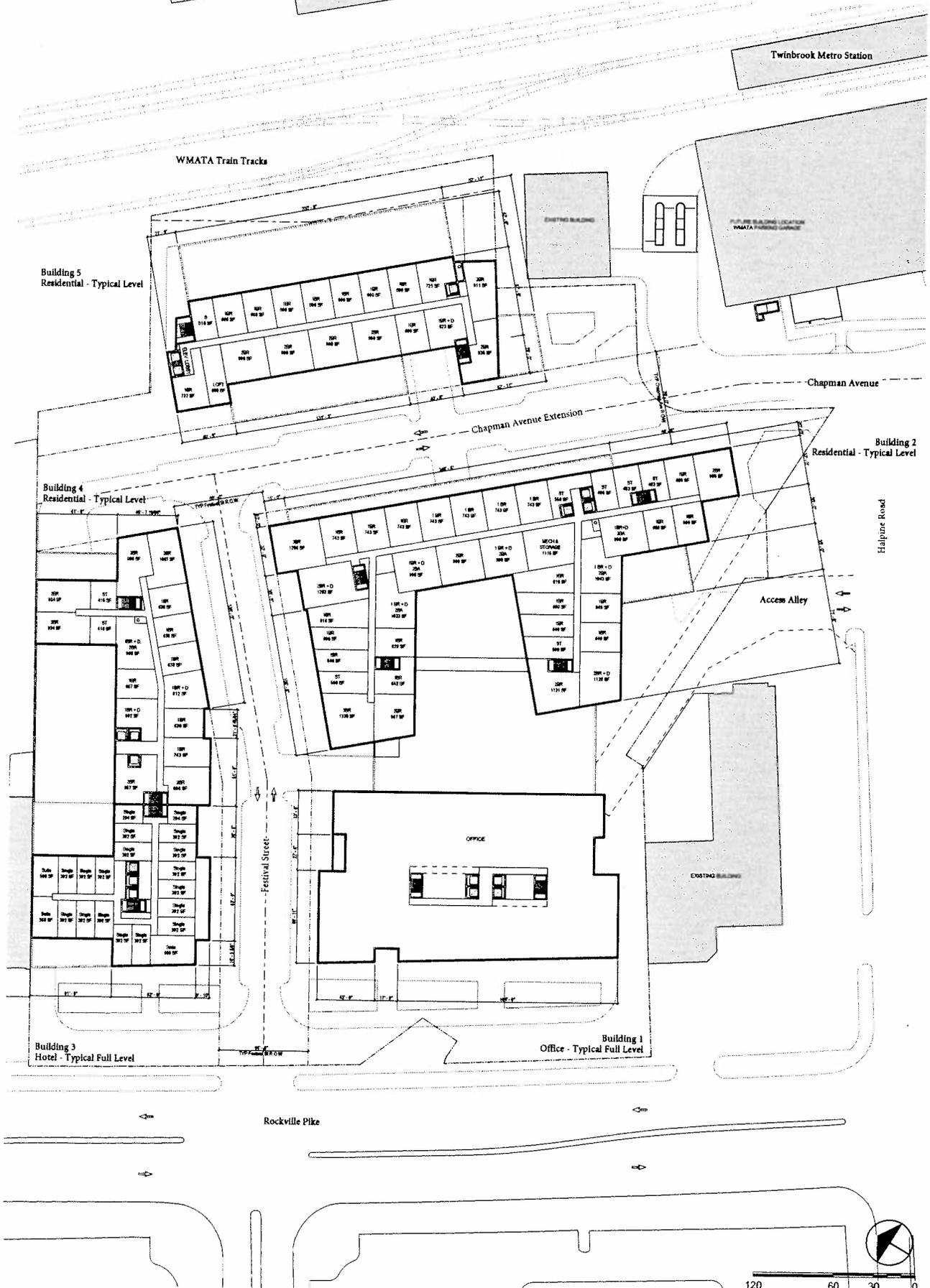


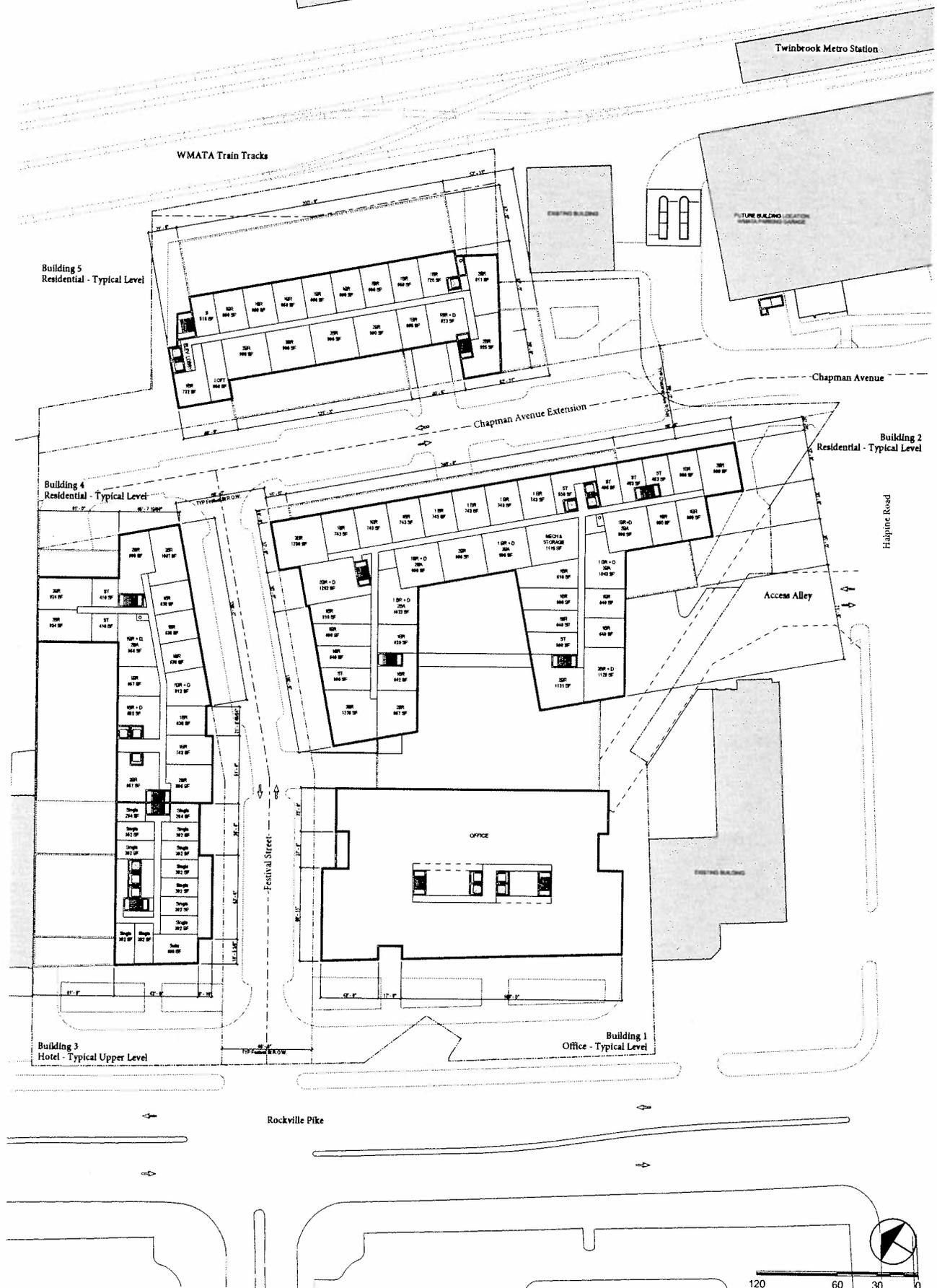


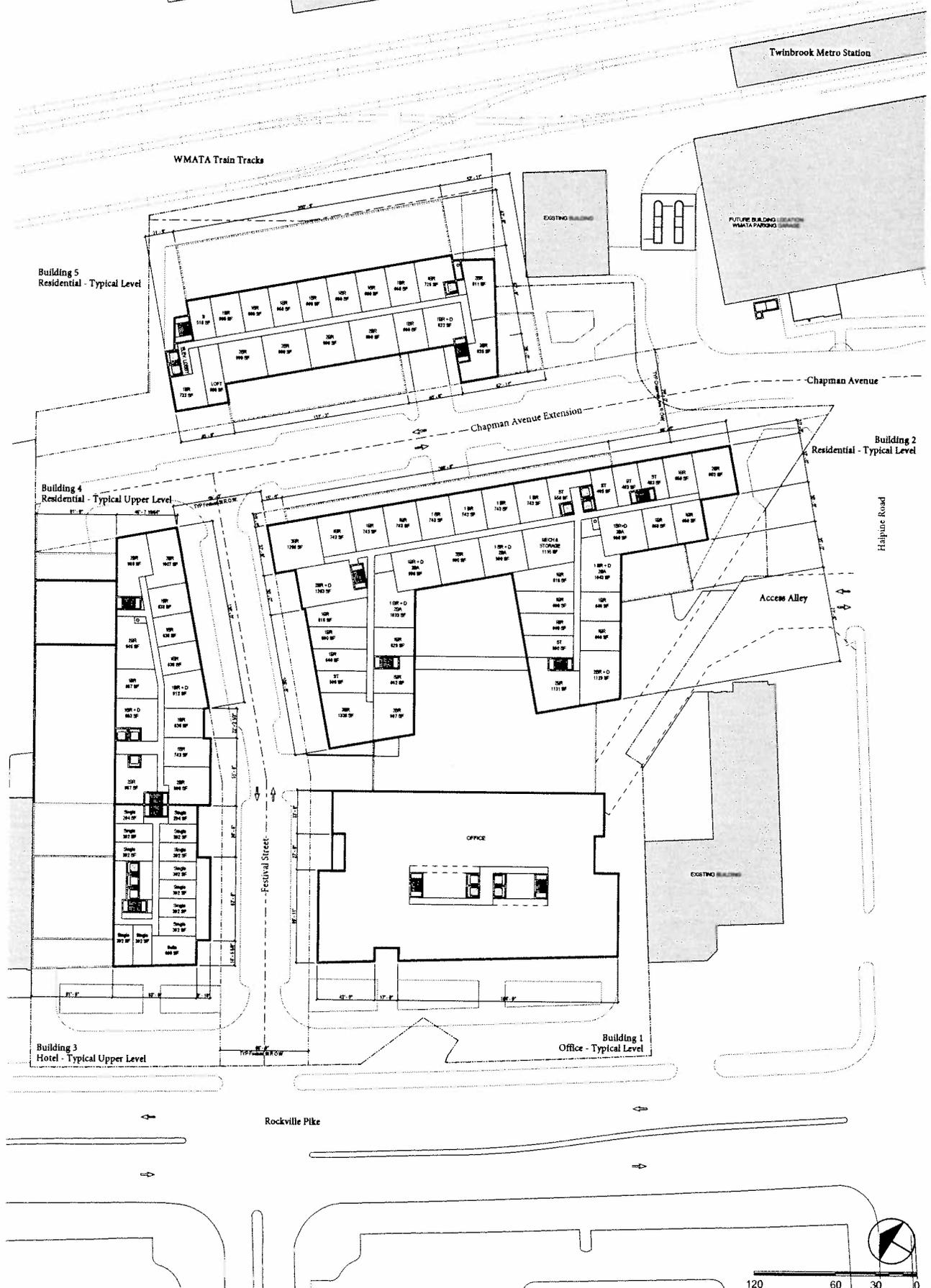


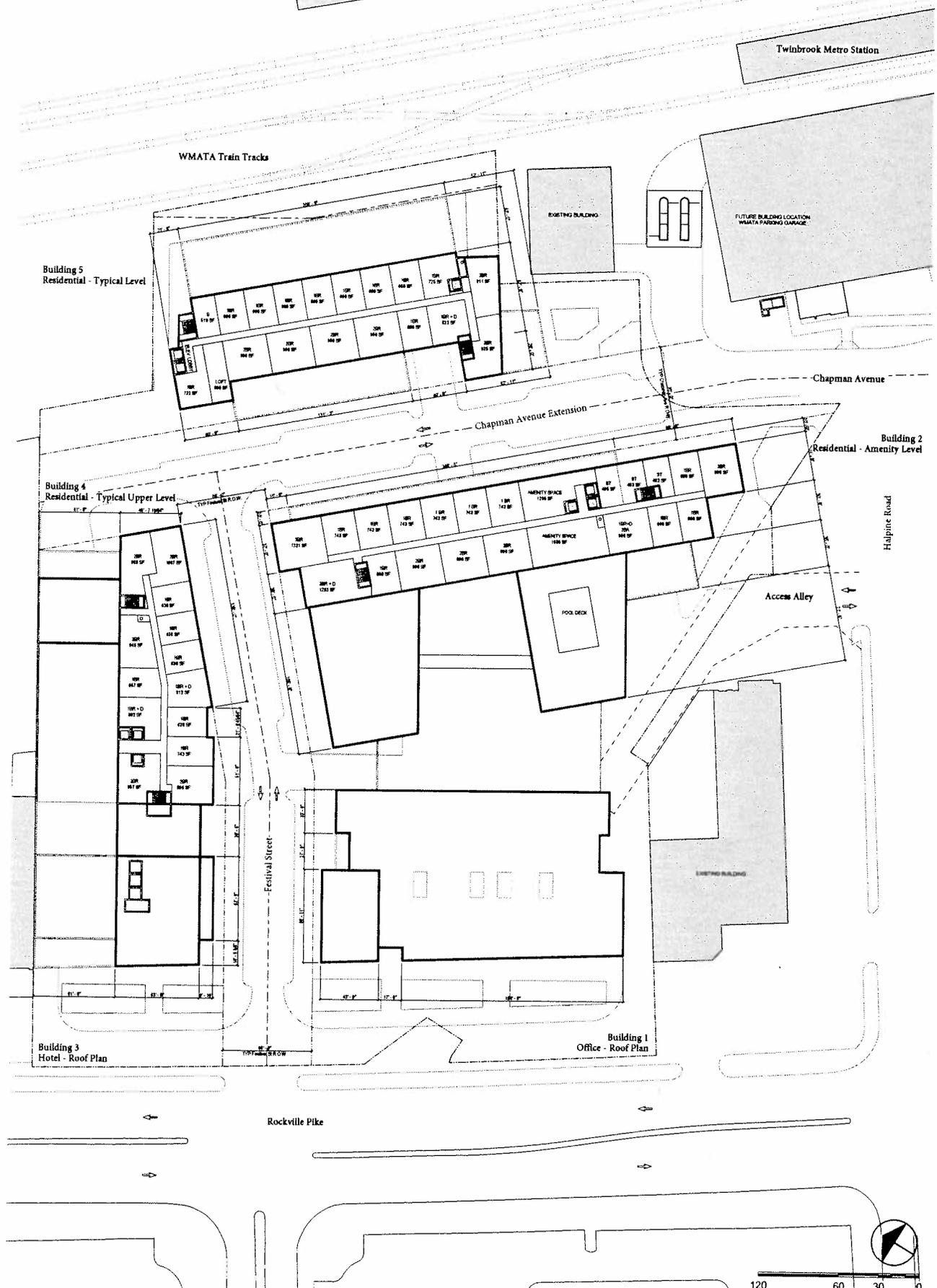


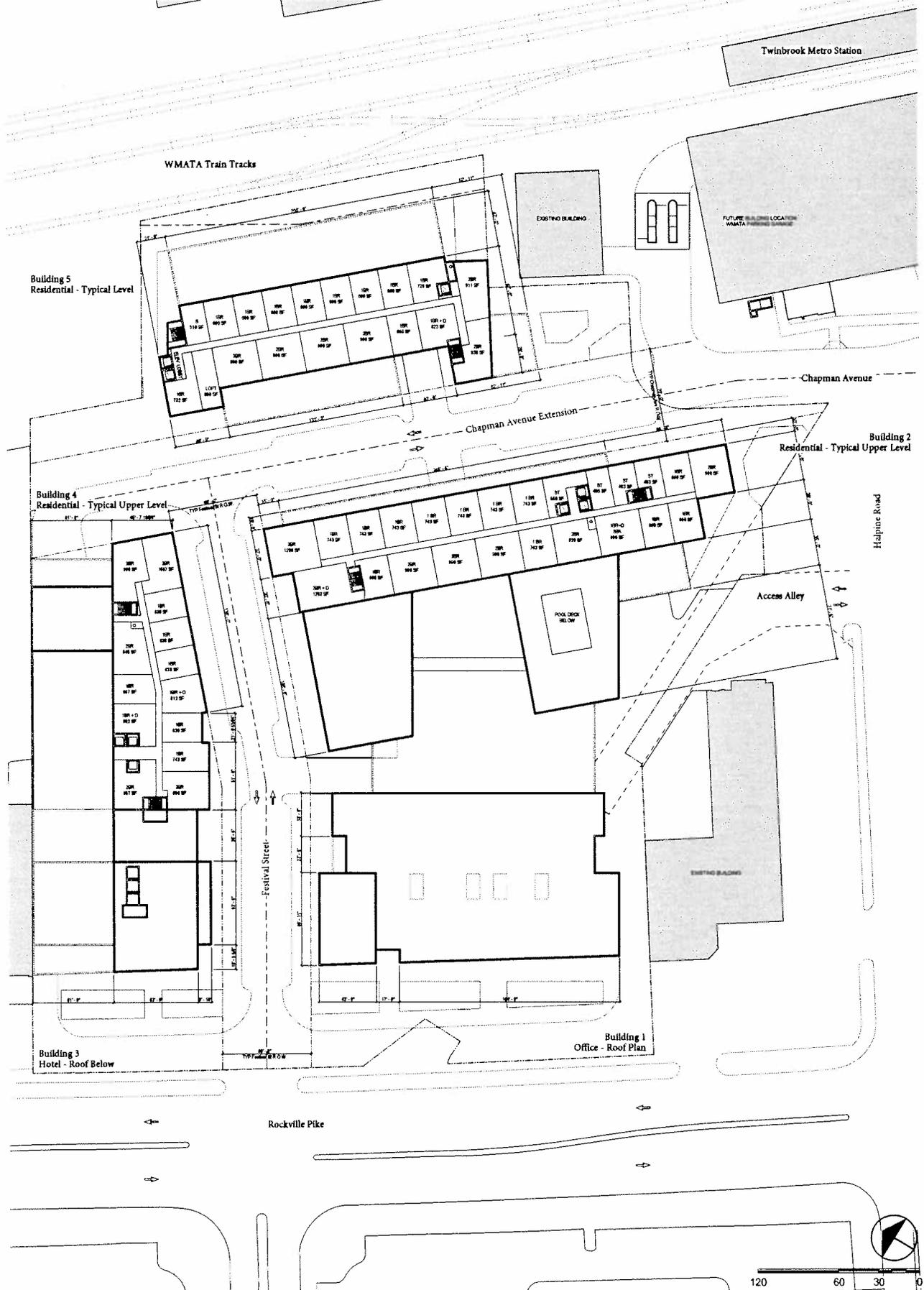


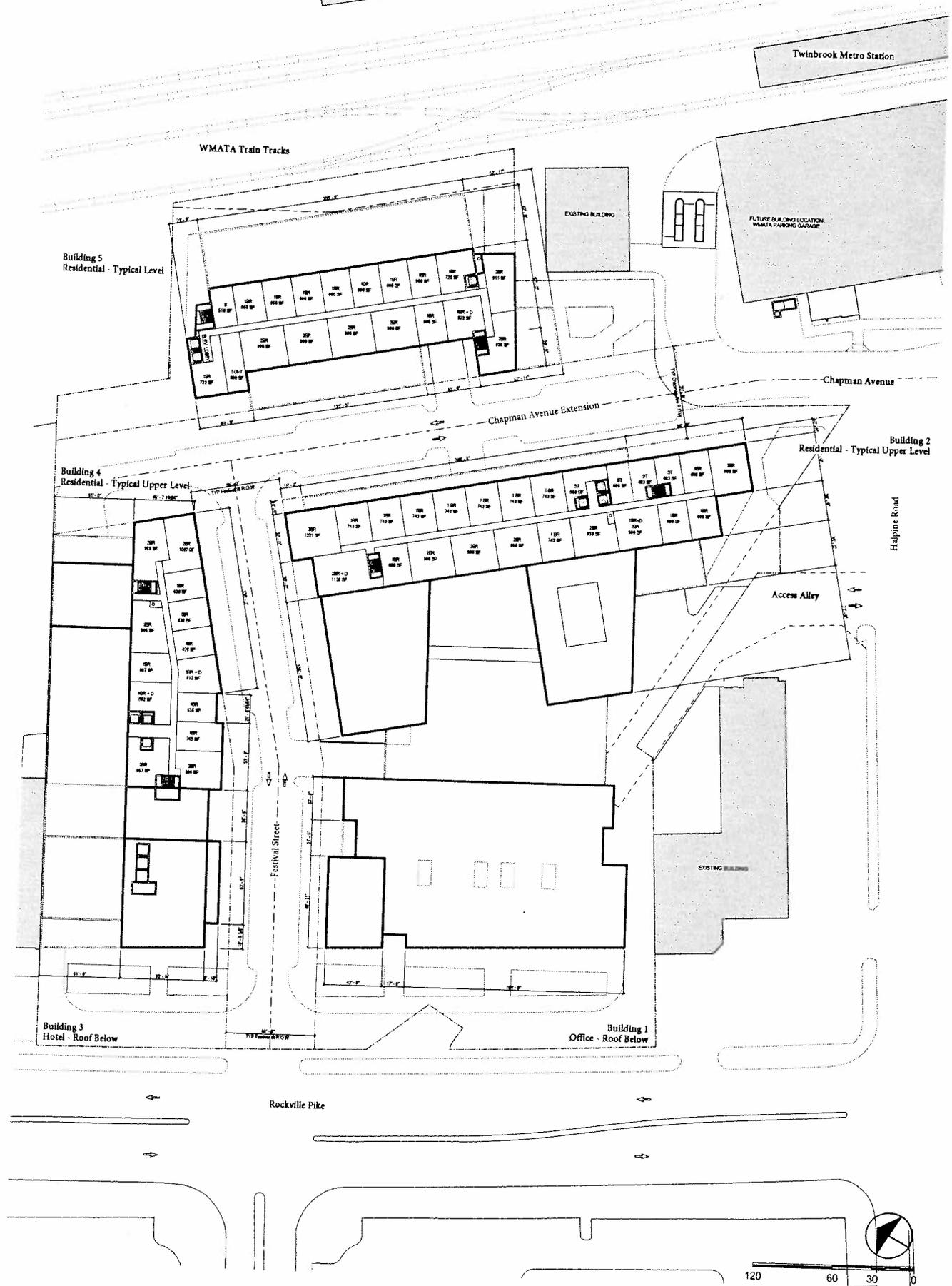


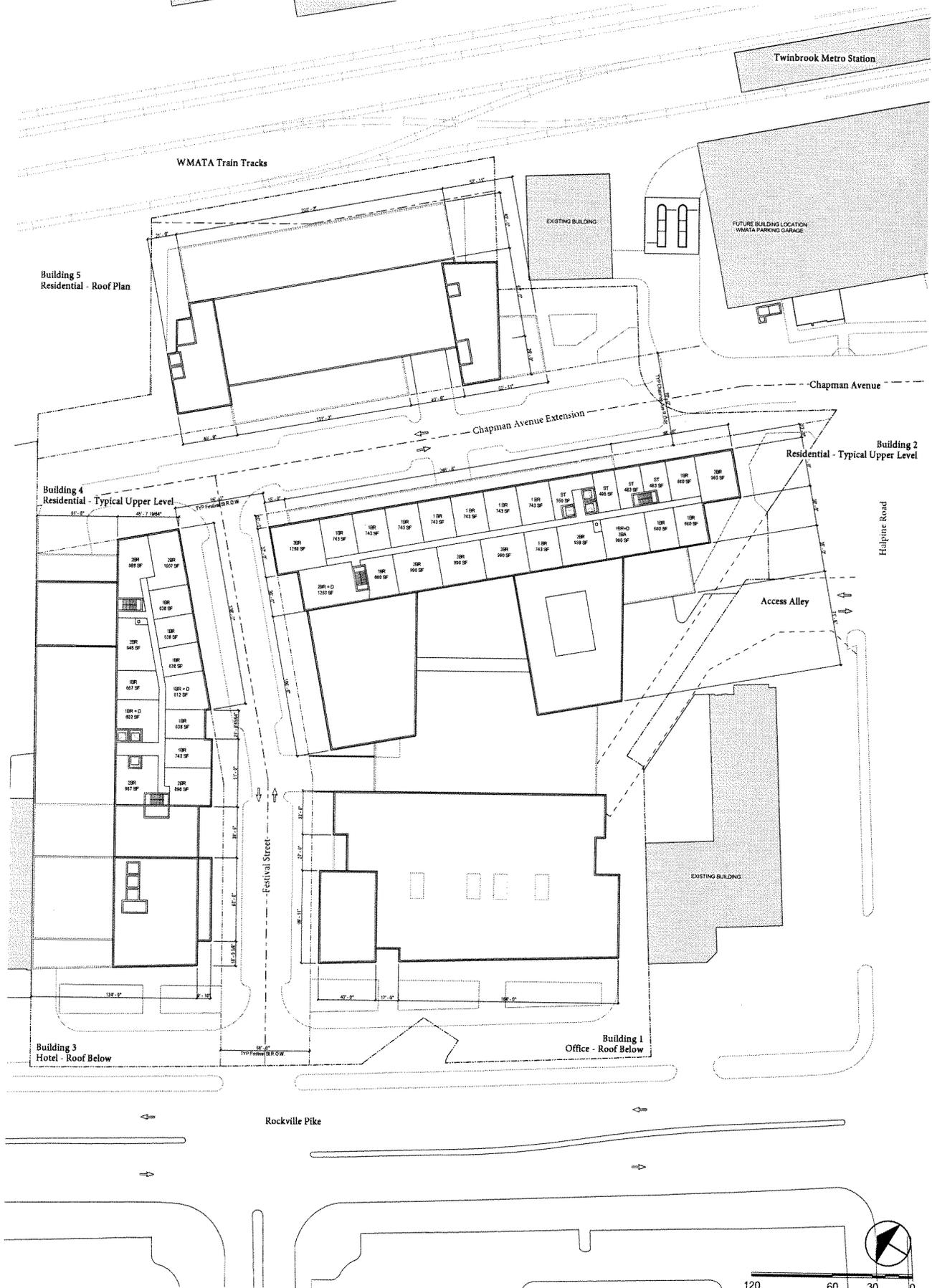


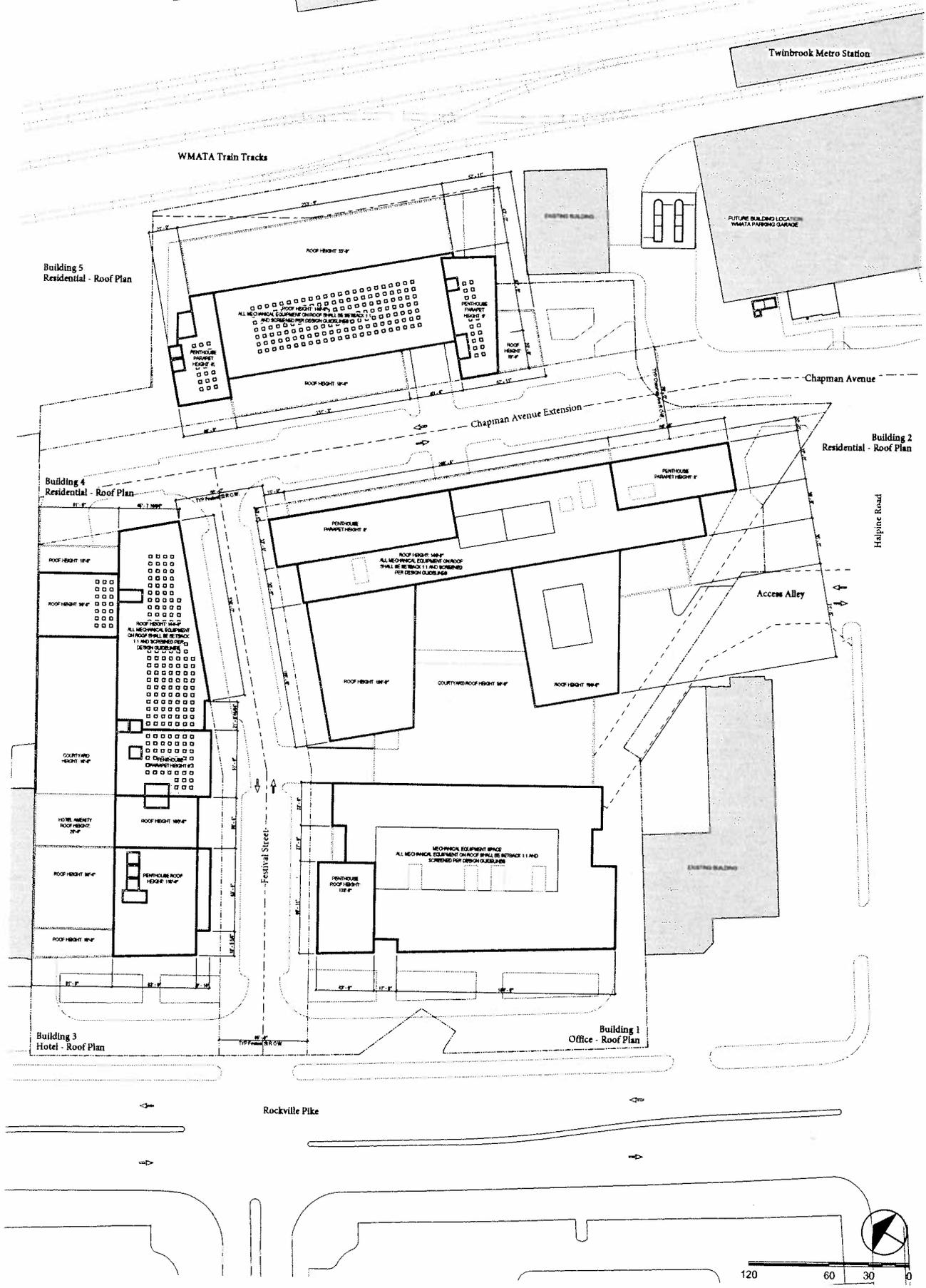


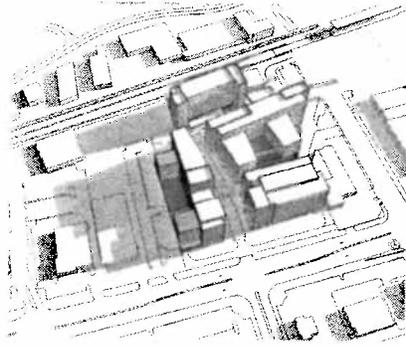




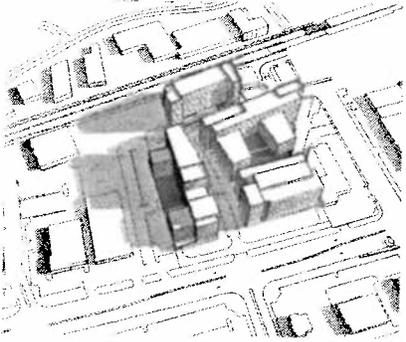




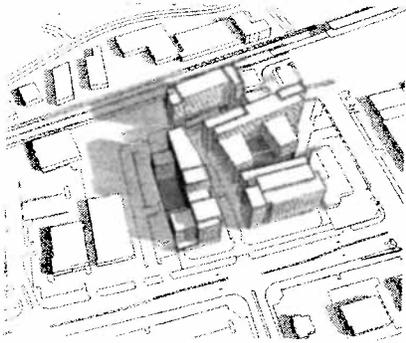




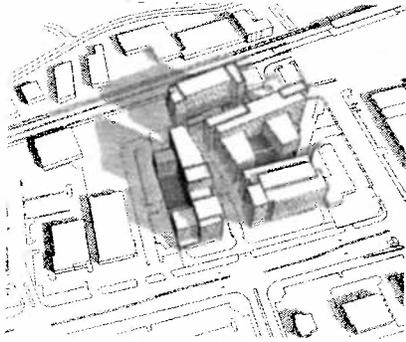
December 21, 10am



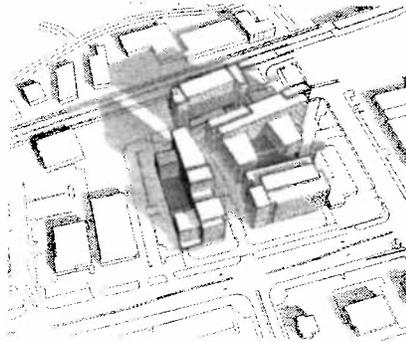
December 21, 11am



December 21, 12pm



December 21, 1pm



December 21, 2pm

Shadow Study shows no Residential structures impacted by development

SHADOW STUDY

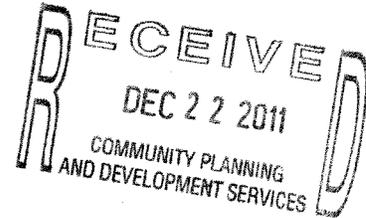


City of
Rockville
 Get Into It

111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
 www.rockvillemd.gov

December 20, 2011

Mr. Jagdish Mandavia
 VIKA Incorporated
 20251 Century Blvd, Suite 400
 Germantown, Maryland 20874



Re: 1592 Rockville Pike, Twinbrook Metro Place
 Development SWM Concept Approval, PJT2012-00002, SMP2011-00027

Dear Mr. Mandavia:

The Development Stormwater Management (SWM) Concept for the above referenced site is conditionally approved. Staff has determined that the Development SWM Concept, as detailed below, achieves on-site Environmental Site Design to the Maximum Extent Practicable (ESD to the MEP). The Development SWM Concept approval establishes ESD to the MEP for this project to be 50 percent of the required ESD volume (ESD_v).

The site is 6.77 acres and is identified as The Pike, Lot 24, Block A. The proposed development consists of structured parking, office, retail, restaurant, hotel and residential development in five buildings and associated infrastructure. The project also extends Chapman Avenue and constructs "Festival Street", an east-west public street connection between Chapman Avenue and MD 355/Rockville Pike. The property is split between the Rock Creek and Cabin John Watersheds, approximately 80 percent and 20 percent respectively, and is zoned MXTD.

According to Chapter 19, Section 19-2 Definitions of the Rockville City Code (Code), the site qualifies as a Redevelopment because it proposes construction on a property where existing site imperviousness exceeds 40 percent of the site.

In accordance with Chapter 19, Sections 19-49 and 19-50 of the Code, SWM is required to be provided for the entire site because the land disturbance activity involves more than 50 percent of the site. According to the submitted concept, the total on-site impervious area subject to SWM before reservation or dedication is 6.2 acres. The total on-site impervious area subject to SWM after dedication and reservation will be 4.47 acres.

Mr. Jagdish Mandavia
December 20, 2011
Page 2

Exhibit D

In accordance with Chapter 19, Sections 19-49 and 19-50 of the Code, SWM also must be provided for imperviousness in a portion of the existing MD355/Rockville Pike and Chapman Avenue rights-of-way (ROW) adjacent to the site. According to the submitted concept, the total impervious area subject to SWM in the adjacent ROW is 0.43 acre.

The Pre-Application SWM Concept was approved on July 1, 2011. This concept established a required Environmental Site Design Volume (ESDv) of 50 percent.

Your proposed Development SWM Concept, as shown on the attachment, computed the total on-site required ESDv as 42,957 c.f. The concept proposes that 100 percent of the on-site Wqv and Cpv SWM be provided via ESD measures or structural measures for 4.47 acres of on-site imperviousness after dedication of new ROW and ROW reservation.

Your Development SWM Concept is summarized as follows:

Environmental Site Design Measures

- The Required ESDv is 42,957 c.f. The Development SWM Concept proposes to provide 50 percent of the Required ESDv in the following Environmental Site Design (ESD) measures:
 - Ten micro-bioretention facilities providing 22,926 c.f. of ESDv which also provide management via compensation for 0.58 on-site impervious acre that does not drain to a facility.
 - Green roof over 30 percent of the roof area providing 6,476 c.f. of ESDv.
 - Total ESDv provided is 22,926 c.f. of volume, or 53 percent of the Required ESDv.

Structural Measures

- Three on-site, underground, volume based structural facilities with Stormfilters are proposed to treat the remaining 50 percent on-site Wqv and Cpv volume not treated by, or compensated in, an ESD measure.

Alternative Measures – Monetary Contribution and Off-Site Improvements

- Monetary Contribution – Qp10 for the entire on-site imperviousness, or 6.2 acres, will be provided by a monetary contribution in lieu of providing on-site SWM.
- Monetary Contribution – Cpv and Wqv for on-site imperviousness, or 1.73 acres, proposed to be dedicated or reserved as “Reserved ROW” and the Chapman Avenue Extended and “Festival Street” ROW will be provided by a monetary contribution in lieu of providing on-site SWM.
- Monetary Contribution – Cpv, Wqv, and Qp10 for 0.43 impervious acre in the adjacent existing ROWs will be provided by a monetary contribution in lieu of providing on-site SWM.
- The total monetary contribution, based on the current fee, is estimated to be approximately \$202,120.

Mr. Jagdish Mandavia
December 20, 2011
Page 3

Exhibit D

This Development SWM Concept is conditionally approved reliant upon the following conditions that must be addressed at the stages in the process as indicated below:

1. If the project is phased, each phase of the development must individually and independently meet all SWM requirements. This includes the ESD to the MEP level (50 percent) and on-site structural facilities regardless of future project phasing.
2. The use of SWM Alternatives as a method for providing on-site Qp10 SWM for the portion of the site that does not drain to an on-site SWM measure is acceptable to the Department of Public Works (DPW). The applicant shall make a monetary contribution to the City Stormwater Fund, and/or design, permit and construct improvements to the off-site storm drain system as deemed necessary by DPW to achieve safe conveyance of runoff from the site during the ten-year event. At the rate of \$20,000 per impervious acre, the fee-in-lieu is estimated to be \$124,400 based on 6.2 impervious acres. The requirement for off-site storm drain improvements and/or any monetary contribution payment will be determined at final engineering. The monetary contribution payment and/or permitting of off-site storm drain improvement are required prior to DPW Stormwater Management Permit (SMP) issuance for the total project, or per phase, if the project is phased. If the project is phased, the on-site Qp10 monetary contribution can be paid based on the impervious area of an individual phase. Monetary contributions are required to be paid in accordance with the fee structure at the time of payment.
3. The applicant shall make a monetary contribution to the City Stormwater Fund as a SWM Alternative to providing on-site Cpv and Wqv SWM for imperviousness in proposed "Reserved ROW", Chapman Avenue extended and "Festival Street" ROWs. At the rate of \$32,000 per impervious acre, the fee-in-lieu is estimated to be \$55,360 based on 1.73 impervious acres. The impervious area used to calculate the monetary contribution will be determined at final engineering and will be based on the fees at that time. The monetary contribution payment is required prior DPW issuance of the first Stormwater Management Permit (SMP) for the project.
4. The applicant shall make a monetary contribution to the City Stormwater Fund as a SWM Alternative to providing on-site Cpv, Wqv and Qp10 SWM for the portion of the adjacent existing ROWs that do not drain to a SWM measure. At the rate of \$52,000 per impervious acre, the fee-in-lieu is estimated to be \$22,360 based on 0.43 acre of imperviousness. The impervious area used to calculate the monetary contribution will be determined at final engineering and will be based on the fees at that time. The monetary contribution payment is required prior to DPW issuance of the first Stormwater Management Permit (SMP) for the project.

5. The applicant shall submit a SMP application, including the application and plan review fee, which is based on an initially submitted SWM construction cost estimate, in conjunction with detailed engineering SWM plans and computations signed and sealed by a Professional Engineer (PE) licensed in the state of Maryland for review and approval by DPW. The submitted material must:
 - a. Demonstrate compliance with the Development SWM Concept including locations, types and sizing of ESD measures and structural facilities.
 - b. Demonstrate how roof and surface runoff will safely bypass micro-bioretenion and structural facilities once the volume required to be treated is reached for up to the ten-year event and include information that demonstrates that the sub-drainage areas are safely conveyed to the ESD measures and the underground vaults. Identify paths for safe, overland flow of the 100 year storm event, where applicable.
 - c. Demonstrate that all components of the SWM system drain by gravity. Pumping of stormwater will not be permitted.
 - d. Include a Landscape Plan with appropriate details and notes, sealed by a Registered Landscape Architect, for all non-structural ESD measures that utilize plant materials (i.e. micro-bioretenion and green roof).
 - e. Include micro-bioretenion and green roof typical sections, details and specifications.
 - f. Include structural drawings with appropriate details and notes, sealed by a qualified Professional Engineer for the underground vaults. (PE seal for structural components cannot be on the same sheet as PE seal for SWM unless it is the same engineer sealing both aspects of the design.)
 - g. Include the design, construction specifications, plant media depth, plant media specifications, planting schedule with types, sizes and quantities of planting material for green roofs and micro-bioretenion. If a proprietary green roof system is being utilized, that information must be sealed by a Professional Engineer licensed in the state of Maryland. The loading computations for the green roof and the method for strapping the system to the roof must be provided by a qualified professional. This also must be approved by the Inspection Services Division of Community Planning and Development Services in conjunction with their review of the Building Permit. Evidence of that approval must be provided to DPW prior to approval of the SWM plan.
6. All runoff from the ten-year storm event leaving the site onto Chapman Avenue must be safely collected and conveyed. Improvements to the off-site storm drain system may be required and should be shown on the Public Improvements Plan.
7. Required approvals and permits for drainage connections to existing Washington Metropolitan Area Transit Authority (WMATA) and Maryland State Highway Administration (MSHA) must be obtained prior to issuance of affected SMP Permits by DPW.
8. Post financial security based on the final approved SWM construction cost estimate in a format acceptable to the City Attorney either by letter of credit, or performance bond. Approval, which is coordinated through DPW staff, is required prior to SMP Permit issuance.

Mr. Jagdish Mandavia
December 20, 2011
Page 5

9. Submit a SWM Easement, Inspection and Maintenance Agreement (Agreement) to be executed by the property owner and other parties of interest for review and approval by DPW and the City Attorney's Office. Access to all aspects of the SWM facilities will be determined in conjunction with final engineering review and must be included in the SWM Agreement. Review of the Agreement is coordinated through DPW staff, and the Agreement must be recorded in the Montgomery County Land Records prior to SMP permit issuance.
10. Obtain approval of a Forest Conservation Plan (FCP) from the City Forester. The FCP must be approved prior to DPW issuance of SMP and SCP permits.

This SWM approval does not supersede or negate other required project approvals. The Concept is contingent upon compliance with all other City and other governmental agency requirements including, but not limited to, forestry, traffic and transportation, planning, WMATA and MSHA.

Any significant change to the approved types, methods, locations and sizes of the SWM measures approved with this Development SWM Concept may result in the requirement to submit a revised Development SWM Concept with review fee for approval by DPW.

If you have any questions, please contact Mary Fertig via e-mail at mfertig@rockvillemd.gov or via telephone at 240-314-8535.

Sincerely,



Susan T. Straus, P.E.
Chief of Engineering

STS/MF/krc

Attachments: Development Stormwater Management Concept Plan, received December 20, 2011

cc: James A. Alexander, Twinbrook Partners, LLC
C. Robert Dalrymple, Linowes and Blocher
Jim Lapping, VIKA
Courtney Morgan, Chief of Inspection Services
✓ Jeremy Hurlbutt, Planner III
Elise Cary, Assistant City Forester
Mark Wessel, Engineering Supervisor
Mary Fertig, Civil Engineer III
SWM Concept file
Permit plan
Day file

Updated School Test Tables

March 19, 2012

Table 1: Pipeline Projects in Walter Johnson Cluster

Project Name	Application	Address	Residential units			Students generated		School Cluster			
			SFD	SFA	MF	(per 2008 Census Survey)		ES	MS	HS	
Walter Johnson Cluster											
Twinbrook Station (West)	USE2005-00685	Chapman Ave			380	16	15	13	Farmland	Tilden	Walter Johnson
Symphony Park	Mont Cty	Strathmore Avenue		82			9	10	Garrett Park	Tilden	Walter Johnson
North Bethesda Town Center	Mont Cty	Rockville Pike			1038		40	34	Garrett Park	Tilden	Walter Johnson
White Flint View	Mont Cty	5511 Nicholson Lane			182		7	6	Garrett Park	Tilden	Walter Johnson
Rock Spring Centre	Mont Cty	Rock Forest Drive			844			28	Ashburton	North Bethesda	Walter Johnson
Ourisman Ford	Mont Cty	Motor City Drive			339			11	Ashburton	North Bethesda	Walter Johnson
Newly Approved Projects											
North Bethesda Market II	Mont Cty	11412 Rockville Pike			339			11	Garrett Park	North Bethesda	Walter Johnson
Pike & Rose	Mont Cty	11800 Rockville Pike			493		19	16	Luxmanor	Tilden	Walter Johnson
Twinbrook Square	STP2012-00101	1800 Rockville Pike			356	15	91	12	Farmland	Tilden	Walter Johnson
Total				82	1188	31	110	141			
Other projects in process											
1900 Chapman Road	STP2012-00112	1900 Chapman Road			667	28	26	22	Farmland	Tilden	Walter Johnson

Table 2: School Test Calculations for Twinbrook Metro Place

Includes newly approved Projects

	School	Calculation	New % Utilization
Year 1 2012-13	Farmland Elementary	$(618+31) + (811 \times .042)/728 =$	94%
	Tilden Middle	$(729+125)+(811 \times .039)/984 =$	90%
	Walter Johnson High	$(2251+158)+(811 \times 0.033)/2274 =$	107%
Year 2 2013-14	Farmland Elementary	$(643+31) + (811 \times .042)/728 =$	98%
	Tilden Middle	$(720+125)+(811 \times .039)/984 =$	89%
	Walter Johnson High	$(2272+158)+(811 \times 0.033)/2274 =$	108%



City of
Rockville
 Get Into It

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 www.rockvillemd.gov

CORRECTED COPY
 January 25, 2012

Attn: Mr. James Alexander
 Twinbrook Partners, LLC
 5425 Wisconsin Avenue, Suite 600
 Chevy Chase, Maryland 20815

RE: 1592 Rockville Pike, Twinbrook Metroplace, Water and Sewer Authorization, PJT 2012-00002

Dear Mr. Alexander:

This letter supersedes the letter dated January 4, 2012. A conditional water and sewer authorization is being granted based on the Engineering Division of the Department of Public Works (DPW) review of Twinbrook Partners, LLC's (Applicant) request for the above referenced proposed development to connect to and utilize City water and sewer.

According to your application, the proposed development consists of the following uses:

- 162,000 sq. ft. office space
- 39,000 sq. ft. retail
- 14,000 sq. ft. restaurant
- 2,500 sq. ft. outdoor restaurant seating
- 36,000 sq. ft. health club
- 2,000 sq. ft. hotel assembly space
- 109,000 sq. ft. hotel in 190 rooms
- 772,000 sq. ft. residential in 811 units
- 1,136,500 sq. ft. total area

Development Application

Water – The Applicant is requesting service for the project by connecting to the existing water main at the intersection of Chapman and Halpine Avenues and extending the system through the limits of proposed Chapman Avenue extended. The buildings are proposed to connect to the extended main.

Sewer – The Applicant is requesting service for the project by connecting to and extending the system through the limits of proposed Chapman Avenue extended. Individual buildings are proposed to connect to the extended system

Mr. James Alexander
January 25, 2012
Page 2

Exhibit F

Existing Conditions

Existing City water mains are located along the property frontage in Rockville Pike (MD Route 355) and Chapman and Halpine Avenues. Existing City sewer mains are located along the property frontage with Chapman and Halpine Avenues.

FINDINGS

The City Adequate Public Facilities Ordinance and Standards (APFO) require certain public infrastructure, including water and sewer, to be assessed for adequacy whenever a proposed development is being considered for approval. The Department of Public Works (DPW) findings are as follows:

Water

The City's water system has adequate water supply to meet the demand created by the proposed development and the required fire flow is available.

Sewer

The Blue Plains Treatment Plant has adequate treatment capacity for the proposed development. However, the City, through modeling of the sewer system, has determined that the existing Rock Creek sewerage transmission system *does not* have adequate capacity to serve the proposed development.

The model analyzed the adequacy of the system utilizing measured base flow plus anticipated flow from previously approved, but not yet constructed, development projects and compared it to the adequacy in the system once the flow from this development was added. Through the modeling, three areas were identified where there are deficiencies in the system's adequacy created by flow from this proposed development. Therefore, sewerage transmission mitigation measures are required as a condition of approval. Once constructed, the mitigating measures will ensure adequate transmission capacity for the demand generated by this project.

The Applicant cannot increase the demand on the system until the mitigating measures are constructed. The City's Site Plan approval and permitting processes will address the timing issues associated with the project's demand and the construction of the mitigating measures.

The City's sewerage transmission system is adequate subject to the Special Conditions listed below.

CONDITIONS OF APPROVAL

The following is a list of conditions, which must be addressed at the appropriate development stage as indicated below, for this project's water and sewer authorization.

Special Conditions**Off-Site Sewer Upgrades**

As noted, DPW has determined that portions of the City's existing sewer system do not have adequate capacity to serve your proposed development. This occurs in three locations as shown on the enclosed plan entitled "Areas of Sewer Deficiencies, Twinbrook Metroplace."

Mr. James Alexander
 January 25, 2012
 Page 3

Exhibit F

Therefore, the authorization to connect to and utilize the City's sewer system is dependent on mitigating the deficiencies in the following areas:

- Area of Sewer Deficiency A – Manholes R1061F4, R1062F4, R10613F4
- Area of Sewer Deficiency B – Manhole R1076F4
- Area of Sewer Deficiency C – Manholes R1085F4, R1086F4

The City recognizes that there are different methods that could be employed to mitigate the deficiencies. Based on the sewer system's dynamics, an upgrade in one of these areas of deficiency may result in a determination by the City that not all three areas require upgrades. However, it will be the Applicant's responsibility to identify and design specific upgrade measures, that comply with all City Code and requirements, to ensure adequate sewerage transmission capacity is provided for the proposed development.

Proposed mitigating measures must identify locations, required upgrades, pipe sizes, pipe slopes and limits of the impacts. The Applicant will be required to obtain approvals and permits and obtain easements, if required, as detailed below.

The mitigating measures must be constructed, accepted by DPW and placed into service prior to DPW allowing any connection to the sewer system.

On-site Sanitary Sewer Service Conditions

Required Sewer Main Sizes

All sewer mains are to be gravity and 8-inch in diameter unless otherwise approved during final engineering. Location of the sewer mains, manholes and appurtenances must be shown on the Site Plan, but will be approved and permitted with final engineering.

Ejector Pumps

Based on information provided on the proposed development plans, the City has determined that ejector pumps may be required in order to service some portions of the buildings. If that is the case, the Applicant must provide additional information regarding the need for ejector pumps at the Site Plan stage and additional conditions may be imposed at that time.

Extra Depth Sewer

It is not anticipated that the proposed project will require extra depth sewer; however, any sewer pipe deeper than 20 feet (trench bottom) will require a special design and easement limits that take future maintenance into consideration.

Service Dependent on Other Approved Developments

This project is not dependent on construction of improvements by other already approved, but not constructed, developments. However, please be advised that as a condition of approval for the Preliminary Development Plan (PDP) for Twinbrook Commons, that applicant received the following condition of approval, which has not yet been constructed:

"Design and construct an upgrade to the existing 10-inch sewer around the Twinbrook METRO Stations. The new sewer main shall be designed to minimize bends and maximize slope in the pipes. Pipe sizes and slope requirements shall be determined during detailed engineering phase. Public Utilities shall be designed using the most recent City of Rockville and WSSC standards and specifications. DPW shall review and approve these design plans."

Mr. James Alexander
January 25, 2012
Page 4

Exhibit F

In addition, since a portion of the Twinbrook Commons project lies within the City, but within the Washington Suburban Sanitary Commission's (WSSC) District, WSSC has imposed the requirement for additional upgrades and realignments of their sewer in order to authorize service to the project. The WSSC contract associated with the required upgrades is Contract DA 4159. At this time, only a portion of the required upgrade has been constructed. This information is being provided for informational purposes to the Applicant.

Proposed Sewer Service Connections

The location, size and number of connections to the buildings must be in compliance with applicable sections of the Rockville City Code and must be approved and permitted by DPW.

Sewer Main Abandonment

The Applicant must investigate the potential presence of sewer house connection(s) connecting to the existing sewer main along the southern property line (former Halpine Avenue right-of-way). The investigation and the abandonment, if required, must be coordinated through and approved by DPW. If no connections are present, the Applicant must abandon the main for a limit and in a manner approved and permitted by DPW. If easements exist, the Applicant may be required to extinguish all or a portion of those easements. Please allow sufficient time because extinguishing easements that have been granted to the City require Mayor and Council action, which may take up to three months.

If sewer house connections are present, the Applicant must continue to provide service connections to the sewer main, including granting easements, if necessary.

On-Site Water Service Conditions

Required Water Main Sizes

The Chapman Avenue extended and "Festival Street" water mains are to be sized at 12-inch. The location of the water main and appurtenances must be shown on the Site Plan, but will be approved and permitted with final engineering.

Limits of Required Water Main Extensions

In order to provide redundancy to the City's water system and increased water flow and pressure, the Applicant will be required to construct water mains in the following locations:

- Chapman Avenue – Extend the proposed 12-inch water main past the intersection with "Festival Street" to the northern property line.
- "Festival Street" – Construct a 12-inch water main running from the constructed main in Chapman Avenue and connecting to the existing water main in Rockville Pike.

Location of the water extensions must be shown on the Site Plan, but will be approved and permitted with the final engineering.

Water Meters

The Applicant must install new water meters in a location acceptable to DPW, Inspection Services Division (ISD) and the Fire Marshal. Meter sizes will be determined by ISD. Meter locations, with associated easements if required, must be shown on the Site Plan, but will be approved and permitted with the final engineering.

Mr. James Alexander
January 25, 2012
Page 5

Exhibit F

Proposed Water Service Connections

The location, size and number of connections to the buildings must be in compliance with applicable sections of the Rockville City Code and must be approved and permitted by DPW.

Water Main Abandonment

The Applicant must investigate the potential presence of water house connection(s) connecting to the existing water main along the southern property line (former Halpine Avenue right-of-way). The investigation and the abandonment, if required, must be coordinated through and approved by DPW. If no connections are present, the Applicant must abandon the main for a limit and in a manner approved and permitted by DPW. If easements exist, the Applicant may be required to extinguish all or a portion of those easements. Please allow sufficient time because extinguishing easements that have been granted to the City require Mayor and Council action, which may take up to three months.

If water house connections are present, the Applicant must continue to provide service connections to the main including granting easements, if necessary.

Pressure Reducing Valves

The need for Pressure Reducing Valves will be assessed and determined at the Site Plan stage.

Booster Pumps

The need for Booster Pumps will be assessed and determined at the Site Plan stage.

Fire Hydrants

The number and locations of fire hydrants will be determined by DPW and ISD at the Site Plan stage and approved and permitted by DPW in conjunction with the final engineering. Fire flow requirements per the Maryland State Fire Prevention Code, in affect at the time of building permit, must be met.

On-Site Easement Conditions

Easements that may be required for sewer and water main extensions, water meters and other appurtenances must be provided at no cost to the City.

Off Property Easement Conditions

The current Project Plan site plan does not indicate the need to obtain off property easements to construct the water and sewer for the proposed development. However, if easements are needed the Applicant must obtain them at no cost to the City. If easements are required to satisfy the sewer deficiency mitigation condition, the Applicant also must obtain them at no cost to the City.

Capital Contribution

The Applicant will be required to pay water and sewer Capital Contribution charges prior to obtaining a Building Permit. The charges, which are based on the domestic water meter size, must be paid to ISD in accordance with the fee schedule in place at the time of building permit issuance.

DPW Final Engineering and Permitting

The Applicant must submit associated fees and water and sewer construction documents and applications, including proposed connections to the buildings and off-site improvements, to DPW for review, approval and permitting at the final engineering stage. The Applicant must obtain permits from DPW, ISD and any other agency having jurisdiction. Phasing of the off-site improvements, if permitted by DPW, will be determined at the Site Plan stage. If phasing is requested, the Applicant

Mr. James Alexander
January 25, 2012
Page 6

Exhibit F

may be required to submit information and pay a fee to the City for modeling of different development phasing.

Any substantial changes or revisions to the proposed development information, as shown on the plan received December 20, 2012, may require a modification, revision or deletion of these conditions.

If you have any questions, please contact Mary Fertig, Civil Engineer III, via e-mail at mfertig@rockvillemd.gov or via telephone at 240-314-8535.

Sincerely,



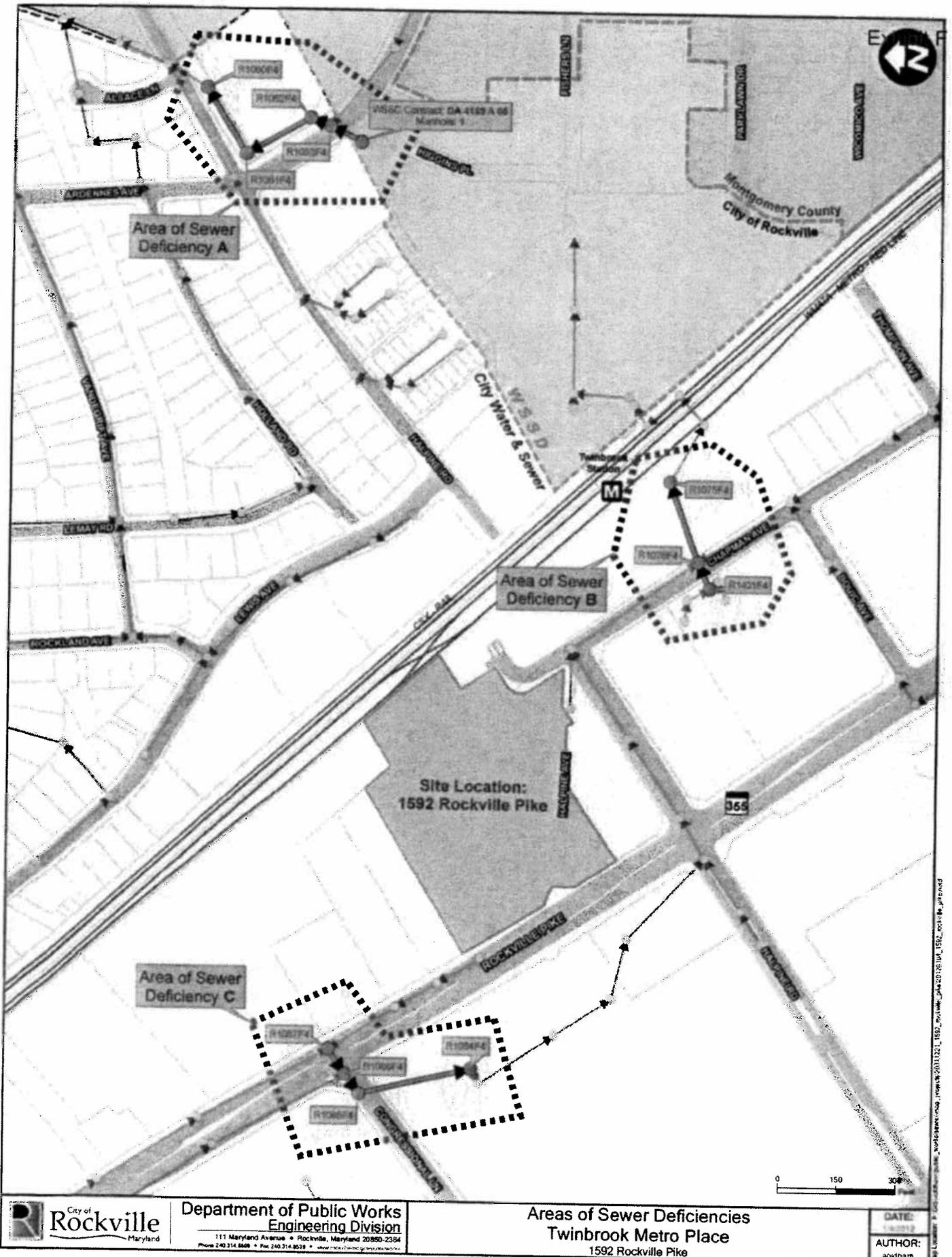
Susan T. Straus, PE
Chief of Engineering

STS/MMF/kmc

Enclosures:

1. Areas of Sewer Deficiencies, Twinbrook Metroplace, dated January 4, 2012.
2. Overall Project Plan, received December 20, 2012.

cc: C. Robert Dalrymple, Linowes and Blocher
Ines Vega, VIKA
Jagdish Mandavia, VIKA
Bobby Ray, Principal Planner
Jeremy Hurlbutt, Planner II
Matt Shanks, Fire Marshal
Mark Wessel, Engineering Supervisor
Mary Fertig, Civil Engineer III
Permit plan
Water and sewer authorization file
Day file



Department of Public Works
 Engineering Division
 111 Maryland Avenue • Rockville, Maryland 20850-2384
 Phone 240.314.8600 • Fax 240.314.8038 • www.rockville.org/engineering

Areas of Sewer Deficiencies
 Twinbrook Metro Place
 1592 Rockville Pike

DATE: 1/2012
 AUTHOR: aodham



City of Rockville

MEMORANDUM

April 10, 2012

TO: Jeremy Hurlbutt, Planner III

FROM: Peter Campanides, Civil Engineer II *PC*
 Rebecca Torma, Transportation Planner II *RT*
 Mark Wessel, Engineering Supervisor *MW*

VIA: Emad Elshafei, Chief, Traffic and Transportation Division *EA*

SUBJECT: Transportation Staff Report, Twinbrook Metroplace
 PJT2012-00002, 1592 Rockville Pike

This memorandum presents the Traffic and Transportation Division's recommendation on the submitted March 2012 Transportation Report, which proposes to construct buildings located at 1592 Rockville Pike. These recommendations incorporate and address comments and concerns expressed by City staff and the Applicant as part of the review process.

PROPOSED DEVELOPMENT:

The Applicant, Twinbrook Partners, LLC (Northwestern Mutual Life Insurance Company), submitted a Transportation Report proposing to construct five (5) buildings with 60,000 square foot retail space, 36,000 square foot health club, 190,000 square foot office space, 792 multi-family dwelling units and 200 hotel rooms. Parking will be provided in above- and below-grade garages with a total of 2,199 spaces. In addition, the Applicant will construct and dedicate two roads, Chapman Avenue to be extended north of Halpine Road and "Festival Street" that will connect Rockville Pike to Chapman Avenue extended. A more formal service drive along the site's Rockville Pike street frontage will be constructed for private use until it is dedicated as per the current and the revised Rockville Pike Plan. Access to the buildings will be provided from the two streets, the service drive along Rockville Pike and the ingress/egress easement on the site to Halpine Road. All access points will operate under "stop" control and with the exception of the access point to Rockville Pike, all will permit full movements. The access point at Rockville Pike and the proposed "Festival Street" will permit left-in, right-in and right-out only movements.

Twinbrook Metro Place
Page 2

SITE ANALYSIS:

The 6.75-acre site is situated along the east side of Rockville Pike (MD 355), just north of Halpine Road and adjacent to the Metrorail tracks. The site currently developed with several one-story buildings containing 77,605 square foot of retail space and 21,200 square foot of office space. There is one access point from Rockville Pike, one from Chapman Avenue and an ingress/egress easement from Halpine Road. None of the access points are signalized and all permit full movements.

Roadway Network Analysis:

The Applicant completed an analysis that included examining the vehicular traffic operations, safety of pedestrians and bicyclists and transit facilities. The Applicant studied typical AM and PM commuter peak hours, and the peak hour on Saturday at the 17 intersections listed below:

1. Rockville Pike/MD 355 and Templeton Road
2. Rockville Pike/MD 355 and Congressional Lane
3. Rockville Pike/MD 355 and Congressional Plaza Driveway/Proposed Festival Street
4. Rockville Pike/MD 355 and Halpine Road
5. Rockville Pike/MD 355 and Bouic Avenue
6. Rockville Pike/MD 355 and Twinbrook Parkway/Rollins Avenue
7. E. Jefferson Street and Halpine Road
8. E. Jefferson Street and Rollins Avenue
9. Proposed "Festival Street" and Chapman Avenue extended
10. Chapman Avenue and Halpine Road
11. Chapman Avenue and Bouic Avenue
12. Chapman Avenue and Thompson Avenue
13. Chapman Avenue and Twinbrook Parkway
14. Twinbrook Parkway and Parklawn Drive
15. Proposed "Festival Street" and Parking Garage "A" access
16. Proposed Chapman Avenue extended and Parking Garage "A" and "C" accesses
17. Proposed Halpine Road and Parking Garage "A" access

These intersections were studied for intersection capacity and traffic volumes using three different scenarios: (1) existing year traffic conditions; (2) background traffic conditions; and (3) 2015 total future traffic conditions at the project completion. A one (1) percent annual growth rate along Rockville Pike and Twinbrook Parkway was calculated. Intersection capacity analyses were conducted utilizing the Critical Lane Volume (CLV) method as required per the Comprehensive Transportation Report (CTR) Methodology.

The Applicant's Transportation Report shows both the existing and background traffic volumes of the 13 out of 17 studied intersections operating at acceptable levels during AM and PM commuter peak hours and Saturday peak hours. The Rockville Pike and Congressional Lane intersection

Twinbrook Metro Place
Page 3

operates above the CTR's threshold during the Saturday peak hour when background traffic is added.

Trip Generation:

Traffic volumes generated by the site were calculated using Maryland National Capital Park and Planning Commission (M-NCPPC) for residential, office and retail uses during the AM and PM commuter peak hours. The Institute of Transportation Engineers (ITE) 8th Edition was used for hotel uses and all uses for Saturday peak hour. Below is the proposed building's peak hour trip generation:

	AM Peak	PM Peak	Saturday Peak
Proposed Development			
Office 190,000 sf	315	294	78
Residential (high rise) 792 units	241	281	329
Hotel 200 rooms	97	118	142
Health Club 36,000 sf	50	126	50
Retail 60,000 sf	116	464	615
Total Net New Trips	819	1,283	1,214
Existing Development			
Retail 77,605 sf	-145	-581	-727
Office 22,200 sf	-28	-51	-9
Existing Total	-173	-632	-736
Net New Peak hour trips	646	651	478

Under total future traffic volumes, the results indicate that the proposed buildings will increase the volume to capacity ratio above the CTR's permitted threshold at four of the 17 intersections thus requiring mitigation at Rockville and Congressional Lane (#2), Chapman Avenue and Halpine Road (#10), Chapman Avenue and Twinbrook Parkway (#13) and Twinbrook Parkway and Parklawn Drive (#14). The table below presents the results of how each intersection operates with existing, background, and total future traffic volumes. It also shows the results of the mitigation at the four intersections.

Twinbrook Metro Place
Page 4

Intersection	Measure of Performance	Existing Traffic			Background Traffic			Total Future Traffic		
		AM	PM	Sat	AM	PM	SAT	AM	PM	Sat
1. MD 355 / Templeton Place	CLV	1105	1168	1057	1426	1519	1310	1454	1550	1342
	LOS	B	C	B	D	E	C	D	E	D
	V/C Ratio	0.67	0.71	0.64	0.86	0.92	0.79	0.88	0.94	0.81
2. MD 355 /Congressional Lane	CLV	989	1152	1338	1307	1498	1578	1335	1550	1609
	LOS	B	C	D	D	E	E	D	F	F
	V/C Ratio	0.64	0.74	0.86	0.84	0.97	1.02	0.86	1.00	1.04
With improvements	CLV							1332	1517	1516
	LOS							D	E	E
	V/C Ratio							0.86	0.98	0.98
3. MD 355/ Site Driveway/Congressional Plaza Driveway	CLV	889	885	1032	1233	1266	1301	1197	1342	1245
	LOS	A	A	B	C	C	D	C	D	C
	V/C Ratio	0.56	0.55	0.65	0.77	0.79	0.81	0.75	0.84	0.78
4. MD 355/ Halpine Road	CLV	916	1099	1227	1216	1561	1531	1298	1632	1605
	LOS	A	B	C	C	E	E	C	E	E
	V/C Ratio	0.56	0.67	0.74	0.74	0.95	0.93	0.79	0.99	0.97
5. MD 355/ Bouic Avenue	CLV	837	744	914	1132	1293	1289	1140	1279	1304
	LOS	A	A	A	C	D	D	C	D	D
	V/C Ratio	0.52	0.47	0.57	0.71	0.81	0.81	0.71	0.80	0.82
6. MD 355 / Twinbrook Parkway/Rollins Avenue	CLV	892	1111	1100	1181	1581	1504	1211	1595	1539
	LOS	A	B	B	C	E	E	C	E	E
	V/C Ratio	0.54	0.67	0.67	0.72	0.96	0.91	0.73	0.97	0.93
7. E. Jefferson Street/ Halpine Road	CLV	419	900	1166	475	982	1230	538	1071	1312
	LOS	A	A	C	A	B	D	A	B	D
	V/C Ratio	0.28	0.56	0.78	0.32	0.61	0.82	0.36	0.67	0.87
8. E Jefferson Street/ Rollins Avenue	CLV	758	950	1067	849	1159	1177	885	1197	1214
	LOS	A	B	C	B	C	D	B	D	D
	V/C Ratio	0.54	0.63	0.76	0.61	0.77	0.84	0.63	0.80	0.87
9. "Festival Street"/ Chapman Avenue extended	CLV	N/A	N/A	N/A	N/A	N/A	N/A	206	309	234
	LOS							A	A	A
	V/C Ratio							0.13	0.19	0.15
10. Chapman Avenue/ Halpine Road	CLV	380	462	476	601	1130	792	976	1286	1352
	LOS	A	A	A	A	C	A	B	D	D
	V/C Ratio	0.24	0.29	0.30	0.38	0.71	0.50	0.61	0.80	0.85
With improvements	CLV							651	469	846
	LOS							A	A	A
	V/C Ratio							0.41	0.29	0.53
11. Chapman Avenue/ Bouic Avenue	CLV	348	501	455	619	1016	902	689	1145	1029
	LOS	A	A	A	A	B	A	A	C	B
	V/C Ratio	0.22	0.31	0.28	0.39	0.64	0.56	0.43	0.72	0.64

Intersection	Measure of Performance	Existing Traffic			Background Traffic			Total Future Traffic		
		AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
12. Chapman Avenue/ Thompson Avenue	CLV	399	465	501	824	1211	997	876	1313	1131
	LOS	A	A	A	A	C	B	A	D	C
	V/C Ratio	0.25	0.29	0.31	0.52	0.76	0.62	0.55	0.82	0.71
13. Chapman Avenue/ Twinbrook Parkway	CLV	781	1176	937	1320	1540	1369	1366	1585	1403
	LOS	A	C	B	D	E	E	D	F	E
	V/C Ratio	0.50	0.76	0.62	0.85	0.99	0.91	0.88	1.02	0.94
With improvements	CLV							1354	1545	1421
	LOS							D	E	E
	V/C Ratio							0.87	0.99	0.95
14. Twinbrook Parkway/ Parklawn Drive	CLV	922	1134	739	1337	1661	1100	1361	1692	1123
	LOS	A	C	A	D	F	C	D	F	C
	V/C Ratio	0.59	0.73	0.49	0.86	1.07	0.73	0.88	1.09	0.75
With improvements – option 1	CLV							1306	1479	1070
	LOS							D	E	C
	V/C Ratio							0.84	0.95	0.71
With improvements – option 2	CLV							1143	1474	1220
	LOS							C	E	C
	V/C Ratio							0.74	0.95	0.81
15. “Festival Street”/ Garage “A” access	CLV							148	386	197
	LOS							A	A	A
	V/C Ratio							0.09	0.24	0.12
16. Chapman Avenue extended/Garage “A” access/ Garage “C” Access	CLV							83	54	73
	LOS							A	A	A
	V/C Ratio							0.05	0.03	0.05
17. Halpine Road; Garage A” Access	CLV							454	727	634
	LOS							A	A	A
	V/C Ratio							0.28	0.45	0.40

Based on the table above, the Applicant is required to completed mitigation at three intersections located within City limits and one intersection located outside the City. Below is a list of the proposed mitigation for each of the four intersections.

- **Rockville Pike/MD 355 and Congressional Lane:** The Applicant will re-stripe eastbound Congressional Lane from a double left, and shared through/right lane to one left turn lane, a shared left/through lane and one right turn lane.
- **Chapman Avenue and Twinbrook Parkway –** The applicant will modifying the traffic signal and restripe the lanes along southbound Chapman Avenue to provide for one left turn, one through and one right turn lane.
- **Chapman Avenue and Halpine Road:** Two modifications for the intersection are proposed. The first is to add a dedicated right turn lane from southbound Chapman Avenue onto westbound Halpine Road. The second is to modify the northbound Chapman Avenue approach from a shared left/through lane to a two lane approach, an exclusive left turn lane and an exclusive through lane.

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- **Twinbrook Parkway and Parklawn Drive:** Two options are proposed for this intersection. Since the intersection is located in Montgomery County, they will need to approve any mitigation. The first option is to restripe the eastbound and westbound approaches and modify the signal phasing. The second option is to restripe the southbound approach to from one left turn lane, three through lanes, and a right turn lane to two left turn lanes, two through lanes and a right turn lane. Both options will allow the intersection to operate within City thresholds. However, staff prefers the second option as this will necessitate modifying the left turn phasing from exclusive/permissive to exclusive phasing thus eliminating one less conflict point between vehicles and pedestrians and will recommend Montgomery County consider this option.

The proposed mitigation will allow all of the intersections to operate at an acceptable level of service as permitted by the CTR. Staff is satisfied with the proposed mitigation and requires the Applicant to complete it at all of the intersections located within the City limits prior to the issuance of the first occupancy permit for the site.

Since the Twinbrook Parkway and Parklawn Drive intersection is not located within the City limits, the Applicant will need to provide a letter from Montgomery County prior to the issuance of the building permit stating their position on the proposed mitigation. If Montgomery County decides not to require the mitigation, then the Applicant must make a contribution to the City's Transportation Improvement CIP prior to issuance of the first occupancy permit. This contribution will be based on a cost estimate agreed to by the City that includes full design and construction costs for option 2. If within five (5) years the County decides to improve the intersection, the contribution would be used to help fund it. However, if the County does not use the funds within five (5) years, the City will use the contribution in the Twinbrook Planning Area for other transportation improvements.

Street Sections:

Pursuant to section 21-20 of the Rockville City Code (Code), for Chapman Avenue extension and "Festival Street," the Applicant is requesting a waiver from the standard Business District street cross-section. This waiver must be approved by the Mayor and Council. Per Section 21-60 of the Code, a Business District street shall be constructed with the following minimum requirements:

- The right-of-way shall be at least seventy (70) feet wide;
- Paving shall be at least forty-eight (48) feet wide; and
- Sidewalks shall be built from the property line to the back line of the curb.

The Applicant is requesting a waiver from the 48-foot wide paving section for Chapman Avenue. The Applicant will construct a 40-foot wide paving section consisting of two 13-foot travel lanes and two 7-foot parking lanes. In addition, within the 70-foot wide right-of-way, the Applicant will construct two seven foot tree lawns and two eight foot wide sidewalks.

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Along "Festival Street" the Applicant is requesting a waiver from both the 70-foot wide right-of-way and from the 48-foot wide paving section. The right-of-way would be reduced to 66 feet wide with a 36-foot wide paving section. This right-of-way section would include two 11-foot travel lanes and two 7-foot parking lanes. In addition, within the 66-foot wide right-of-way, the Applicant will construct two 7-foot tree lawns and two 8-foot wide sidewalks.

Staff supports the Applicant's request to waive the Code along Chapman Avenue extended and the proposed "Festival Street." The proposed street sections provide modern design standards for an urbanized area. The Applicant is providing wide sidewalks, a tree lawn to soften the environment and on-street parking. In addition, "share the road" signs for bicyclists will be provided on both proposed streets and "sharrow" pavement markings will be included along Chapman Avenue extended.

Access and Circulation:

- A. Passenger Vehicle: There are three access points to the site - one from Rockville Pike, one from Chapman Avenue and one from Halpine Road. The Applicant proposes to construct and dedicate two streets located on their site - the extension of Chapman Avenue further north and "Festival Street." The Chapman Avenue extension will run parallel to Rockville Pike and connect to the existing Chapman Avenue. "Festival Street" will run parallel to Halpine Road and connect Rockville Pike to the extension of Chapman Avenue. Access to the parking structures will be provided from these two new roads. All access points with the exception of "Festival Street" from the service drive will permit full movements and are not signalized. The access point at Rockville Pike and "Festival Street" will be designed such that lefts out of the site to travel southbound on Rockville Pike will not be permitted.
- B. Heavy Vehicle (Trucks): The Applicant has proposed loading areas throughout the site for all buildings. Access to these loading areas is provided from the existing easements, the service drive and from the two new streets. Staff will continue to review circulation through the site and access to the loading areas by trucks through the Site Plan process.
- C. Pedestrian/Bicycle Access: The Applicant will provide new pedestrian connections to and through the site. The Applicant will construct an eight (8) foot wide sidewalk adjacent to a seven (7) foot wide tree lawn along the proposed streets. In addition, the Applicant will provide a wide sidewalk abutting the proposed buildings and fronting along the service drive. This sidewalk will connect to the existing Rockville Pike sidewalk which will be widened to six (6) feet in order to comply with the Bikeway Master Plan.

The two proposed new roads, Chapman Avenue extended and "Festival Street" will accommodate bicycles. The travel lanes for Chapman Ave extended will provide 13-foot travel lanes that will be delineated with "sharrow" pavement markings in addition to signs. "Festival Street" will also accommodate bicycles and will be designated with signs only as this road will have 11-foot wide travel lanes.

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To comply with the City's bicycle parking standards per the Zoning Ordinance requirements, the Applicant will install and maintain long- and short-term bicycle parking spaces on the site. Final details of the sidewalk and bicycle parking will be determined at Site Plan stage. In addition, staff will continue to work with the Applicant through the Site Plan process to ensure that there are adequate pedestrian and bicycle connections to and within the site.

The CTR also requires developments that generate 30 or more trips to pay a Transportation Improvement Fee. The one-time fee is \$1.50 per square foot of non-residential gross floor area and \$900 per unit of multi-unit residential development. The fee will be used to implement multimodal improvements throughout the City of Rockville, to provide transportation information and services to employers and commuters in Rockville, and to monitor employer Trip Reduction Plans to ensure compliance with trip reduction goals. The fee will not be used to increase automobile capacity.

Lastly, the Applicant will also be required to implement a Trip Reduction Plan that is consistent with the Trip Reduction Tool for the site. The Applicant will be required to reduce trips to and from the site and monitor the program. This plan must be approved by City staff and recorded prior to the issuance of any building permit.

- D. Transit Access: The site is currently served by seven Montgomery County Ride On bus service routes and two Metrobus routes. The site is located 1,000 feet from the Twinbrook Metrorail station. Ride-On bus routes 5, 10, 26 and 46 provide service to and from the Twinbrook Metrorail station seven days a week. Ride On routes 44, 45 and 93 operate Monday through Friday from the Twinbrook Metrorail station. Metrobus routes C4 and J5 also serve the Twinbrook Metrorail station. There are currently no bus stops along the site's street frontages.

CONDITIONS OF APPROVAL:

Based on our review, taking into account the needs of motorists, bicyclists, pedestrians, and transit users; City staff recommends the following conditions of approval for the subject development application, PJT2012-00002:

1. Safe and adequate access for all modes of transportation must be provided throughout all phases of development.
2. Pedestrian Access
 - a. The Applicant is required to construct a six (6) foot wide sidewalk along its Rockville Pike street frontage.
 - b. Sidewalk widths along "Festival Street" and Chapman Avenue extended must be a minimum of eight (8) feet wide. No building structure, awnings, doors or windows may extend into the 8-foot free and clear width. Outdoor cafes, providing table and chairs for eating and/or drinking, shall only be permitted on private property.
 - c. All internal sidewalks must maintain a minimum of 8-foot clear width with the exception of Condition #2a.

3. Traffic Mitigation
 - a. The Applicant has satisfied the requirements of the Comprehensive Transportation Review (CTR) based on the Transportation Report submitted by the Applicant. The Applicant shall design, construct and obtain permits from Montgomery County, State Highway Administration (SHA), and/or the City of Rockville as required to mitigate at the following intersections.
 - i. Congressional Lane and MD 355 – The Applicant will re-stripe eastbound Congressional Lane to allow for one dedicated left turn lane, one shared left/through lane and one dedicated right turn lane. The Applicant will also be required to modify the corresponding overhead signing accordingly.
 - ii. Twinbrook Parkway and Chapman Avenue – The applicant shall contribute, prior to the issuance of the first building permit, a monetary contribution of \$50,000 for mitigation of this intersection. The monetary contribution will be used at this intersection for modifying the traffic signal and restriping the lanes.
 - iii. Halpine Road and Chapman Avenue - The Applicant will construct a dedicated right turn lane from southbound Chapman Avenue onto westbound Halpine Road. The Applicant will also modify the northbound Chapman Avenue shared left turn and through lane to become two lanes - a dedicated left turn lane to westbound Halpine Road and a dedicated through lane.
 - b. Plans for the mitigation must be approved prior to issuance of the first building permit for the site. Mitigation for all intersections is required to be completed prior to occupancy of any building on the site.
 - c. The Applicant is required to work with Montgomery County to mitigate at the Parklawn Drive and Twinbrook Parkway intersection and is subject to Montgomery County approval. A letter must be submitted to the City from Montgomery County stating their requirements for mitigation. If Montgomery County decides not to mitigate the intersection, the Applicant is required to make a contribution in the amount of the design and construction of the improvement to the City's Transportation Improvement CIP prior to the issuance of the first building permit. The design and construction cost will be based on an estimate provided by the Applicant and agreed to by City staff. If within five (5) years of the Project Plan approval the County decides to improve the intersection, the contribution would be used to help fund it. However, if the County does not use the funds within five (5) years of the Project Plan approval, the City will use the contribution in the Twinbrook Planning Area for transportation improvements.
4. The Applicant shall pay the County's Development Impact Tax, as applicable, subject to allowable credits allowed by Montgomery County, prior to the issuance of the building permit. The Applicant shall submit a receipt of payment to Inspection Services and Traffic and Transportation Division prior to issuance of the building permit.
5. The Applicant and the City must enter into a Trip Reduction Agreement for the development and implementation of a Trip Reduction Plan consistent with the Trip

Reduction Tool prior to the issuance of the first building permit. All fees and costs associated with the Trip Reduction Agreement must be the sole responsibility of the Applicant and may not be credited in whole or in part against the Montgomery County Transportation Development Impact Tax.

6. The Applicant must pay the City's Transportation Improvement Fee as provided in the Comprehensive Transportation Review (CTR). The fee is \$1.50 per square foot of non-residential gross floor area and \$900 per multi-family unit and must be paid prior to the issuance of any building permit for that building.

7. STREETS

a. Chapman Avenue

- i. The Applicant must dedicate 70 foot right-of-way and construct Chapman Avenue extension from its South property line through the Festival Street intersection. Chapman Avenue extended must be constructed in conformance with City standards and specifications.
- ii. The street cross-section for Chapman Avenue shall be in accordance with the Project Plan to include 13-foot travel lanes, 7-foot parking lanes, 7-foot tree lawns (from face of curb) and 8-foot sidewalks. The approval of the roadway cross-sections shall constitute a waiver of any inconsistent requirements of Chapter 21 "Streets and Public Improvements" of the Rockville City Code pursuant to section 21-20 of the Road Code.
- iii. The Applicant shall dedicate right-of-way for a 70-foot wide Chapman Avenue extended north of its intersection with Festival Street as shown on the Project Plan. The timing of such dedication is to be determined by the City and accomplished by a deed of dedication.
- iv. The Applicant must construct Chapman Avenue extended from Halpine Road to the south property line including any access points to adjacent properties.

The Applicant is required to obtain at its own expense, any additional right-of way or easements needed to complete the construction.

b. Festival Street

- i. The Applicant must dedicate a 66 foot wide right-of-way and construct "Festival Street" from Rockville to Chapman Avenue extended. "Festival Street" must be constructed in conformance with City standards and specifications.
- ii. The street cross-section for "Festival Street" shall be in accordance with the Project Plan to include 11-foot travel lanes, 7-foot parking lanes, 7-foot tree lawns (from face of curb) and 8-foot sidewalks. The approval of the roadway cross-sections shall constitute a waiver of any inconsistent requirements of Chapter 21 "Streets and Public Improvements" of the Rockville City Code pursuant to section 21-20 of the Code.

- c. Final road design and alignment for Chapman Avenue extended and "Festival Street" shall be approved at the Site Plan stage. City utilities shall be placed within the right-of-way or within easements as determined by Department of Public Works during detailed engineering.

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- d. Service Driveway - The Applicant shall reserve for future dedication its street, an area parallel to its street frontage along Rockville Pike as shown on the Project Plan.
8. DPW supports the waiver request from Zoning Ordinance 25.21.16.b.9 regarding the rights-of-way delineation specifically:
 - a. The truncation of the right-of-way at the intersection of "Festival Street" and Chapman Avenue (extended) will be defined as the chord that is created by connecting the two points 15 feet back from the artificial extension of the right-of-way lines.
 - b. All right-of-way dedication must be reflected on a Record Plat to be reviewed by staff and approved by the Planning Commission and any other approving agency having an interest in the right-of-way dedication.
9. The Applicant will be required to abandon the area of old Halpine Road right-of-way as reflected on the Project Plan in a manner acceptable to SHA and the City Attorney.
10. No buildings will be permitted to be in the right-of-way at the surface level. Any use of the aerial and/or subterranean rights under or over the rights-of-way of Chapman Avenue extended and/or "Festival Street", if permitted, will be subject to an agreement with the City. Said agreement must be prepared by the Applicant at its expense and approved by the City Attorney prior to recordation of any Record Plat for the project.
11. Submit a phasing plan for pedestrian access, construction access, staging and parking for review and approval of DPW prior to issuance of any building permit. Pedestrian access plan for construction period shall include, but not be limited to, the methods of maintaining pedestrian safety and access on the existing sidewalks, temporary closing of sidewalks for work in the streetscape zone, and pedestrian detours, as well as efforts to minimize closure of sidewalks.