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October 9, 2024

Via Email (pds@rockvillemd.gov)
Mr. Nelson Ortiz
Principal Planner, City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Level 2 Site Plan No. STP2022-00436 for Redevelopment of 1800 and 1818 Chapman Avenue, and a Portion of 1700 Chapman Avenue, City of Rockville (the "Property", as more specifically defined below) – October 2024 Revised Application Cover Letter

Dear Mr. Ortiz:

On behalf of Hines (the "Applicant"), please find enclosed a revised application (the "Site Plan") for a Level 2 Site Plan for the Property, submitted pursuant to Section 25.07.05 of the City of Rockville (the "City") Zoning Ordinance (the "Zoning Ordinance"). Project Plan No. PJT2022-00014 (the "Project Plan") was approved on October 3, 2022 for 1800 and 1818 Chapman Avenue, and a portion of 1700 Chapman Avenue, due to 1700 Chapman Avenue's inclusion in the Planned Development, Twinbrook Commons ("PD-TC").[1] Collectively, the Project Plan and Site Plan are referred to as the "Applications". The Site Plan was originally submitted to the City for review on November 22, 2021, and has received several rounds of Development Review Committee ("DRC") comments, most recently on October 10, 2023. Since that time, aside from addressing the DRC comments, the Applicant, at the request of the Washington Metropolitan Area Transit Authority ("WMATA"), has been working with the City to relocate the proposed stormwater management vault, which had been proposed to be located underneath the bus loop, to an area just north of the Property which was reclassified to "Transit Facilities & Open Space" by the previously approved Project Plan. We understand that WMATA and the City have also been separately discussing future improvements in the "Transit Facilities & Open Space" area, though we note the Applicant is not a party to these discussions and any future improvements in this area would be separately implemented by others outside of this Site Plan process. As a result, this Application cover letter has been updated from that submitted in November 2021, to reference the above-mentioned stormwater management vault design revision.

INTRODUCTION

[1] As documented in the Project Plan materials, 1800 and 1818 Chapman Avenue were only included with the Project Plan due to City Staff's request for ease of review, which the Applicant agreed to despite that under the Zoning Ordinance provisions 1800 and 1818 Chapman would not otherwise require Project Plan approval.

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The Applicant proposes to assemble 1800 and 1818 Chapman Avenue and a portion of 1700 Chapman Avenue owned by WMATA in order to construct an approximately 437-unit multifamily residential project with approximately 5,075 square feet of ground floor retail, as well as a new bus access point into the Twinbrook Metro Station (the "Project"). Currently, Hines is the contract purchaser of the 1800 and 1818 Chapman Avenue parcels (collectively, the "1800 Chapman Assemblage"), comprised of approximately 45,797 net square feet[2] of area (after required right-of-way dedication), identified as Lots 2, 3, 4, 5, and 6, Block 4 of the Halpine subdivision recorded in Plat Book B, Page 28 of the Land Records of Montgomery County, Maryland (the "Land Records"). 1700 Chapman Avenue ("1700 Chapman") is identified as Lot 1, Block B of the Twinbrook Station subdivision on a record plat recorded in the Land Records at Plat No. 23781. While 1700 Chapman is approximately 359,016 square feet in size, the portion of 1700 Chapman included in this Site Plan (the "WMATA Site") is comprised of approximately 51,683 square feet. Collectively, the 1800 Chapman Assemblage and the WMATA Site are referred to as the "Property" that is the subject of this Site Plan application.

PROPERTY DESCRIPTION

The WMATA Site is zoned PD-TC, while the 1800 Chapman Assemblage is zoned Mixed-Use Transit District ("MXTD"), all of which is located within the boundaries of the 2016 Rockville Pike Neighborhood Plan (the "Rockville Pike Plan") in the area identified as the South Pike. The Rockville Pike Plan designates the 1800 Chapman Assemblage for core (transit-oriented) land uses. *p. 4-22*. The Plan notes that the "core is where the highest density should be encouraged, by 1) allowing the tallest building heights in the Plan Area and 2) requiring that the majority of building facades be located at the sidewalk." *p. 4-24*. The WMATA Site is also located within the boundaries of the South Pike of the Rockville Pike Plan and, as noted, is zoned PD-TC. Pursuant to Section 25.14.30(a) of the Zoning Ordinance, the "PD-TC Zone is regulated in accordance with the preliminary development plan approved by the Mayor and Council by Resolution No. 9-05 on April 4, 2005, as may be amended". On April 4, 2005, the Mayor and Council approved Preliminary Development Plan No. PDP2004-00009 for a 26.49-acre site (including 1700 Chapman) (the "PDP"). The PDP previously approved a 6-9 level structured parking garage on the WMATA Site. As noted, the Project Plan was approved by the City of Rockville on October 3, 2022, in order to amend the PDP "to allow a portion of a mixed-use building, a relocated bus loop and reclassification of a portion of the site to 'Transit Facilities and Open Space'" on the WMATA Site.

The 1800 Chapman Assemblage is currently improved with two single-story buildings – one that is vacant and the other an auto body shop – comprised of approximately 20,000 square feet and surface parking. The WMATA Site is improved with a stormwater management pond. Immediately north of the Property is the Twinbrook Metro Station, and immediately east of the Property are the Metro tracks and CSX/MARC rail line. The property to the west across Chapman Avenue is developed with the six-story Galvan at Twinbrook, which includes multi-family

[2] This is a net square footage figure, after approximately 3,381 square feet of right-of-way dedication along Chapman Avenue.

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residential dwellings above ground-floor retail, a grocery store, and restaurant uses. South of the Property, across Thompson Avenue, is the six-story Escher project, which also contains multi-family residential dwellings above ground-floor retail. Notably, there are no single-family detached residential units anywhere in the vicinity of the Property, as directly across the Metro and CSX/MARC tracks is the east side of the Twinbrook Metro Station and a four-story office building just south of that located on Parklawn Drive.

As a result, the proposed building height for the Project – maximum building height of 120 feet – is appropriate for the proximity of the Project directly adjacent to the Twinbrook Metro Station, less than 300 feet from the pedestrian entrance on the west side of the station. Located closer to the Twinbrook Metro Station's west side than any recent redevelopment project in the area, the Property is ideally situated for the proposed transit-oriented, mixed-use Project. It will further enliven and activate this growing area near the Twinbrook Metro Station with a variety of uses, and a vastly improved public and pedestrian experience for anyone traveling to and from Metro. Further, the relocated bus loop, along the east side of the WMATA Site, adjacent to the Metro and CSX/MARC tracks, will pull this use away from the western entrance into the Metro Station, instead allowing for future implementation by WMATA of an approximately one-acre urban plaza in its place.

PROJECT DESCRIPTION

The Applicant proposes to unify the currently disparate pieces of the 1800 Chapman Assemblage and the WMATA Site – a single-story vacant building, an auto body shop, and a stormwater management pond – into an activated, mixed-use project that makes the highest and best use of this site directly adjacent to the Twinbrook Metro Station. As such, the site has direct connection to transit (Metro and bus), vehicular, and pedestrian access connecting the Property to the rest of the region.

Notably, the Project proposes a new access point into the bus facilities at Twinbrook Metro Station in anticipation of a possible future reconfiguration of the bus loop. This one-way, bus-only loop would be accessed from Thompson Avenue where buses would proceed into the Twinbrook Metro Station and then exit onto Chapman Avenue. In order to accommodate this, the Applicant will be replacing the existing stormwater management pond on the WMATA Site with an underground vault located in the area shown as "Transit Facilities & Open Space" on the Project Plan. This proposal, coordinated closely with WMATA, will vastly improve the functioning of the Twinbrook Metro Station as a whole, and the bus access point in particular, while accommodating a variety of needs and uses on the site in a creative, cooperative manner.

The Project then proposes a building with a maximum height of 120 feet, comprised of approximately 5,075 square feet of ground-floor retail, approximately 437 multi-family dwelling units (including 15% moderately priced dwelling units or "MPDUs"), and approximately 437 parking spaces. The Project Plan approved a parking reduction of 28% pursuant to Section 25.16.03.h.1 of the Zoning Ordinance, reducing the parking requirement from 600 spaces to 437 spaces.

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

The Project proposes one below-grade level of parking, and two levels of parking above-grade. On the first floor along with parking will be located retail, the residential lobby, and a fitness center for residents. Multi-family residential units will be located on floors three through ten, in addition to several ground floor walk-up units along the north side of the building. A large courtyard, approximately 20,000 square feet, will also be located on the third floor, central to the Project with southern exposure. Amenities including a lounge, work areas, and club room will be located in the building adjacent to the courtyard, and the courtyard itself will have a pool, cabanas, lounge seating, outdoor kitchen and grilling areas, entertainment lawn, and firepits.

The proposed building will involve the construction of a concrete podium of three levels above the average grade plane and eight stories of metal load-bearing stud with composite floor system above. Residential amenity space, the main residential lobby, and retail space will be provided along the Chapman Avenue frontage of the Property, and are intended to activate the street and enhance the pedestrian experience. The remainder of the ground floor and the second floor is parking that will be screened from view with ground floor walk-up units along the north side of the building and either a perforated metal or metal mesh system (or similar) along the east side of the building. The metal garage screen system provides the opportunity to host a large graphic, abstract images, or public art. The scale of the screens and visibility from the both the Twinbrook Metro Station and the Metro tracks will provide the opportunity to create a unique visual landmark for both the development and the City of Rockville.

The Project proposes a minimum of 15% public open space. The northwest side of the Project is envisioned as a main threshold and important connection for commuters from the Twinbrook Metro Station. A green corridor will welcome pedestrians with enhanced paving, lighting, seating, and bio-retention planters, and wayfinding is proposed to provide a safe and unique connector from Chapman Avenue to the station. The space will also integrate artful representation of water that weaves throughout the space, revealing stormwater conveyance and treatment on site and connecting the public to understanding the larger watershed. On the corner, a focal point entry plaza with integrated seating and planters will provide a place for pedestrians to gather and a threshold for the building. Lighting, enhanced planting, and bike racks conveniently located will improve the overall experience.

The Chapman Avenue streetscape will then be improved with hardscape, lighting, street trees, landscaping, and benches for placemaking, with a minimum 10-foot-wide sidewalk. The Thompson Avenue frontage will also be improved with hardscape, street trees, and landscaping (including a 10-foot-wide sidewalk), and, in totality, this will vastly improve the pedestrian experience as one travels to and from the Twinbrook Metro Station along the site's frontage.

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Along Chapman Avenue, the bicycle lane contemplated by the 2017 Bikeway Master Plan that has already been implemented to the south will be continued along the site's frontage on Chapman Avenue.

REQUIREMENTS FOR LEVEL 2 SITE PLAN APPROVAL

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

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

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

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

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

(i) The Project will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

As noted, current uses on the Property are an aging and currently vacant one-story brick building and an auto body shop, along with a stormwater management pond. These are certainly not the highest and best uses for the site given its immediate adjacency to the Twinbrook Metro Station, and they do not provide any benefit to the public. As such, the Project will actually be a positive benefit to the public welfare and to property and improvements in the neighborhood. The Project will significantly improve the streetscape and landscape along Chapman Avenue and Thompson Avenue, as well as provide a new bus access point into the Twinbrook Metro Station. The Project will also vastly improve the current functioning of the Property from an environmental perspective, by complying with the City's green building and forest conservation standards, enhancing the experience of area residents, workers, and visitors of the Project, as well as complying with the City's stormwater management requirements. In terms of the Project's uses and scale, they are compatible with very similar uses and scale to the west (Galvan at Twinbrook) and south (Escher), and are buffered from uses to the east (which are also essentially multi-family residential and commercial uses) by the Metro tracks and CSX/MARC rail line, and to the north by the Twinbrook Metro Station itself. The Project will seamlessly fit into the surrounding area and provide a benefit to nearby residents and employees as well as visitors to the area.

(ii) The Project will not Constitute a violation of any provision of this Chapter or other applicable law.

The Project satisfies the requirements of the Zoning Ordinance.

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While the 1800 Chapman Assemblage is zoned MXTD, MXTD is also the designated equivalent zone for PD-TC and thus applies to the WMATA Site as well. The MXTD Zone permits all of the uses proposed as part of the Site Plan. Furthermore, as shown in the chart below, the Project satisfies the development standards for the MXTD Zone as detailed in Sections 25.13.05.b.1 and 25.13.05.b.2 of the Zoning Ordinance:

Development Standard	**Required/Permitted**	**Proposed**
Maximum height (in feet)	120 feet	120 feet
Minimum open area required (percent of project area)	15%	15%
Minimum public use space required within open area (percent of project area)	15%	15%
Minimum width at front lot line (in feet)	10 feet	316 feet (Chapman Avenue) 210 feet (Thompson Avenue)
Setbacks abutting public right-of-way	None	0 feet
Side setback abutting residential land	25 feet or height of building, whichever is greater	N/A
Side setback abutting non-residential land	None, 10 feet minimum if provided	0 feet
Rear setback abutting residential land	25 feet or height of building, whichever is greater	N/A
Rear setback abutting non-residential land	None, 10 feet minimum if provided	0 feet

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

Section 25.13.05.b.2.a.i addresses building height in the MXTD Zone, and provides "[b]uilding facades should have a range of heights of between 45 feet and 65 feet at the street. Additional height up to 120 feet at the street may be allowed where recommended by the Plan or where approved by the Mayor and Council as part of a Project Plan under Section 25.07.07. Building facades that exceed 250 feet in length should vary the façade height by at least ten feet (10') for some distance along the length of the facade in order to avoid a monotonous, monolithic appearance." The Project's frontage along Thompson Avenue does not exceed 250 feet, but its

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frontage along Chapman Avenue does. There will be a series of setbacks and steps within the facade of the building perimeter along Chapman Avenue in order to break down the scale of the building. An approximately 20-foot wide portion of the building steps back at the main residential entry and provides a transition between exterior material palettes and roof heights to establish two different and distinct expressions to further enhance the pedestrian experience, visual interest, and appeal. This transition breaks the two different types of facades into lengths of approximately 173 feet and 85 feet. The 173-foot long façade has a material change and series of steps at the top two stories, and the 85-foot long façade has a dynamic angled parapet wall at the roofline, providing variation in the façade height along Chapman Avenue.

Section 25.13.05.b.2.e in turn establishes layback slope requirements. However, these do not apply, per (vii) to any area within the Rockville Pike Core Area (the 1800 Chapman Assemblage lies within the Core area). While the WMATA Site does not lie within the Core area, as it is labeled as Twinbrook Station Planned Development rather than Core in the relevant portion of the Rockville Pike Plan, because there is no property nearby the WMATA Site that is located "in any residential zone where single unit detached, semi-detached, attached, or townhouse development exists or such development is recommended in the Plan," the layback slope requirement is inapplicable to the WMATA Site as well.

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

<u>Section 25.13.05.c – Other Standards and Requirements for New Development or Redevelopment</u>

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

While the Project does not include office space, it does include approximately 5,075 square feet of ground-floor retail. The Applicant desires that this space be continually used as retail, in order to provide a mix of uses, activate the Project and the street frontages, and serve users of the Twinbrook Metro Station. The design of the retail shell space would not preclude future conversion to residential units, if desired by the Applicant.

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

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

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

The Project proposes separate entrances for the non-residential and residential uses, and there is no access from the non-residential (retail) uses into the residential areas of the building.

(4) *Moderately Priced Dwelling Unit Ordinance Compliance - Any development that includes residential units must comply with the Moderately Priced Dwelling Unit requirements of Chapter 13.5 of the Code.*

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

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

The northwest side of the Project is envisioned as a main threshold and important connection for commuters from the Twinbrook Metro Station.

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

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

Section 25.13.06 – Additional Design Guidelines

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

(b) *Aesthetic and Visual Characteristics for All Zones*

(1) *Facades and Exterior Walls Including Sides and Backs*

Variations in architectural articulation (i.e., steps and setbacks), fenestration, and exterior materials will provide visual interest. Balconies, both recessed and projecting, also contribute to visual

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interest and help break down the scale of the building. A feature architectural element is proposed at the corner of Bouic and Chapman Avenues, which is the most prominent corner of the Project, and serves as a gateway or marker for the Twinbrook Metro Station and surrounding neighborhood. The metal-clad form is "lifted" above the glazed double-height residential lobby and focal entry plaza to provide visual as well as physical access between the Metro Station and Chapman Avenue.

(2) Roofs

The feature architectural element at the northwest corner of the site has a dynamic angled parapet wall at the roofline, providing variation in the façade height and increasing visual interest. Along the other street-facing facades, the exterior wall has a material change and a series of steps at the top two stories to give the appearance of varied rooflines. At the third floor, there is an approximately 8-foot setback for a portion of the east side of the building that faces the Metro tracks and CSX/MARC rail line, and an approximately 78-foot wide break in the exterior facade along the south side of the building above the existing one-story building that will remain and is not part of the Project. Both of these areas will host green roofs and either unit or amenity terraces.

(3) Materials and Color

The building will have three distinct façade types to both reduce the scale of the building and increase visual interest: the feature architecture element at the northwest corner, the street-facing facades, and the courtyard-facing facades. Each façade type will have a different percentage of glazed openings, masonry veneer, metal panel, and fiber cementitious panel. Aluminum windows will be used for the majority of glazed openings and aluminum storefront, and/or window wall systems will be used at residential amenity and retail areas and at architectural feature elements and building corners. The color palette will include a variety of neutral tones (i.e., whites, blacks, and grays) with a bold accent color.

(4) Items Not Allowed Facing a Public Street

This Section provides that window and wall air conditioners, electric utility meters, air conditioning compressors, and irrigation and pool pumps are not permitted on a side facing a public street. The Project complies with this prohibition, as none of these features are included on the Chapman Avenue and Thompson Avenue facades.

(5) Entryways

There are four types of building entries: main residential lobby, parking garage entry (pedestrians), retail, and ground floor walk-up units. The main residential lobby entry is located on Chapman Avenue and will have a canopy, architectural lighting, and building signage. The parking garage entry (pedestrian) is located adjacent to the retail and residential amenity spaces and will be signed for easy identification. Entrances to retail uses along Chapman Avenue will be accessible through tenant-designed, unique storefronts. The entries for the ground floor walk-up units located along

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the north side of the building will have individual stairs and stoops, address signage, and decorative wall sconce light fixtures.

(6) Screening of Mechanical Equipment

A metal mechanical equipment screen system will be used to hide large rooftop mechanical equipment that would otherwise be visible to pedestrian view.

(c) Site Design and Relationship to Surrounding Community

(1) Vehicular Access

The Project Plan proposed a new access point into the bus facilities at Twinbrook Metro Station in anticipation of a possible future reconfiguration of the bus loop. Vehicular access into the Project will be near the southeast corner of the Project from Thompson Avenue. Adjacent and to the west of the garage entrance will be the loading area.

(2) Buffers

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

(3) Outdoor Sales and Storage

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

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

Trash recycling and grease collection are proposed to be located within the interior loading area of the building, off of Thompson Avenue.

(5) Parking Lots and Structures

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

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(6) Pedestrian and Bicycle Flows

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

(7) Central Features and Community Spaces

The northwest side of the Project is envisioned as a main threshold and important connection for commuters from the Twinbrook Metro Station. A green corridor will welcome pedestrians with enhanced paving, lighting, seating, and bio-retention planters, and wayfinding is proposed to provide a safe and unique connector to from Chapman Avenue to the station. The space will also integrate artful representation of water that weaves throughout the space, revealing stormwater conveyance and treatment on site and connecting the public to understanding the larger watershed. On the corner, a focal point entry plaza with integrated seating and planters will provide a place for pedestrians to gather and a threshold for the building. Lighting, enhanced planting, and bike racks conveniently located will improve the overall experience.

(8) Delivery and Loading Spaces, Hours of Operation

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

(9) Ancillary Uses

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

(10) Noise Abatement

An acoustical consultant has been engaged by the Applicant, and will provide a noise mitigation plan to show compliance with applicable City noise regulations.

(11) Outdoor Lighting

The Lighting Plan included with this Application demonstrates compliance with this requirement.

(12) Landscaping

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The Landscape Plan included with this Application demonstrates compliance with this requirement.

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

The Project will satisfy the "Special Design Regulations" for the MXTD zone established in Section 25.13.07.a of the Zoning Ordinance as follows:

> *(1) Building Location – In order to meet the intent of the Master Plan, buildings in the MXTD Zone should be located at the front property line(s), including corner lots, or the build-to line where established by the Plan. Access to the rear, if required, should be via alleys. If access is required from the front, the driveway entry should be a portal penetrating the façade of the building. The continuity of the building façade must be maintained above the drive entry.*

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

> *(2) Uses by Floor – The ground floor must contain retail or public-related service uses along those streets designated in the Master Plan as major pedestrian spines. Ground floor retail is the preferred use along other streets, but is not required. The ground floor should normally have a ceiling height of at least 15 feet. At the time of site plan review or Project Plan review, the Approving Authority may consider a lower ceiling height if appropriate in the particular circumstance. The upper floors may be additional retail, office, residential, or a combination of uses. If the building contains only residential units, the ground floor may consist of residential units, but should be designed to facilitate conversion to retail or other commercial uses.*

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

> *(3) Facade – The façade design must be consistent with the standards set forth in subsection 25.13.05.b.2(a). Where the façade height exceeds 35 feet, the façade should include an expression line above the first floor level and a defined cornice line at the top of the façade wall.*

As discussed above, Section 25.13.05.b.2.a.i addresses building height in the MXTD Zone, and provides "[b]uilding facades should have a range of heights of between 45 feet and 65 feet at the

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

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

Fenestration of the stories above the ground floor will be mostly individually framed windows with limited areas of aluminum storefront and/or window wall systems at architectural feature elements and building corners.

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

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

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

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Under the provisions of Section 25.16.03 of the Zoning Ordinance, a maximum of 534 parking spaces are permitted to be provided in the Project. The Project proposes to construct 437 total parking spaces, with all of the parking spaces provided in the Project's garage (comprised of one level of underground parking and two levels of fully-screened structured parking). As noted, the Project Plan approved a reduction to permit 28% fewer parking spaces than would otherwise be required, reducing the parking requirement from 600 spaces to 437 spaces.

The Project satisfies other applicable City laws.

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

Article 18 of the Zoning Ordinance addresses signage. The Site Plan materials reflect the conceptual, illustrative signage proposed for the Project. However, the specific manner in which the Project will demonstrate compliance with the signage provisions applicable to the MXTD Zone will be demonstrated at the time that the Applicant seeks approval of sign plans and/or sign permits, as applicable.

Article 20 of the Zoning Ordinance addresses adequate public facilities. The Project Plan thoroughly addresses this and demonstrates how public facilities are adequate to serve the Project.

(e) <u>The Project will not be incompatible with the surrounding uses or properties</u>.

The Project will not be incompatible with the surrounding uses or properties. The Property is essentially surrounded by uses at intensities very similar to that proposed by the Project, and overall the Property is located in an active commercial area, which the Project will be very compatible with. Immediately north of the Property is the Twinbrook Metro Station, and immediately east of the Property are the Metro tracks and CSX/MARC rail line. The property to the west across Chapman Avenue is developed with the six-story Galvan at Twinbrook, which includes multi-family residential dwellings above ground-floor retail, a grocery store, and restaurant uses. South of the Property, across Thompson Avenue, is the six-story Escher project, which also contains multi-family residential dwellings above ground-floor retail. Notably, there are no single-family detached residential units anywhere in the vicinity of the Property, as directly across the Metro and CSX/MARC tracks from the Property is the east side of the Twinbrook Metro Station and a four-story office building just south of that located on Parklawn Drive.

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CONCLUSION

The Project meets the purposes and standards of the MXTD Zone, and fulfills the Level 2 Site Plan findings established in Section 25.07.01.a.3.b of the Zoning Ordinance. This Project provides an opportunity to transform the 1800 Chapman Assemblage and the WMATA Site – whose current uses are an aging and currently vacant one-story brick building, an auto body shop, and a stormwater management pond – into a mixed-use development with vastly improved streetscape, landscape, and public use space, significantly improving the pedestrian experience to and from the Twinbrook Metro Station and enlivening the area.

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

Sincerely,

Wire Gill LLP

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