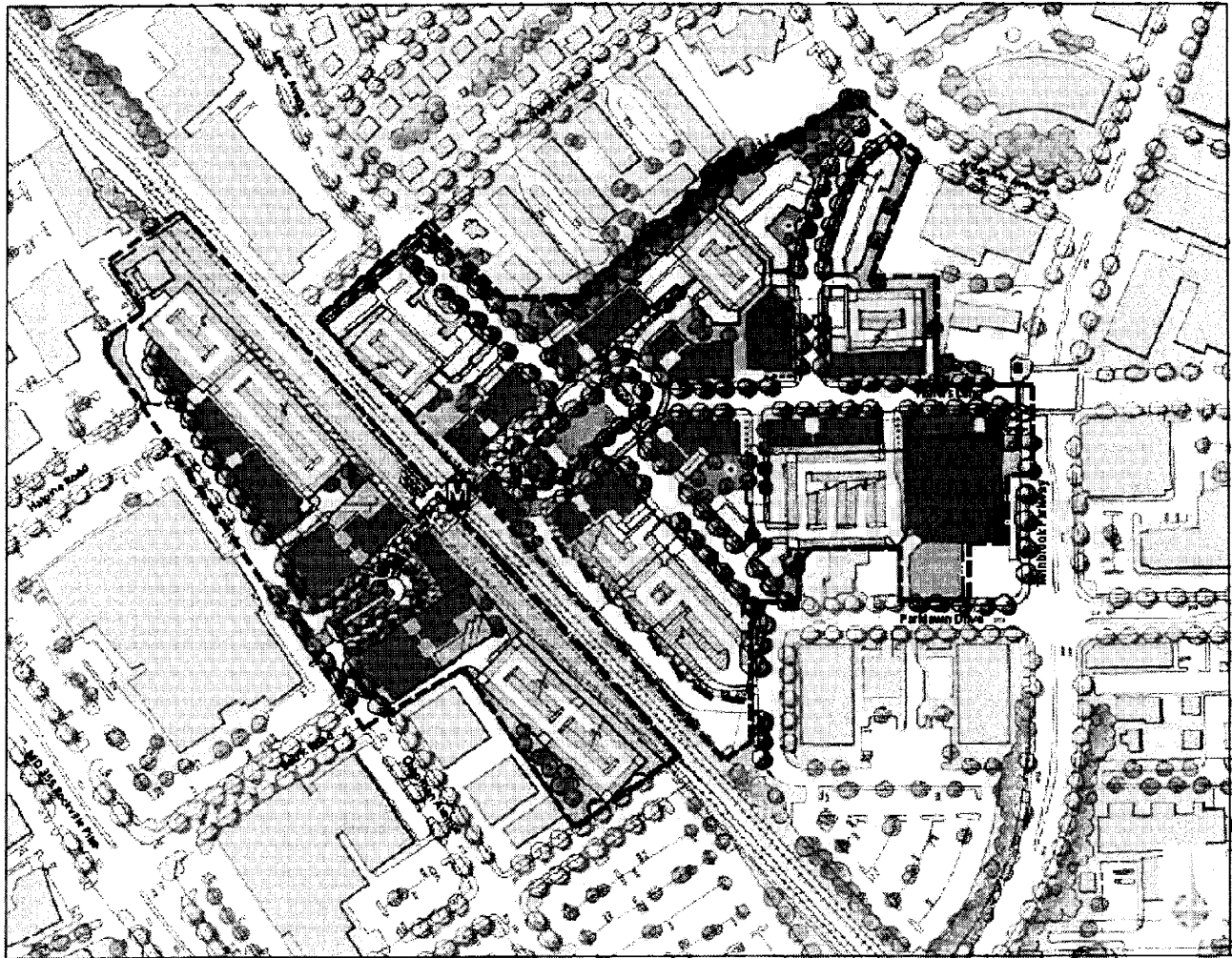


**PROJECT DESCRIPTION:** Proposal

The proposal for the Phase I site plan recommends approval of 440 multi-family dwelling units, of which 55 will be Moderately Priced Dwelling Units (MPDUs) and approximately 61,000 square feet of retail. The total site envisions a multi-phase development that includes a mix of residential, commercial retail and office. The entire 16.51-acre site is situated around the Twinbrook Metro Station and WMATA surface parking facility. The boundary of the Phase I site plan contains 7.85 acres and is the eastern portion of the property adjacent to Twinbrook Parkway and Parklawn Drive.



Site Design

The development program consists of a larger first floor retail and 7-story residential component above at the southeastern intersection of the proposed Fishers Lane and Twinbrook Parkway. The retail component is located at the ground floor throughout the site primarily on Fishers Lane, with a portion wrapping around on the Twinbrook Parkway right-of-way. The future 7-level WMATA parking garage is located west of the residential building and has primary vehicular access off of Parklawn Drive. The 7-story residential building on the north side of Fishers Lane spans over Private Street 'A' and the ground floor retail. The eastern wing of this building abuts

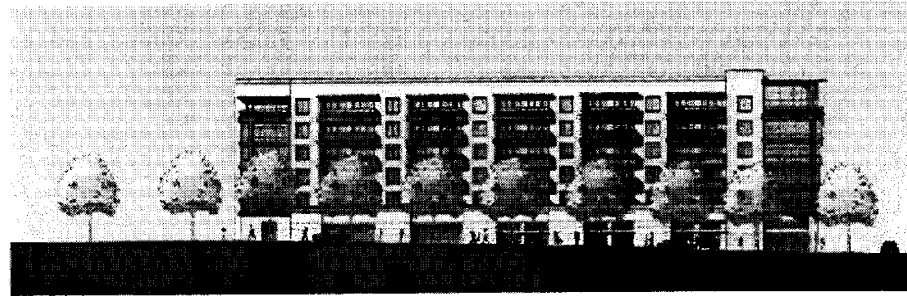
the private 7-level parking garage, situated to accommodate vehicles for the northern segments of residential development. The buildings step down to 4-stories on the north side of the private parking garage.



Street A Elevation



Fishers Lane Elevation



Twinbrook Parkway Elevation

### Vehicular Access

Proposed vehicular access consists of an extension of Fishers Lane from Twinbrook Parkway west toward the WMATA surface parking facility. This extension will terminate approximately 120 feet west of the intersection with proposed Street A, connecting to Ardennes Avenue. Both access points into the site are private streets, however, Fishers Lane is designed to public road standards, consisting of 40 feet of pavement and parking on both sides of the travel lanes to match the improvements on Fishers Lane on the east side of Twinbrook Parkway. Vehicular access to the parking garage is located on the north side of Parklawn Drive adjacent to a loading bay to the residential and retail building at the intersection.

The entrance to the surface parking lot will be relocated at the northern intersection of Wicomico Avenue and Parklawn Drive. During the Phase I construction, the surface parking facility will be reconfigured to accommodate the proposed residential and retail buildings. The phasing of

the surface parking lot and structured garage will provide for sufficient parking and access to the Metro while the future development of the property proceeds.

#### Pedestrian Access

Pedestrian access consists of an integrated streetscape along both sides of Fishers Lane, Street A and the west side of Twinbrook Parkway. The streetscape elements incorporate brick-paved walkways, street trees, benches and lighting to activate the streets. Fishers Lane has been designed with 20-foot-wide brick-paved walkways, including the street trees, with parking on both sides of the street. The ground floor retail will promote pedestrian circulation from Twinbrook Parkway to the surface parking facility. Pedestrian circulation will continue with future phases and will consist of additional residential, commercial office and retail. The ultimate destination for the pedestrians will be direct access to the village green area and Metro station.

Street A provides a transition from Ardennes Avenue, which serves the lower density residential buildings to the north with primarily residential uses. Sidewalks for the 4-story residential buildings will include nine-foot-wide brick-paved walkways. The walkway varies in width from nine feet to over twenty feet due to the design of the building. The sidewalk widens to the same 20-foot-wide brick-paved sidewalks provided on Fishers Lane for consistency and a marker for the retail component along the street. A temporary sidewalk will be installed that borders the reconfigured surface parking lot on the west side of the WMATA parking garage from Fishers Lane to the new entry off of Parklawn Drive.

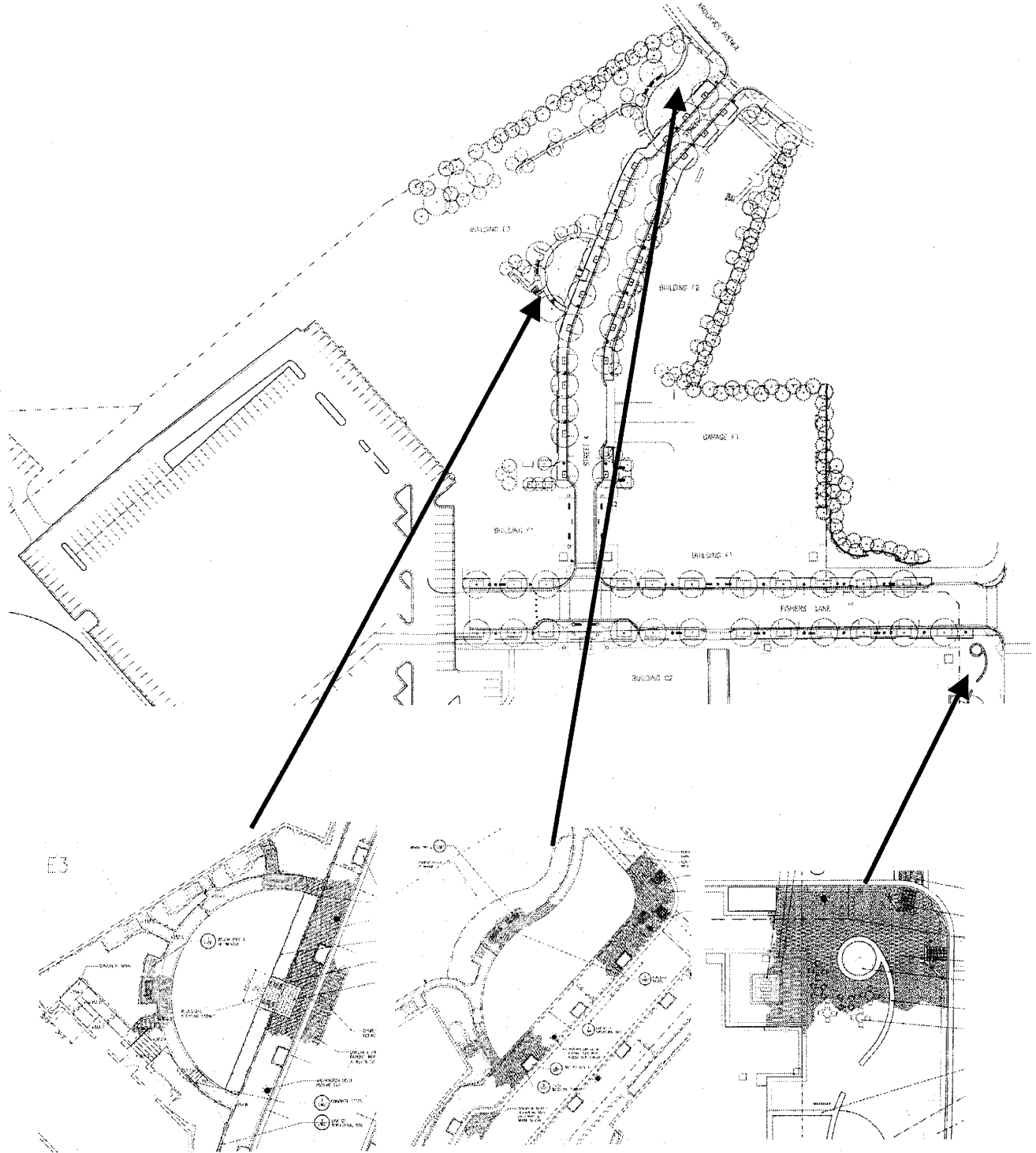
#### Recreation

Recreation is provided in the form of an indoor exercise room and community space, picnic areas, plaza areas and courtyards, a playroom for tots as well as an overall pedestrian system that incorporates both the residential and retail components. The TS-R Zone requires the applicant to provide 25 percent of the net area be devoted to active and recreation purposes. This percentage is required in addition to the ten percent requirement for public use space. Ten percent of the recreation requirement is provided within the proposed residential buildings. The applicant is providing 25 percent of the net area toward their recreational purposes.

#### Landscaping and Lighting

The linear park between the 4-story residential building and the adjacent townhouses contains additional evergreen trees along with the preservation of the existing trees. Additional evergreen screening is proposed in the rear of the residential building and the private parking garage on the east side of Street A adjacent to the Exxon. Other amenities are proposed throughout the site to complement the buildings and retail space. A fountain at the intersection of Twinbrook Parkway and Fishers Lane is located outside the right-of-way and functions as a water element and seating area. The fountain and seating serves as an entry feature to the redeveloped site, however, approval from the Department of Public Works and Transportation is needed for non-standard elements within the public right-of-way. An entry wall is also proposed at the northern intersection of Fishers Lane and Twinbrook Parkway to screen the Exxon parking lot and provide an entry feature to the site. A green screen is proposed on the sides of the parking garages to visually enhance the facilities and soften the hard edge.

Lighting consists of the standard Washington Globe, which is an acorn-shaped fixture mounted on a 12-foot decorative pole and base. Lighting on the garage will include 12-foot tall, including the mounting base with full cut-off fixtures on aluminum or metal poles. Shields and deflectors have been placed on the appropriate fixtures to negate any spillover.



### Streetscape

The streetscape consists of shade trees within tree pits approximately 28 feet on-center along Fishers Lane and 32 feet on-center along Street A. The tree pits on Fishers Lane are 7 feet by 14 feet, whereas the tree pits on Street A are smaller at 4 feet by 6 feet. Each panel includes groundcover planting within the panel. Approximately ten feet beyond the face of the curb includes a structural soil component to supplement soil conditions for the survival of the trees along the street. Structural soil is typically required in an urban setting that involves more pedestrian circulation and impacts that can affect the integrity of the trees.



### Open Space

The plan proposes 0.79 acres of public use space, or 10 percent of the net tract area, in front of the residential and commercial retail uses. The public use space, which includes the proposed streetscape, will activate the sidewalks along the retail frontage along Fishers Lane and the residential frontage along Street A. An additional 1.96 acres or 25 percent of open space is provided along the northwestern boundary and the eastern boundary where the proposed residential buildings back to adjacent land uses. This open space will include existing and proposed landscaping to buffer the existing 3-story townhouses to the north and west and the 1-story industrial building to the east.

Stormwater management was conceptually approved on April 24, 2004 and consists of on-site channel protection measures via underground storage and on-site water quality control via stormfilters. On-site recharge is not required since this project is a redevelopment project.

### Future Phases

The vision for the Twinbrook Metro Area called for a mixed-use transit oriented village center containing a mix of residential, office and retail uses as well as common open areas. The mix of uses and architectural elements in concert with alternate modes of pedestrian and vehicular transportation encourages a public realm in a lively urban setting. Phase I initiates the setting for the activation of the public realm with Fishers Lane lined with retail on the ground floor and residential above. This combination of uses will enliven the street frontage and direct patrons and residents to the village green near the Metro Station. Future Phases will continue the retail frontage with a mix of office, retail and public parking in the urban center. The plan envisions a transition from the adjacent neighborhood in terms of height, scale, architectural setting and use to a higher density commercial, retail and residential community near the active street edge and metro station.



**PROJECT DESCRIPTION:** Prior Approvals

Zoning/Development Plan

The subject property was rezoned from the R-90/I-4 Zones to the TS-R Zone by Local Map Amendment G-810 and approved by Resolution No. 15-465 on January 13, 2004 [Appendix A].

The Development Plan for the reclassification was approved with the following binding elements:

1. The maximum number of residential units shall be limited to 1,114 dwelling units.
2. The minimum percentage of residential units to be devoted to Moderately Priced Dwelling Units shall be 12.5% of the 990 market-rate units, i.e. 124 MPDUs.
3. The maximum amount of floor area to be devoted to residential units shall be 1,326,721 square feet.
4. The maximum amount of floor area to be devoted to retail shall be 140,000 square feet.
5. The maximum building height shall be 14 stories.
6. The minimum number of parking spaces shall be 2,624.
7. The maximum density shall not exceed 1.90 FAR.
8. The maximum number of non-MPDU residential units per acre shall not exceed 60/ac.
9. The maximum total number of residential units per acre shall not exceed 67.5/ac.
10. The minimum public use space is 10%.
11. The minimum active and passive recreational space is 25%.
12. The applicant shall enter into a site plan enforcement agreement providing for perpetual maintenance of open space areas and other areas used for recreational, common or quasi-public purposes, and a commitment to comply with all requirements of the Alternate Review Procedures for Metro Station Policy Areas.

Preliminary Plan

The Preliminary Plan of subdivision (#1-04054) was approved on May 25, 2004 for 1 lot on 16.61 acres of land in the TS-R Zone. The approval was limited to 1,114 dwelling units (690 high rise and 424 garden apartments) and 140,000 square feet of retail.