



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**9/25/03**  
**Item #1**

**MEMORANDUM – LOCAL MAP AMENDMENT**

**DATE:** September 19, 2003  
**TO:** Montgomery County Planning Board  
**VIA:** John Carter, Chief, Community-Based Planning *JAC*  
**FROM:** Bill Landfair, AICP, for the Department of Park and Planning *WEL*

**SUBJECT:** **Local Map Amendment No. G-810:** Twinbrook Commons, LLC and Washington Metropolitan Area Transit Authority – reclassification of 16.51 acres of land from the R-90 and I-4 Zones to the TS-R Zone – adjacent to the Twinbrook Metro Station and bounded by Twinbrook Parkway, Parklawn Drive, Fisher's Lane, the CSX rail line, Halpine Road, and Ardennes Avenue – North Bethesda - Garrett Park Master Plan

**FILING DATE:** June 12, 2003  
**PUBLIC HEARING:** October June 11, 12 and 13, 2003

---

**RECOMMENDATION**

Staff recommends **APPROVAL** of Local Map Amendment No. G-810 and the accompanying development plan for the following reasons:

1. The reclassification to the TS-R Zone is in conformance with the recommendations of the 1992 North Bethesda - Garrett Park Master Plan.
2. The reclassification satisfies the purposes and requirements of the TS-R Zone.
3. The development plan will be compatible with adjacent development.

## **SUMMARY**

The applicants, Twinbrook Commons, LLC and Washington Metropolitan Area Transit Authority, are seeking reclassification of 16.32 acres of land located adjacent to the Twinbrook Metro Station and bounded by Twinbrook Parkway, Parklawn Drive, Fisher's Lane, the CSX rail line, Halpine Road, and Ardennes Avenue.

The applicant's intend to develop the subject property with approximately 1.36 million square feet of development at a 1.9 FAR. It will be comprised of 140,000 square feet of retail uses and 1,226,721 square feet of residential development providing a total of 1,114 dwelling units, including 990 market rate units and 124 Moderately Priced Dwelling Units (MPDU's). The development plan also depicts streets, sidewalks, right-of-way, urban open spaces, and recreation areas.

Staff finds the application in conformance with the recommendations of the 1992 North Bethesda - Garrett Park Master Plan. The Master Plan specifically recommends the subject property for the TS-R Zone. The development plan will implement the land use, zoning, and urban design goals of the Master Plan. These include establishing a mixed-use, transit and pedestrian oriented neighborhood; increasing the supply and diversity of housing in the area; providing compatibility with the neighboring uses by varying building height and preserving buffer areas, and providing a pedestrian and vehicular pattern that connects the adjacent area to the Metro Station.

The application will utilize the Alternative Review Procedures for Metro Station Policy Areas. As such, it will be subject to the goal of reducing total trip generation potential for the development by 50 percent. The potential for vehicle trip reductions is significant given the proximity of the Metro Station, which provides alternative modes of travel and the synergy of mix uses proposed for the site. As a condition of the adequate public facilities test at preliminary plan, the applicants will be required to enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation to meet the trip reduction goal.

The applicants presented the application to the Twinbrook Citizens Association in July 2003. Also in attendance was City of Rockville officials and planning staff. Issues discussed included the possible annexation of the subject property by the city as well as citizen concerns regarding compatibility, storm water management, sewer capacity, school impact, traffic and parking.

## **BACKGROUND**

### **A. Description of Property**

The subject property is known as the Twinbrook Metro Property, Blocks A, 8, 9 and 24, Parcels A & B, Part of Parcel A, Part of Lots 3-8, Lot 13 and a portion of Lot 14, Spring Lake Park Subdivision. The property is located immediately adjacent to the Twinbrook Metro Station and bounded by Twinbrook Parkway, Parklawn Drive, Fisher's Lane, the

CSX rail line, Halpine Road, and Ardennes Avenue. The irregularly shaped property is comprised of 16.32 acres. Most of the property is zoned R-90, except for approximately 18,750 square feet which is zoned I-4 as a result of an apparent mapping error that occurred when Sectional Map Amendment G-706 rezoned the entire property to R-90. The property is improved with WMATA facilities including surface parking lots, Kiss and Ride spaces, and bus-bays. Green space is limited and consists primarily of landscaping along the perimeter of the site, entrance roads, and planting islands. The topography reflects a gentle slope in grade toward Ardennes Road

## **B. Surrounding Area**

In a floating zone application, the evaluation of the zoning issues requires delineation of the surrounding area. Staff defines this area as generally bounded on the north by single-family homes located along Halpine Road within the city limits of Rockville; on the east by office buildings located on Halpine Place, the Health and Human Services (HHS) headquarters, and commercial properties on Wilkins Avenue; on the south by commercial properties located along Kraft Drive, Rollins Avenue, and Twinbrook Parkway; and on the west by commercial properties located along Rockville Pike (MD 355) within the City of Rockville. This area encompasses all of the Twinbrook Sector Plan area described in the North Bethesda – Garrett Park Master Plan and is within walking distance of the Twinbrook Metro Station.

The land use and zoning pattern reflects a mix of uses located within three distinctly different areas. To the north, the subject property fronts on the city limits of Rockville. Along this edge is a residential area comprised of single-family homes and townhouses. The three-story townhouses are located adjacent to the property with the single-family homes further to the north along Halpine Road. The area to the east and south of the subject property includes a mix of office, laboratory and light industrial buildings located within the I-1, I-4, C-O, and O-M Zones. Buildings generally range in height from one to eight stories. The dominant building in this area is the HHS headquarters located on Fisher's Lane. The area to the west of the subject property, across the CSX rail line, is zoned RPC under the City of Rockville zoning code. The land uses include a hotel, office buildings, retail, and automobile repair facilities. Buildings range in height from one to eight stories.

## **C. Intended Use and Approval Procedures**

As shown on the attached development plan, the applicants intend to develop the subject property with approximately 1.36 million square feet of development at a 1.9 FAR. It will be comprised of 140,000 square feet of retail uses and 1,226,721 square feet of residential development providing a total of 1,114 dwelling units, including 990 market rate units and 124 Moderately Priced Dwelling Units (MPDU's). The development plan also depicts streets, sidewalks, right-of-way, urban open spaces, and recreation areas.

An important component of the development plan is WMATA's operations. A Joint Development Agreement between the applicants specifies the WMATA facilities to be located on the property. The development plan incorporates these facilities and integrates all of the uses into a comprehensive development scheme. The transit components shown on the development plan include: the existing Twinbrook Metro Station; 697 structured parking spaces; 46 Kiss and Ride spaces; a bus station area accommodating; bicycle locker and storage areas; taxi queuing areas; shuttle bus areas; landscaped pedestrian promenades; and a transit plaza adjacent the Metro entrance.

The development plan is organized around and defined by two primary elements: a Village Green and a new "Main Street". The Village Green, to be located adjacent to the Metro Station, organizes the plan and allows for higher densities to occur nearest Metro. Main Street is proposed for Fisher's Lane as it extends into the site and terminates at the Village Green. The buildings along Fisher's Lane will contain ground floor retail uses and residential apartments above. New streets will be arranged to connect to Fisher's Lane, Parklawn Drive and Ardennes Road. The entire site will be within a short walk of the Metro Station.

The development plan proposes higher densities nearest the Metro Station (eight to 14 stories) reducing the density downward further away from the Metro Station (four to six stories). The housing types proposed include: high-rise apartments, low-rise apartments, "walk-ups" with front doors on the street, courtyard housing, live/work units and lofts. In addition to a range of densities, the development plan also features districts or areas: Civic, Main Street, Neighborhood and Courtyard.

The Civic area will be located around the Village Green and the transit components of the development. The Village Green is envisioned as significant open space serving transit riders, residents, shoppers and other visitors to the area. The Main Street area connects Twinbrook Parkway to the Village Green along Fisher's Lane. It will be defined by an active streetscape of street level retail and residential uses above.

The Neighborhood areas transition from the Civic and Main Street areas to the surrounding neighborhoods. They will feature smaller, quieter streets that are residential in character. Several small urban parks will be located in these areas. The Courtyard areas feature the most intimate spaces within the development plan. They are defined by a series of courtyards with a quieter atmosphere, smaller in scale, and semi-public.

Most of the parking will be concealed within mid-block parking garages. In an effort to reduce the total number of parking spaces provided, the applicants intend to request at Site Plan approval of a parking space reduction as provided for in the Zoning Ordinance. Approval of this request will reduce the overall number of retail and residential parking spaces by 15 percent and 10 percent, respectively.

The complete development, building, and parking program are outlined in three tables attached to this report.

Additional approval procedures following rezoning include the review and approval of a preliminary plan of subdivision and Site Plan by the Planning Board.

**D. Zoning History:**

1. SMA G-706: R-90 and I-4 Zones mapped; 11/09/93
2. SMA G-123: O-M and I-1 Zones mapped; 10/10/78
3. 1958 Countywide comprehensive zoning: R-60, R-90 and I-1 Zones confirmed
2. 1954 Regional District zoning: R-60, R-90 and I-1 Zones enacted and mapped

**E. Master Plan Recommendation:**

1. Land Use: One-family residential  
Transit Station – Residential
2. Zoning: R-90  
TS-R

**F. Public Facilities:**

1. Water and Sewer Service
  - a. Service Categories: W-1 and S-1
  - b. Water and Sewer Service:
    - 1) Existing water lines are adjacent to the subject property. Local service is deemed adequate and program-sized water main extensions will not be required to serve the development plan.
    - 2) Existing sewer lines, owned and maintained by WSSC and the City of Rockville, traverse the subject property. A number of these lines will require relocation to accommodate the development plan. The WSSC's interceptor capacity is currently deficient. Existing peak flows in the Rock Creek Trunk Sewer upstream of the storage facility exceed the sewer's safe capacity, but are less than its total capacity.

Service for the proposed development may be dependent on improvements to the trunk sewer, which are to be funded under the Rock Creek Wastewater Facilities Project (CIP No. S-49.15).

The City of Rockville has indicated that its collection system downstream from the subject property currently has inadequate capacity to serve the development. (Source: WSSC)

## 2. Roadways

- a. Rockville Pike (MD 355): Between Nicholson Lane and Rockville City limits, designated as a divided six-lane major highway, with a 134-foot right-of-way and a Class I bikeway on the east side. This major highway is a north-south corridor through Montgomery County.
- b. Twinbrook Parkway: Designated as an arterial roadway, with a Class II bikeway. Between Rockville City limits and Ardennes Avenue it is a six-lane arterial with a 104-foot right-of-way. Between Ardennes Avenue and Veirs Mill Road (MD 586) it is a four-lane arterial with an 80-foot right-of-way.
- c. Parklawn Drive: Between Randolph Road and the cul-de-sac 6000 feet west of Twinbrook Parkway, designated as a four-lane arterial roadway, with an 80-foot right-of-way and a Class II bikeway. This arterial is a north-south connection between Twinbrook Parkway and Randolph Road.
- d. Fishers Lane: Designated as a four-lane business street, with an 80-foot right-of-way and a planned Class I bikeway. This business street is an east-west connection between Twinbrook Parkway and non-residential developments.
- e. Chapman Avenue: Between Rockville City limits and Marinelli Road, designated as a four-lane business street, with a 70-foot right-of-way. This business street is a north-south connection from Randolph Road to past Twinbrook Parkway and parallels Rockville Pike.
- f. Ardennes Avenue: Located primarily within the City of Rockville, the road is a two-lane north-south connector between Twinbrook Parkway and Veirs Mill Road.

- g. Halpine Road is a two-lane northeast-southwest connector between Lewis Road and Twinbrook Parkway.
- h. Lewis Avenue is a two-lane north-south road parallel to Rockville Pike and on the east side of the Metrorail and CSX tracks between First Street (MD 28) and Halpine Road.

3. Schools

The estimated student generation for the proposed development is 94 elementary, 45 middle, and 39 high school students. The subject property is located within the Twinbrook Elementary School, Julius West Middle School, and Richard Montgomery High School service areas. Twinbrook Elementary School is currently within capacity but is expected to slightly exceed capacity during the six year forecast period. Julius West Middle School is currently over capacity and is projected to be close to full capacity throughout the six year forecast period. Richard Montgomery High School is currently over capacity and is expected to exceed capacity for the six-year forecast period.

The Amended FY2003 FY2008 Capital Improvements Program (CIP) includes the modernization of Richard Montgomery High School. This modernization, scheduled for completion by September 2007, will add capacity to the high school. After completion of the modernization enrollment is projected to be within capacity at the high school. (Source: MCPS)

## ANALYSIS

### **A. Master Plan**

The staff finds the reclassification to the TS-R Zone in conformance with the recommendations of the 1992 North Bethesda - Garrett Park Master Plan.

#### Conformance with the Land Use and Zoning Plan

The application conforms to the land use, density and zoning recommendations in the Master Plan (pages 49-50). Described as "Sub-Area 4" in the Master Plan, a density of 60 dwelling units per acre is specified for the subject property. The development plan meets this recommendation of 60 units per acre. The development includes 1114 dwelling units based on the current site area instead of the 1101 dwelling units based on a slightly smaller area described in the Master Plan. The project does not exceed the 1.9 FAR specified in the Master Plan including the floor area of the dwelling units and retail space.

In addition, the application meets the following Master Plan objectives specified in the land use and zoning plan:

- Establishes a mixed-use, transit and pedestrian oriented neighborhood for the area
- Increases the supply and diversity of housing in the Twinbrook area and provides a significant housing resource for the North Bethesda area
- Includes retail uses that support the proposed residential neighborhood
- Provides compatibility with the adjacent single-family residential neighborhood through a decrease in building height from 14 stories at the Twinbrook Metro Station to 4 stories adjacent to the residential neighborhood and provides buffer areas and setbacks for the neighborhood
- Provides development under the Transit Station-Residential (TS-R) Zone for the WMATA property at the Metro Station

#### Conformance with the Urban Design Plan

The application conforms to the Master Plan guidelines in the Urban Design Plan for the Twinbrook area (pages 122-128) as described in the following:

- Develops a pedestrian and vehicular pattern that connects the adjacent area to the Twinbrook Metro Station
- Develops transit routes to connect the nearby Health and Human Services Building and other developments located east of Twinbrook Parkway to the Metro Station
- Improves Fisher's Lane and Parklawn Drive to improve the connection to the Metro Station for pedestrians and transit vehicles
- Consolidates the existing Metro Station parking lots into structures
- Provides public open spaces and convenience retail areas adjacent to the Metro Station for the surrounding neighborhood and the proposed development
- Develops the Fisher's Lane and Parklawn Drive corridor as an urban, mixed-use district with high quality pedestrian streetscape to encourage transit use
- Preserves existing open space and landscaping adjacent to the existing residential neighborhood



## Public Use Space, and Active and Passive Space

The development plan includes a variety of public use spaces, and active and passive spaces that exceed the minimum requirements in the TS-R Zone. The open space system will provide a major civic space for performances, small urban parks, informal play areas and a linear green buffer between the project and the townhouses to the north. A comprehensive streetscape system augmented by first floor retail will enhance the pedestrian environment along the major streets. These spaces provide an urban open space system that provides a focus for the Twinbrook area and connects the entire development.

The application exceeds the requirements of the Recreation Guidelines established for the review of projects.

The public use spaces, and active and passive spaces include the following:

### Public Use Space:

- Village Green - A significant civic open space comprised of 1/2 acre located adjacent to the Metro Station will serve as a central focus for the neighborhood and for the surrounding community to provide outdoor performance space and recreation space
- Open Play Area - lawn area for informal play located adjacent to Ardennes Avenue
- Small Urban Pocket Parks - small urban open spaces that provide seating areas, landscaping and lawn areas

### Active and Passive Space:

- Linear Open Space – Located along the entire length of the northern property line adjacent to the existing townhouses, this space provides a significant green area, preserves existing trees and provides compatibility with existing development
- Significant Streetscape System – In addition to the existing standards, the application proposes closely spaced street trees, streetlights, street furniture, sidewalk paving and a maintenance system for the area similar to the streetscape standards established in the central business districts of Bethesda and Silver Spring
- Small Urban Spaces Adjacent to the Proposed Sidewalks – Sitting areas, outdoor café space and setback areas

- Indoor Community Spaces – Community meeting rooms and recreation spaces for each building
- Interior Green Spaces – Active and passive space for use of the residences
- Improvements to the Metro Rail Areas - Linear green area along the Metro rail lines to improve the environment at the station
- Transit Improvements – A new transit plaza, augmented pedestrian pathways, sheltered bus area, transit resource center, bicycle storage, Kiss and Ride area, and other sheltered areas will be provided for transit users

The development is located near an existing elementary school and a recreation center that provide large play fields, and additional indoor meeting space and recreation space.

#### Review of the Future Preliminary Plan and Site Plan

The applicants have focused sufficient attention at this conceptual stage of development on the public open space system, the relationship of the public and private streets to the large civic plaza, the retail uses, and the residences. During the review for the preliminary Plan and Site Plan the following items should be addressed:

- Landscaping and additional setback of the development from the adjacent townhouses
- Specific provisions for the types of community rooms and active recreation space
- Design and programming of the central civic space located adjacent to the Metro Station
- Design of the proposed open space and recreation system
- Diversity of the type of residential uses proposed
- Streetscape standards in coordination with the DPWT

#### **B. Requirements of the Zone**

The zoning requirements for the transit station zones are found in Section 59-C-8.2 of the Zoning Ordinance. The relevant provisions are evaluated below.

##### *59-C-8.21. Intent.*

- (a) *Both the TS-R and TS-M zones are intended to be used in transit station development areas as defined in section 59-A-2.1, and the TS-R zone*

*may also be used in areas adjacent to central business districts, within 1,500 feet of a metro transit station.*

- (b) The TS-R zone is intended for locations where multiple-family residential development already exists or where such development is recommended by an approved and adopted master plan.*
- (c) The TS-M zone is intended for locations where substantial commercial or office uses already exist or where such uses are recommended by an approved and adopted master plan.*
- (d) In order to facilitate and encourage innovative and creative design and the development of the most compatible and desirable pattern of land uses, some of the specific restrictions which regulate, in some other zoning categories, the height, bulk and arrangement of buildings and the location of the various land uses are eliminated and the requirement substituted that all development be in accordance with a plan of development meeting the requirements of this division.*

The subject property is located adjacent to the Twinbrook Metro Station and is recommended for the TS-R Zone by the Master Plan. The Master Plan recommends multiple-family residential development in this location to provide a more mixed-use, transit and pedestrian environment. The development plan conforms to the recommendations of the Master Plan and the requirements of the TS-R Zone. The buildings with the greatest heights and densities will be located adjacent to the Metro Station, with lower buildings with less density adjacent to the existing residential neighborhood. Public open space and other amenities will be designed to maximize their benefit to the community.

*59-C-8.22. Purposes of the TS-R zone.*

- (a) To promote the effective use of the transit station development areas and access thereto;*
- (b) To provide residential uses and certain compatible non-residential uses within walking distance of the transit stations;*
- (c) To provide a range of densities that will afford planning choices to match the diverse characteristics of the several transit station development areas within the county; and*
- (d) To provide the maximum amount of freedom possible in the design of buildings and their grouping and layout within the areas classified in this zone; to stimulate the coordinated, harmonious and systematic development of the area within the zone, the area surrounding the zone and the regional district as a whole; to prevent detrimental effects to the*

*use or development of adjacent properties or the surrounding neighborhood; to provide housing for persons of all economic levels; and to promote the health, safety, morals and welfare of the present and future inhabitants of the regional district and the county as a whole.*

The application proposes a mixed-use, transit and pedestrian neighborhood adjacent to the Twinbrook Metro Station. The development plan promotes maximum access and use of the transit facilities by improving the pedestrian environment and providing a Kiss and Ride, sheltered bus area, and taxi facilities. Residential and compatible ground floor retail uses will be located within walking distance of the Metro Station further promoting transit use by residents and visitors to the area. A range of residential densities will be provided to match the diverse characteristics of other transit station development areas within the county. Buildings with the highest density will be located closest to the Metro Station to maximize compatibility and limit detrimental effects on the adjacent residential neighborhood. Housing will be provided for persons of all economic levels (124 Moderately Priced Dwelling Units are proposed). The balanced mix of residential and commercial uses as well as increased 24-hour activity will promote the health, safety, morals and welfare of present and future inhabitants in the Twinbrook area.

*59-C-8.24. Location.*

*These zones are permitted only in the transit station development areas described in section 59-A-2.1 and in accordance with an approved and adopted master plan or sector plan, except in areas adjacent to central business districts as set forth in section 59-C-8.21(a).*

The subject property is located within the North Bethesda – Garrett Park Master Plan area. The Master Plan recommends the TS-R Zone for the subject property.

*59-C-8.25. Public Facilities and Amenities.*

*A development must conform substantially to the facilities and amenities recommended by the approved and adopted master or sector plan, including and granting such easements or making such dedications to the public as may be shown thereon or are deemed necessary by the Planning Board to provide for safe and efficient circulation, adequate public open space and recreation, and insure compatibility of the development with the surrounding area, and assure the ability of the area to accommodate the uses proposed by the application.*

The application is in conformance with the Master Plan recommendations for public open space and amenities. The development plan proposes a 1/2- acre Village Green to be located adjacent to the entrance to the Twinbrook Metro Station. This significant open space will serve as the focal point for the

development and the surrounding community and will provide a place for outdoor gatherings. In addition, there will be a small outdoor recreation area along Ardennes Avenue and a number of smaller urban pocket parks for public use and enjoyment. A linear open space to be located along the entire length of the northern property line will provide substantial green area, tree preservation, and compatibility with the adjacent townhouse residences. Connecting the public use space will be a comprehensive streetscape system providing street trees, streetlights, street furniture, sidewalk paving and a maintenance system similar to the standards established for the central business districts of Bethesda and Silver Spring. Other amenities include a linear green area along the Metro rail lines to improve the environment at the Metro Station and transit improvements. These include a new transit plaza, Kiss and Ride area, sheltered bus area, transit resource center, and bicycle storage.

*59-C-8.3. Land Uses.*

The residential land uses proposed on the development plan are allowed within the TS-R Zone. In addition to these uses, a variety of ground floor retail uses are proposed. These include a grocery store not to exceed 50,000 square feet, drug store, health club, eating and drinking establishments, and food and beverage stores. A pending text amendment (No. 03-20) would allow these uses in the TS-R Zone. This text amendment was reviewed and supported by the Planning Board on September 11, 2003. The applicants may also consider any number of other retail uses that are currently allowed in the TS-R Zone.

*59-C-8.4. Development standards.*

	Required/ Permitted	Provided
<b>59-C-8.41 Minimum Area</b>		
Minimum area required for any development (in square feet)	18,000 s.f.	719,327 s.f.
<b>59-C-8.42 Density of Development</b>		
Density of development shall not exceed any of the following:		
(a) Floor area ratio	2.5	1.9
(b) Dwelling units per acre	150	60
<b>59-C-8.43 Open Space</b>		
(a) Minimum percentage of net area devoted to public use space	10	10
(b) Minimum percentage of net area devoted to active and passive recreational space	25	25
Total minimum open space requirement (percent)	35	35

### **C. Specific Findings**

The District Council must evaluate the application, including the development plan, under five specific findings set forth in Section 59-D-1.61 of the Zoning Ordinance.

#### *59-D-1.61. Findings.*

- (a) *That the zone applied for is in substantial compliance with the use and density indicated by the master plan or sector plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies.*

The North Bethesda – Garrett Park Master Plan recommends the TS-R Zone for the subject property. The development plan conforms to the recommendations of the Master Plan with respect to land use, zoning, and urban design. The primary use will be residential with a maximum density of 60 units per acre and a maximum FAR of 1.9 as recommended by the Master Plan. The development will not conflict with the county capital improvements program or other applicable county plans and policies. It will be completely consistent with the county's housing policy for promoting housing at higher densities and a mix of uses at transit station areas.

- (b) *That the proposed development would comply with the purposes, standards, and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.*

The development plan will be in compliance with the purposes, standards, and regulations of the TS-R Zone. Safety is addressed through an extensive sidewalk system and low-speed vehicular lanes. Convenience and amenity for residents and visitors are provided through a variety of compatible retail uses, public open space, and the proximity to the Metro Station and other public transit. Locating buildings with the highest density closest to the Metro Station, eliminating cut-through vehicular traffic from Lewis Drive, and maintaining open space buffer along the northern property boundary adjacent to existing townhouses helps to address compatibility.

- (c) *That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient.*

The development plan is designed to provide safe, adequate, and efficient access for vehicles and pedestrians. Primary points of access will be

provided via Parklawn Drive and Fisher's Lane extended. A new road connecting Ardennes Road with Fisher's Lane will provide an additional means of access. These roads will provide the primary internal circulation with secondary roads, including a one-way road circling the Village Green, contributing to the circulation system. Paved sidewalks with widths ranging from five to 20 feet will be located along all roads, which will have low-speed vehicular lanes. To limit bus traffic through the development, buses will access the bus station off of Wicomico Avenue and circulate back out via Parklawn Drive.

- (d) *That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3.*

The development plan will take advantage of the existing topography and continue to maintain a gentle slope in grade toward Ardennes Road. While most of the property will be graded, except a narrow wooded buffer adjacent the existing townhouses to the north, soil erosion is not expected to be a problem during the construction process. The applicants intend to implement Sediment Control Plans that will include a number of techniques including sediment basins, traps, earth dikes, silt fences and inlet protection. Natural vegetation on or near the property is limited and consists primarily of the wooded buffer and a large specimen tree (Silver Maple) located immediately off-site. Both of these natural features will be preserved. Through this tree preservation, the planting of street trees, and off-site reforestation, approximately 2.5 acres of tree canopy will be provided.

- (e) *That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common or quasi-public purposes are adequate and sufficient.*

The subject property will continue to be owned by WMATA. A management entity will be responsible for the continued maintenance and repair of sidewalks, roads, the Village Green, urban parks, open space and other areas available to the public to ensure that they are maintained in an adequate and sufficient manner.

## **D. Transportation Issues**

Based on the adequate public facilities (APF) review of the zoning application under the Alternative Review Procedures for Metro Station Policy Areas, the Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements:

1. Limit the application to a maximum of 1,114 apartments and 140,000 square feet of general retail uses with a possible supermarket. The apartments proposed in the development plan consist of 424 garden apartments and 690 high-rise apartments.
2. At the time of preliminary plan of subdivision, satisfy the APF test under the Adequate Growth Policy's Alternative Review Procedures for Metro Station Policy Areas that includes:
  - a. Using the alternative review procedure in the Twinbrook Metro Station Policy Area, the applicants need not take any actions typically required of preliminary plan applicants to satisfy Policy Area Transportation or Local Area Transportation Review (i.e., typically to submit a traffic study and improve any local area intersection exceeding its congestion standard).
  - b. Enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to meet a trip reduction goal to reduce at least 50% of the number of trips attributable to the subdivision.

A large number of external site-generated peak-hour trips could be reduced as follows:

- 1) With a compatible combination of residential and retail land uses on-site and nearby office use within easy walking distance.
- 2) With a pedestrian-friendly location conveniently in walking distance to transit facilities.

Based on the experiences of other mixed-use developments near transit facilities, these characteristics are likely to result in reducing the number of external weekday peak-hour trips.

The remaining external peak-hour trips could be reduced by the proposed possible traffic mitigation measures that include the following:



Transportation demand management participation:

- 1) Participate in the North Bethesda Transportation Management District (TMD).
- 2) Appoint a transportation coordinator as the point of contact between the residents and tenants of the development (and nearby Fishers Place) and the North Bethesda TMD.
- 3) Assist the North Bethesda TMD in monitoring the performance of the trip reduction measures by participating in the annual commuter survey.

Information distribution as an incentive for single-occupant-vehicular travelers to use alternative transportation modes:

- 1) Provide marketing information on alternative transportation modes to single-occupant-vehicle travelers at easily accessible and convenient locations and media sources including a transportation information section within the Twinbrook Commons website. The website should also include links to WMATA, Ride-On, Maryland Department of Transportation, North Bethesda TMD, DPWT roadway traffic cameras, and other commuter assistance websites.
- 2) Distribute to new residents and tenants marketing information on alternative transportation modes to single-occupant vehicular trips.
- 3) Distribute to existing residents and tenants marketing information on alternative transportation modes to single occupant vehicular trips four times a year.
- 4) Keep the residents and tenants updated about "Ozone Action Days" and other regionally sponsored clean air programs.

Parking costs for single-occupant vehicular trips:

- 1) Provide market-rate parking for single-occupant vehicles.
- 2) Provide reserved parking spaces for registered carpools (with at least two occupants per vehicle) associated with the on-site retail and nearby off-site office.
- 3) Provide reserved parking spaces for participants in the "car-sharing" program for residents living on the site. The "car-sharing" program "on-demand" provides car rentals at Metrorail stations on a

short notice to transit users and carpoolers (i.e., the Flexcar and Zipcar programs).

- 4) Provide reduced rate parking spaces for residents (one space per household) living on-site and working at on-site retail businesses or at the off-site offices located in the adjacent City of Rockville's section of Twinbrook Commons and in the nearby Fishers Place.
- 5) Provide free parking spaces for registered vanpools associated with the on-site retail and nearby off-site office.

Employment-based incentives to use alternatives to single-occupant vehicular trips during the weekday peak periods on-site and nearby Fishers Place:

- 1) Provide monthly transit fare subsidies to employees in coordination with DPWT's Commuter Services Section.
- 2) Offer transit passes and tokens to employees at work sites.
- 3) Offer employer's pretax payroll deduction of transit subsidies for their employees (that is beyond the current benefits offered by the County and State).
- 4) Provide carpool-matching services for employees.
- 5) Develop and implement a program to encourage employer and tenants' flextime, compressed workweek, telecommuting, and job sharing.
- 6) Provide information to all office tenants in nearby Fishers Place on special pre-leasing opportunities for housing and retail shopping within Twinbrook Commons.

Developer-based on-site incentives to use alternatives to single occupant vehicular trips:

- 1) Operate a shuttle bus between nearby Fishers Place and the Twinbrook Metrorail station for employees working in the Fishers Place office development (that would include NIH and other employers).
- 2) Provide on-site taxi loading and waiting zones (two locations).
- 3) Provide on-site pick-up, drop-off, and waiting areas accessible for para-transit vehicles to approach, load, and unload wheel chairs.

- 4) Operate an on-site concierge service for on-site residents and retail tenants pick-up and delivery of goods and services.
- 5) Provide on-site business centers with the necessary office equipment for the residents to telework or telecommute, instead of commuting to their work place.

Based on the effectiveness of prior traffic mitigation programs and the success of the current transportation management organization (TMO), the likelihood of success of these traffic mitigation measures in achieving and maintaining their trip reduction goals is reasonably probable of fruition.

- c. Satisfy the recommendations in the North Bethesda-Garrett Park Master Plan to mitigate site-generated traffic as follows:

Participate in the North Bethesda TMD as multi-family housing and non-residential development and its "programs operated by, or take actions specified by, the transportation management organization."

The applicants must have a draft Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda TMD. The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain a 39% non-auto-driver mode share for employees and 30% non-auto-driver mode share for multi-family residents

- d. Pay the development impact tax without claiming any credits for transportation improvements.

#### Site-Generated Traffic and Trip Mitigation of Vehicular Trips

As shown in the table below, the proposed land uses generate 50 or more total peak-hour vehicular trips during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and the evening peak period (4:00 p.m. to 7:00 p.m.). The vehicular trips were determined from the trip-generation rates and formulas in the *Local Area Transportation Review Guidelines* for both land uses.

The table also shows the total peak-hour persons trips that are used in analyzing traffic mitigation measures. Total persons trips were determined by multiplying the vehicular trips times the typical vehicle occupancy rates obtained from publications by the Urban Land Institute and the Institute of Transportation Engineers.

Land Use	Units or Square Feet	Weekday Peak-Hour Trips			
		Vehicular Trips		Person Trips	
		Morning	Evening	Morning	Evening
Garden Apartments	440 units	179	208	215	250
High-Rise Apartments	674 units	206	241	247	289
Subtotal Residential Units	1,114 units	385	449	462	539
General Retail with Supermarket	140,000 s.f.	322	1,287	515	2,060
Total Weekday Peak-Hour Trips		707	1,736	977	2,599

Under the Alternative Review Procedures for Metro Station Policy Areas, a Comprehensive Local Area Transportation Review (CLATR) is required by the Planning Board at the time of preliminary plan of subdivision to analyze the intersection congestion levels. At the intersections to be analyzed in the CLATR, the Critical Lane Volume (CLV) of 1,800 is the congestion standard for the Metro Station Policy Areas. When the CLV is over 1,800 for an intersection located in a Metro station policy area, a queuing analysis is required to be performed.

#### Trip Reduction Goal

Under the Alternative Review Procedures for Metro Station Policy Areas, the applicants have proposed to meet the trip reduction goal of at least 50% of the weekday peak-hour trips.

Weekday Peak-Hour Trips	Weekday Peak-Hour Trips			
	Vehicular Trips		Person Trips	
	Morning	Evening	Morning	Evening
Total Trips Vehicular	707	1,736	977	2,599
50% Trip Reduction Goal	354	868	489	1,300

#### Trip Reduction Measures

Trip reduction measures are discussed in more detail in the attached Transportation Plan staff memorandum. The table below summarizes the peak-hour trips associated with the trip reduction measures.

	Weekday Peak-Hour Vehicular Trips	
	Morning	Evening
On-Site Vehicular Trips Reduced	270 (38.2%)	618 (35.6%)
Off-Site Vehicular Trips Reduced	147 (20.8%)	323 (18.6%)
Total Vehicular Trips Reduced	418 (59.0%)	941 (54.2%)
Versus 50% Trip Reduction Goal	354	868

The APF test can be satisfied because the total number of reduced weekday peak-hour vehicular trips is more than the required 50% trip reduction goal under the *FY 2004 Annual Growth Policy Alternative Review Procedures for Metro Station Policy Areas*.

#### Policy Area Transportation Review/Staging Ceiling Condition

Based on the *FY 2004 Annual Growth Policy* transportation staging ceilings, the remaining capacity is 1,260 housing units and 490 jobs as of July 31, 2003, in the Twinbrook Policy Area.

#### North Bethesda Transportation Management District (TMD)

The site is within the boundary of the North Bethesda TMD. If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicants would have to pay the fee to the North Bethesda TMD and submit a traffic mitigation plan.

### **E. Environmental Issues**

#### Forest Conservation

The only specimen tree shown on the approved NRI/FSD is a 32" Silver Maple, which is located immediately off-site at the corner of Parklawn Drive and Wicomico Avenue. There are mature Oaks (approximately 15" dbh) lining the main entry drives and a narrow 35' wooded area buffering the adjacent townhouses to the north. A Preliminary Forest Conservation Plan showing preservation of the specimen tree and the narrow wooded area has been approved. A Final Forest Conservation Plan must be submitted at Site Plan. This plan must demonstrate full compliance with the requirements of Forest Conservation Law Section 22A-12. Afforestation is required by the law and will be provided primarily through the preservation of the narrow wooded area, street tree planting, and off-site reforestation.

#### Stormwater Management

Existing stormwater management consists of two ponds in the northwest corner of the site. These ponds receive runoff from an 87-acre drainage area, some of which is conveyed in an enclosed system under the CSX/MARC train tracks and under the length of the site. The remainder is on-site surface runoff, much of which is from the parking lot serving the Metro Station. Flooding has been reported by the community living downstream of the pond indicating the need for upgraded stormwater management and possibly additional flood control measures. Since the drainage area for the pond is over 30 acres in size, DPS requires a floodplain delineation study.

A Stormwater Management Concept Plan has not been approved by DPS. A Floodplain Delineation Study indicating the extent of the 100-year floodplain is required to determine the location of the required building restriction lines. Some adjustments to

the size and location of buildings shown on the development plan may be necessary once the study is completed. Current DPS regulations will be met for water quality and quantity control for this site. Controls for off-site areas that drain through the site may be required. Additional requirements for flood control designed to correct the existing flooding problems will be determined at the time of Stormwater Management Concept Plan review. Neither adjustments to the development plan nor the addition of stormwater management or flood control measures will alter the ability of this application to comply with Forest Conservation Law or the Environmental Guidelines. Confirmation of the floodplain on an approved NRI/FSD and a Stormwater Management Concept Plan is required prior to preliminary plan approval.

### Noise Issues

The North Bethesda - Garrett Park Master Plan identifies Metrorail as one of the major sources of noise in the planning area. The CSX/MARC Railroad line is a noise source for residences adjacent to the railroad in this development plan. Measures such as the acoustical treatment of building interiors or physical barriers such as noise attenuation walls have been effective in reducing noise levels in other housing developments.

### Environmental Guidelines

The property is not located within a Special Protection Area or Primary Management Area. There are no streams on site, thus no stream valley buffers are required. Location of the floodplain will be provided on the NRI/FSD at the time of preliminary plan approval. No other environmental buffers are associated with the floodplain.

### Water Quality

The site straddles the Lower Mainstem Veirs Mill and the Rock Creek Terrace subwatersheds of the Lower Rock Creek watershed. The *Countywide Stream Protection Strategy* (CSPS) assesses these tributaries as having poor stream conditions and poor to fair habitat conditions. The subwatersheds are labeled Watershed Restoration Areas.

### Environmental Design Features

During Site Plan review the following environmental design features should be considered:

#### Stormwater Management:

- Additional open space for greater stormwater infiltration
- Pervious pavers used to reduce impervious surface in additional areas

- Mechanical or natural treatment systems such as vegetated filter strips or bioswales
- Stored stormwater volumes re-used for non-potable uses such as landscape irrigation or civic design (in the central space fountain)
- Use of green roofs
- Planting provided on exterior of parking garage structures and irrigated with roof runoff

#### Green Technology Building Design:

- Use of (20% min.) local/regional materials manufactured within radius of 500 miles
- Materials specified with post consumer or post industrial recycled content
- Appropriately sized and conveniently located areas provided for recyclable collection and storage.

#### Alternate Transportation:

- Bicycle storage with convenient changing/shower facilities provided for use by cyclists
- Preferred parking provided for carpools or vanpools

#### Forest Conservation:

- Native trees and plants used to reestablish urban forest.

### **F. Community Issues**

The applicants presented the application to the community at a meeting held by the Twinbrook Citizens Association in July 2003. Also in attendance was City of Rockville officials and planning staff. Issues discussed included the possible future annexation of the subject property by the city as well as compatibility, storm water management, sewer capacity, school impact, traffic and parking (particularly along Ardennes and Lewis Avenues). Citizens requested that vehicular access be restricted between Lewis Avenue and the property and that safe and convenient access be provided for pedestrians and bicyclists.

Given the proximity to the Twinbrook Metro Station, citizens raised concerns about WMATA's ability to expand Metro services to accommodate the proposed development. They noted a need for additional train capacity and station upgrading including more elevators and larger platforms.

## **G. Conclusion**

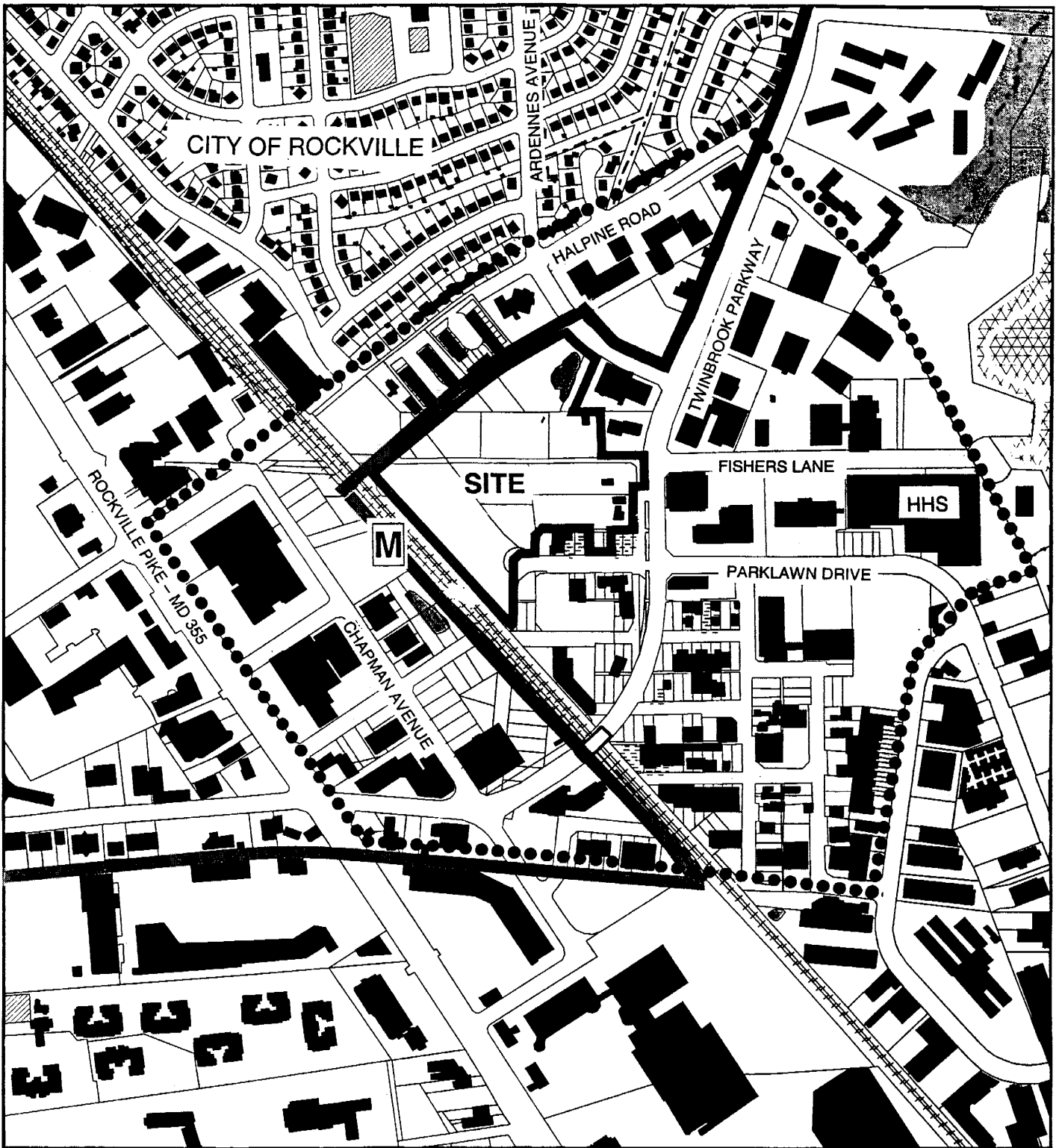
The staff recommends approval of Local Map Amendment No. G-810 with a finding that the reclassification to the TS-R Zone is in conformance with the recommendations of the 1992 North Bethesda - Garrett Park Master Plan; the reclassification satisfies the purposes and requirements of the TS-R Zone; and the development plan will be compatible with adjacent development.

## **Attachments**

- Vicinity Map
- Development Plan
- Development Program Table
- Building Program Table
- Parking Program Table
- Illustrative Site Plan
- On-site Amenities Plan
- Open Space Plan
- Open Space Network Plan
- WMATA Program Plan
- North Bethesda – Garrett Park Master Plan, Proposed Base Zones
- North Bethesda – Garrett Park Master Plan, Proposed Floating Zones
- North Bethesda – Garrett Park Master Plan, Sub Areas
- Transportation Planning Staff Memorandum



# G-810



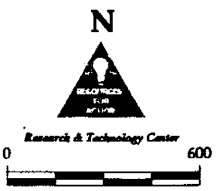
Map compiled on August 28, 2000 at 11:17 PM | Site located on base sheet no - 216NW06

### NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

- SURROUNDING AREA
- ▬ CITY OF ROCKVILLE LIMITS

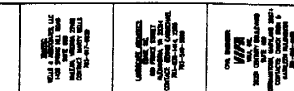
Key Map



**DEVELOPMENT PLAN**  
 TOWNBROOK COMMONS  
 CITY OF MONTGOMERY COUNTY, MARYLAND

**PROJECT TEAM**  
 ARCHITECT: [Name]  
 ENGINEER: [Name]  
 PLANNING: [Name]

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.

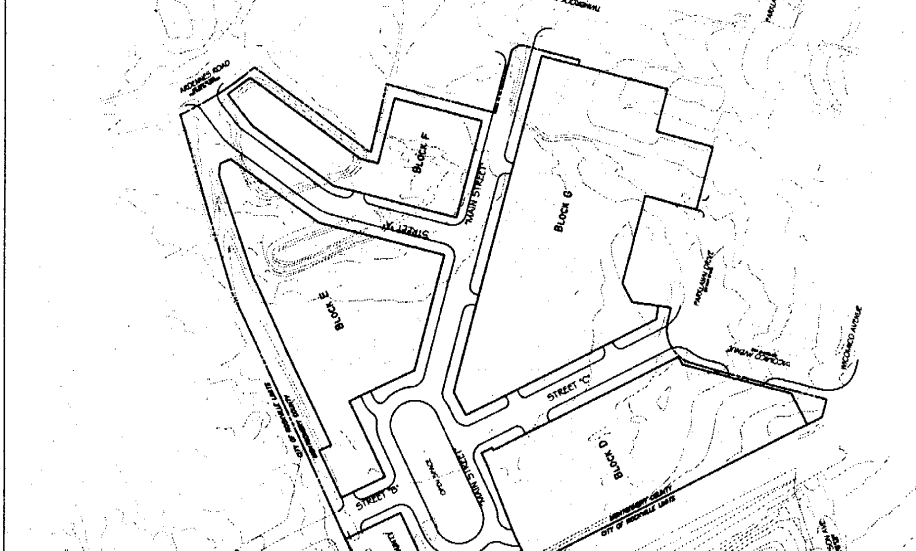


**PROPOSED DEVELOPMENT**  
 Total Number of Units: 1,111  
 Market Rate: 120  
 Total Project Cost: \$15,000,000  
 Building and Site Entry Building: 600  
 Total Number of Units in 1 to 2 story buildings: 454  
 Breakdown by unit type:  
 50% one bedroom: 508  
 35-40% two bedrooms: 445  
 10-15% remaining types: 111  
 \*Subject's design is subject to change

Use	Amount Permitted	Amount Provided
Minimum Area (Gross Total Area)	18,000 S.F.	719,320 S.F.
Maximum F.A.R.	2.1 F.A.R.	187,248
Minimum Density per Acre (Housing Units)	NA	810 Dwellings
Minimum Density per Acre (Housing Units)	NA	710 Dwellings
Minimum Density per Acre (Total)	1000 Dwellings	870 Dwellings
Net Lot Area	1114 Units	750,000 S.F.
Minimum Public Use Spaces	10%	10%
Minimum Public Use Spaces	20%	20%

**OFFICE OF ZONING & ADMINISTRATIVE HEARINGS CERTIFICATION**  
 This is a true and correct copy of the development plan as prepared by the applicant and approved by the Planning Commission on [Date].  
 Planning Commission Secretary: [Name]  
 Date: [Date]

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.  
 3. THE SUBJECT PROPERTY IS LOCATED ON THE SUBJECT MAP NUMBER 1000.  
 4. THE SITE IS LOCATED IN THE BOWDLOK LOCAL ZONING DISTRICT.  
 5. THE SITE IS LOCATED IN THE BOWDLOK LOCAL ZONING DISTRICT.  
 6. THE SITE IS LOCATED IN THE BOWDLOK LOCAL ZONING DISTRICT.  
 7. THE SUBJECT PROPERTY IS LOCATED ON THE SUBJECT MAP NUMBER 1000.  
 8. THE SUBJECT PROPERTY IS LOCATED ON THE SUBJECT MAP NUMBER 1000.  
 9. THE SUBJECT PROPERTY IS LOCATED ON THE SUBJECT MAP NUMBER 1000.  
 10. THE SUBJECT PROPERTY IS LOCATED ON THE SUBJECT MAP NUMBER 1000.



Block	A	B	C	D	E	F	G	Total
Residential Units	140	140	140	140	140	140	140	1120
Non-Residential Units	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Total Units	140	140	140	140	140	140	140	1120

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

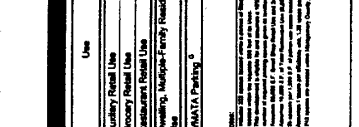
Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

**WMA REVISIONS**  
 Revision 1: [Description]  
 Revision 2: [Description]  
 Revision 3: [Description]

Use	A	B	C	D	E	F	G	Total
WMAVA Garage	0	0	0	0	0	0	0	0
Shops	0	0	0	0	0	0	0	0
Residential	140	140	140	140	140	140	140	1120
Community Facilities	0	0	0	0	0	0	0	0
Public Use Spaces	0	0	0	0	0	0	0	0
Non-Residential	0	0	0	0	0	0	0	0

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.



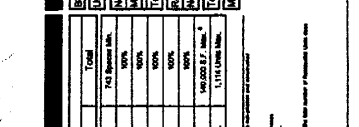
**OFFICE OF ZONING & ADMINISTRATIVE HEARINGS CERTIFICATION**  
 This is a true and correct copy of the development plan as prepared by the applicant and approved by the Planning Commission on [Date].  
 Planning Commission Secretary: [Name]  
 Date: [Date]

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.



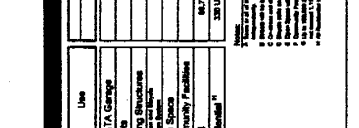
**OFFICE OF ZONING & ADMINISTRATIVE HEARINGS CERTIFICATION**  
 This is a true and correct copy of the development plan as prepared by the applicant and approved by the Planning Commission on [Date].  
 Planning Commission Secretary: [Name]  
 Date: [Date]

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.



**OFFICE OF ZONING & ADMINISTRATIVE HEARINGS CERTIFICATION**  
 This is a true and correct copy of the development plan as prepared by the applicant and approved by the Planning Commission on [Date].  
 Planning Commission Secretary: [Name]  
 Date: [Date]

**GENERAL NOTES**  
 1. THE ORIGINAL SURVEY IS STATE PLAT (PHASE) IS BASED ON THE CORNER STATION MARKS & BOUNDARIES AS SHOWN ON THE PLAT.  
 2. THE SUBJECT PROPERTY LIES IN THE 'C' (LOCAL) ZONING DISTRICT AS SHOWN ON THE ZONING MAP (PARTIAL) COUNTY PLAT, NUMBER 100-1000 FOR THE CITY OF BOWDLOK, MONTGOMERY COUNTY, MARYLAND. THE SUBJECT PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE BOWDLOK LOCAL ZONING DISTRICT, 1988.



**OFFICE OF ZONING & ADMINISTRATIVE HEARINGS CERTIFICATION**  
 This is a true and correct copy of the development plan as prepared by the applicant and approved by the Planning Commission on [Date].  
 Planning Commission Secretary: [Name]  
 Date: [Date]

# Development Program

Use	Phase			Total
	I <sup>A</sup>	II <sup>A</sup>	III <sup>A</sup>	
WMATA Garage	-	743 Spaces Min.	-	743 Spaces Min.
Streets	B	B	B	100%
Parking Structures	C	C	C	100%
Pedestrian and Bicycle Circulation System	D	D	D	100%
Open Space	E	E	E	100%
Community Facilities	F	F	F	100%
Retail	88,700 S.F.	-	51,300 S.F.	140,000 S.F. Max. <sup>G</sup>
Residential <sup>H</sup>	330 Units Max.	-	784 Units Max.	1,114 Units Max.

**Notes:**

- A Some or all of the proposed development shown in Phases I, II, or III may be divided into one or more sub-phases and constructed independently.
- B Streets will be built in each phase to support Uses associated with those Phases.
- C On-street and structured parking will be built in each Phase to support Uses associated with those Phases.
- D Bicycle trails and sidewalks will be built in each Phase to support Uses associated with those Phases.
- E Open Space will be provided in each Phase to support Uses associated with those Phases.
- F Community Facilities will be provided in each Phase to support Uses associated with those Phases.
- G Up to 100,000 S.F. of the maximum Retail Use S.F. may be converted to Residential Use as long as the total number of Residential Units does not exceed 1,114 units.
- H All Residential Unit Maximums include 12.5% MPDU Residential Units.

## Building Program

Block <sup>A</sup>	C	D	E	F	G	Total
Uses	Residential, Retail <sup>B</sup>	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	Residential, Retail, Structured Parking	-
Non-MPDU Gross Floor Area	176,464 S.F.	154,666 S.F.	414,897 S.F.	105,061 S.F.	375,933 S.F.	1,227,021 S.F.
MPDU Gross Floor Area	20,900 S.F.	18,700 S.F.	47,300 S.F.	13,200 S.F.	39,600 S.F.	139,700 S.F.
Total Gross Floor Area	197,364 S.F.	173,366 S.F.	462,197 S.F.	118,261 S.F.	415,533 S.F.	1,366,721 S.F.
Residential Use Floor Area	186,664 S.F.	162,866 S.F.	417,997 S.F.	109,261 S.F.	349,933 S.F.	1,226,721 S.F. <sup>C</sup>
Non-Residential Use Floor Area	10,700 S.F.	10,500 S.F.	44,200 S.F.	9,000 S.F.	65,600 S.F.	140,000 S.F. <sup>D</sup>
Total Residential Units	169	148	379	100	318	1,114
Maximum Building Height	14 Stories	14 Stories	14 Stories	6 Stories	14 Stories	-

**Notes:**

A Blocks "A", "B", and part of "C" are located within The City of Rockville, and are part of the overall development.

B Parking for Block C Uses is accommodated off-site in an adjacent structured parking facility.

C Total Residential Use Floor Area may increase to 1,326,721 S.F. as a result of conversion from Non-Residential Use to Residential Use, as long as the amount of Total Residential Units does not exceed 1,114.

D Total Non-Residential Use Floor Area may decrease to 40,000 S.F. as a result of conversion from Non-Residential Use to Residential Use.

# Parking Program

Use	Area/Units <sup>A</sup>	Required Parking Ratio	Minimum Spaces Required	Minimum Spaces Required <sup>B</sup> with Transit Reduction	Spaces Provided
Auxiliary Retail Use	74,000 S.F. <sup>C</sup>	3.5 spaces per 1,000 S.F.	259	220	220 <sup>A</sup>
Grocery Retail Use	50,000 S.F.	5 spaces per 1,000 S.F.	250	213	213
Restaurant Retail Use	18,000 S.F. <sup>D</sup>	E	230	196	196
<b>Dwelling, Multiple-Family Residential Use</b>					
	1,114 Units	F	1,391	1,252	1,252 <sup>A</sup>
<b>WMATA Parking <sup>G</sup></b>					
	-	-	743	743	743
<b>Total:</b>			<b>2,873</b>	<b>2,624</b>	<b>2,624</b>

**Notes:**

<sup>A</sup> Includes 223 spaces located within a portion of Block C (within The City of Rockville) to accommodate its Program (10,700 S.F. General Retail Use and 169 Multiple-Family Residential Dwellings). These parking spaces are located within the requisite 500 feet of its Uses.

<sup>B</sup> This development is eligible for and assumes a 15% reduction for Retail Uses and a 10% reduction for Dwelling, Multiple-Family Uses in the number of required parking spaces given its location within a transit station development area and its proximity to the metrorail entrance.

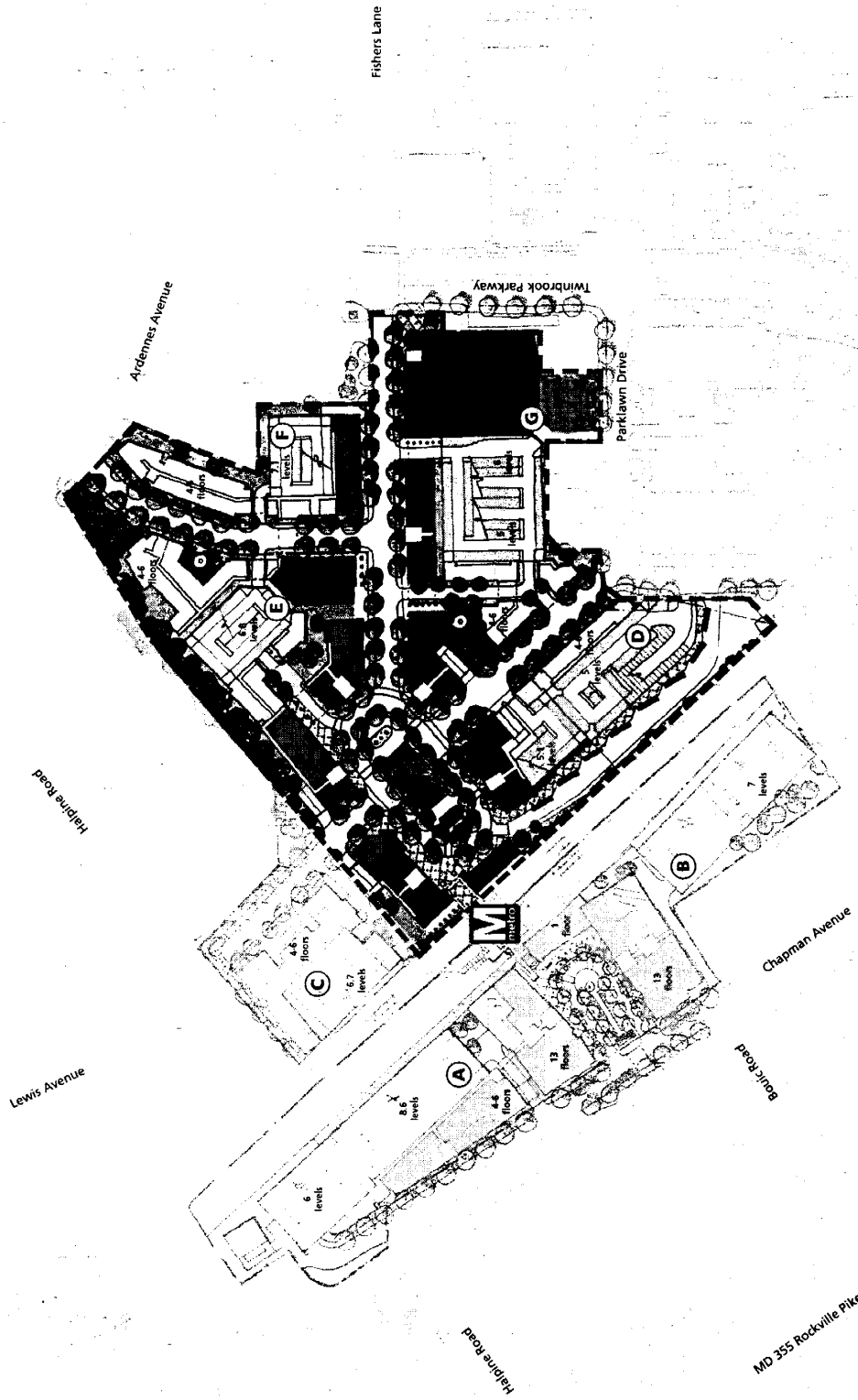
<sup>C</sup> Assumes 50,000 S.F. Small Shop Retail Use and 24,000 S.F. Health Club Retail Use.

<sup>D</sup> Assumes 18,000 S.F. of Total Restaurant Use (8,000 S.F. of patron use area inside the establishment and 2,000 S.F. of patron use area outside the establishment).

<sup>E</sup> 25 spaces per 1,000 S.F. of patron use space inside the establishment and 15 spaces per 1,000 S.F. of patron use space outside the establishment.

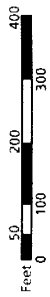
<sup>F</sup> Assumes 1 space per efficiency unit, 1.25 space per one bedroom unit, 1.5 spaces per two bedroom unit, 2 spaces per three bedroom unit, and a 50% reduction in number of spaces for MPDU units.

<sup>G</sup> 743 spaces are located within Montgomery County, 408 Spaces are located within the City of Rockville, for a total of 1,151 spaces. Subject to WMATA funding, up to an additional 500 spaces may be added.



Illustrative Site Plan

# TWINBROOK COMMONS

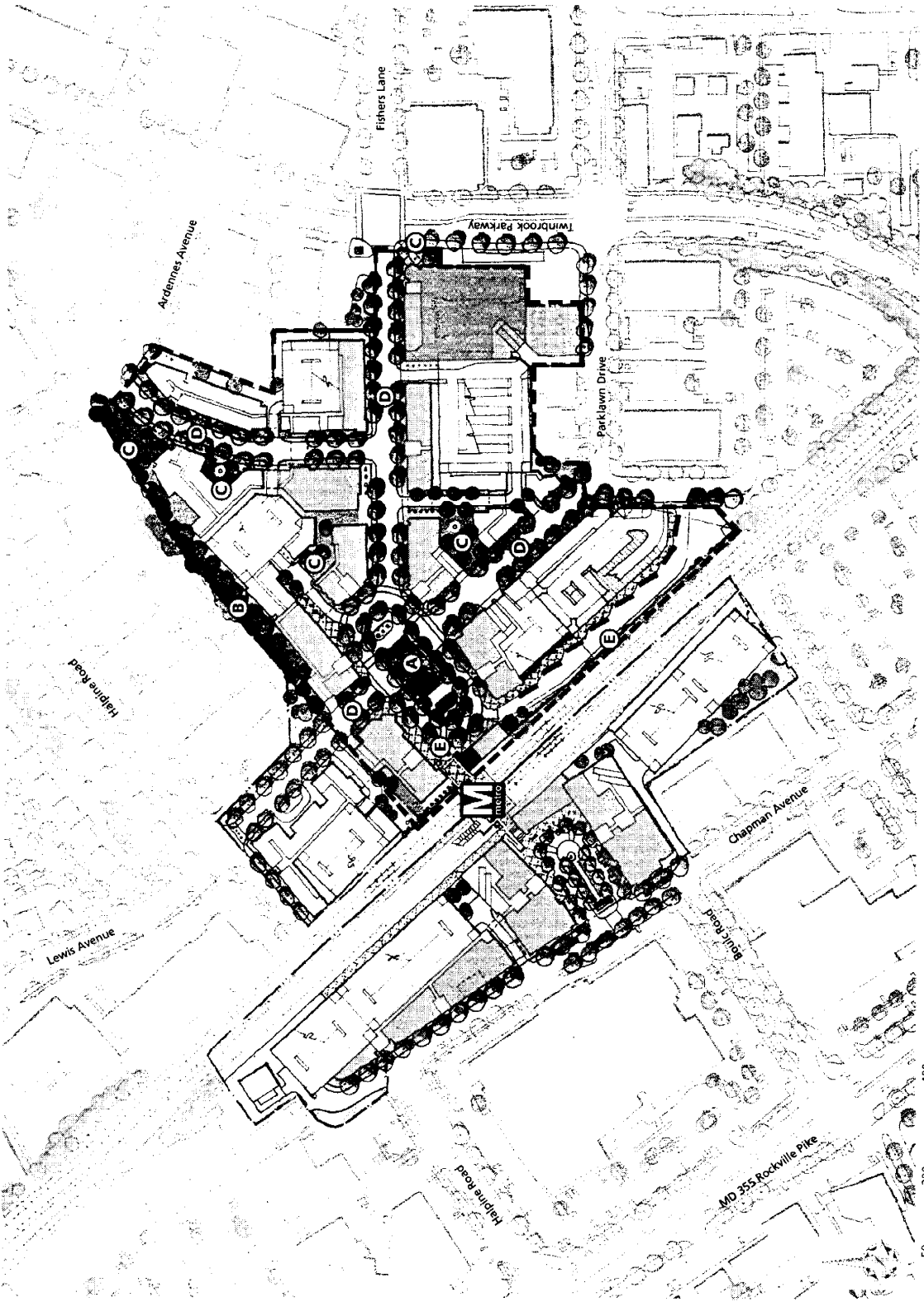


© 2004 Forti, Gallis and Partners • C/HK, Inc., 1100 Spring Street, 4th Floor, Silver Spring, MD • Phone: 410.366.4600

THE JBG COMPANIES  
 FORTI, GALLIS AND PARTNERS • C/HK

## On-Site Amenities

- (A) Village Green**
  - Bandstand
  - Outdoor Performance & Recreation Space
  - Fountain
- (B) Linear Park**
- (C) Small Urban Spaces**
- (D) Augmented Streetscape**
  - Street Trees
  - Crosswalk
  - Street Lighting
  - Cafe Seating
  - Landscaping
- (E) Transit Station Area**
  - Transit Plaza
  - Sheltered Bus Area
  - Transit Resource Center
  - Significant Bicycle Storage
  - Sheltered Kiss & Ride Area
  - Transit Entrance Pavilions
- (F) Other Recreation, Community Rooms, and Facilities**
  - Interior Community Spaces in various locations



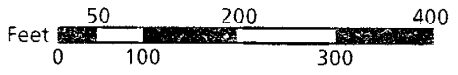
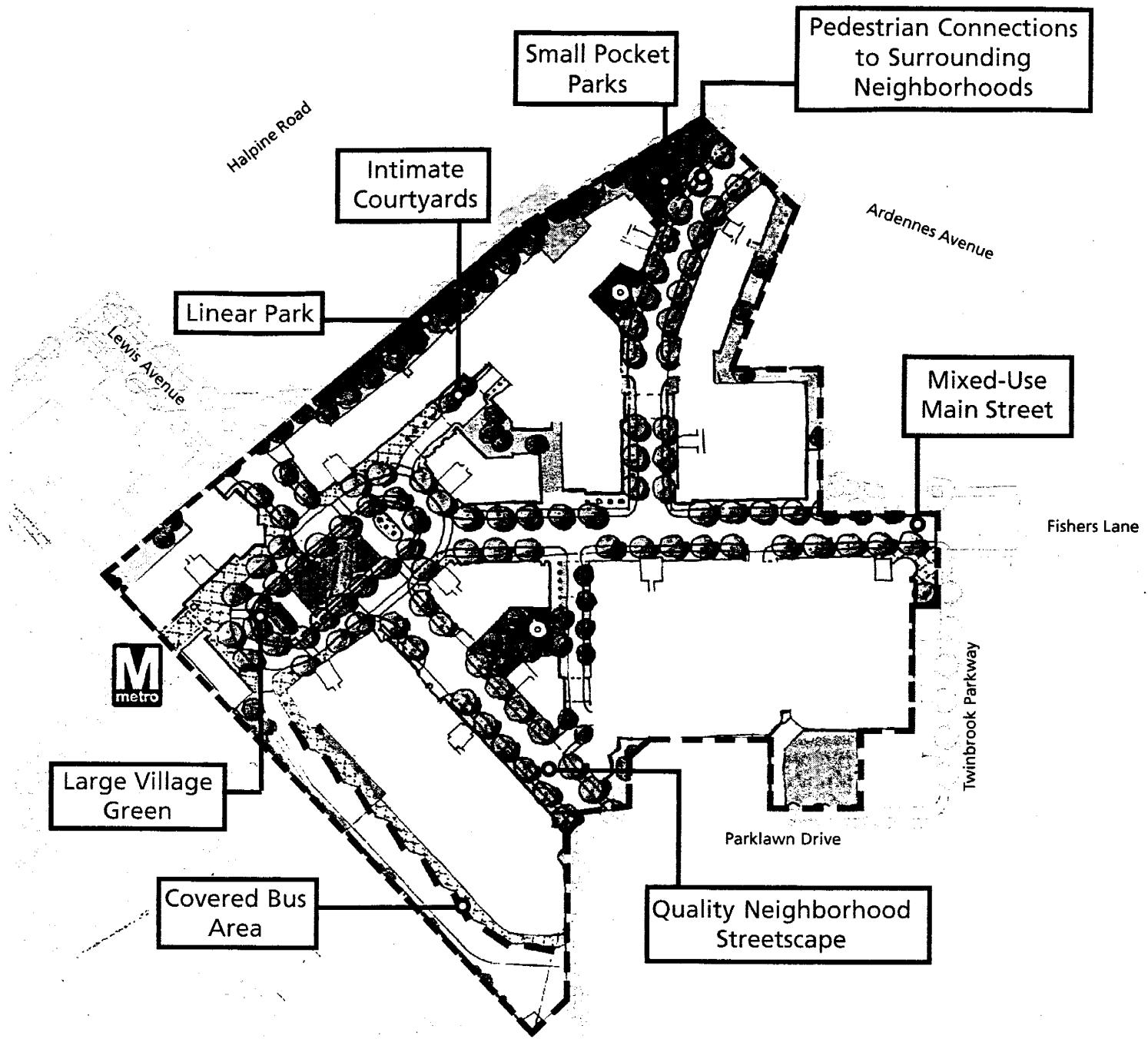
On-Site Amenities Plan



© 2008 The IRG Companies, Inc. 1100 Spring Street, 11th Floor, Silver Spring, MD 20910. All rights reserved.

THE IRG COMPANIES  
 TOTH GALLAS AND PARTNERS • CHK





# TWINBROOK COMMONS

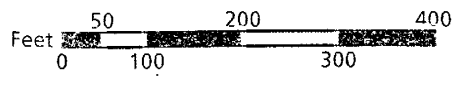
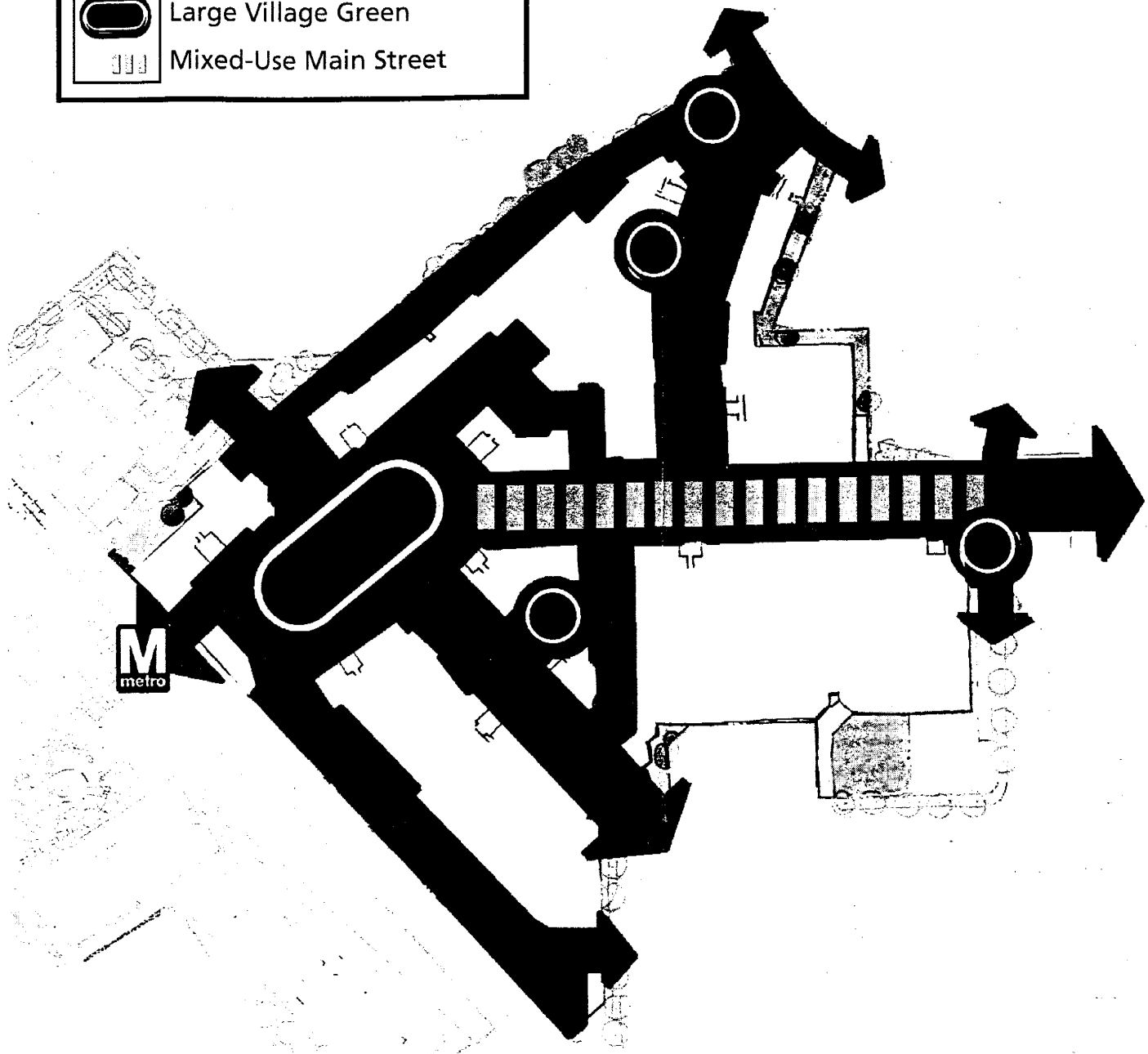


# Open Space Plan

©2005 Torti Gallas and Partners • CHK, Inc. 11500 Spring Street, 4TH floor, Silver Spring, MD 20910 301.588.4800

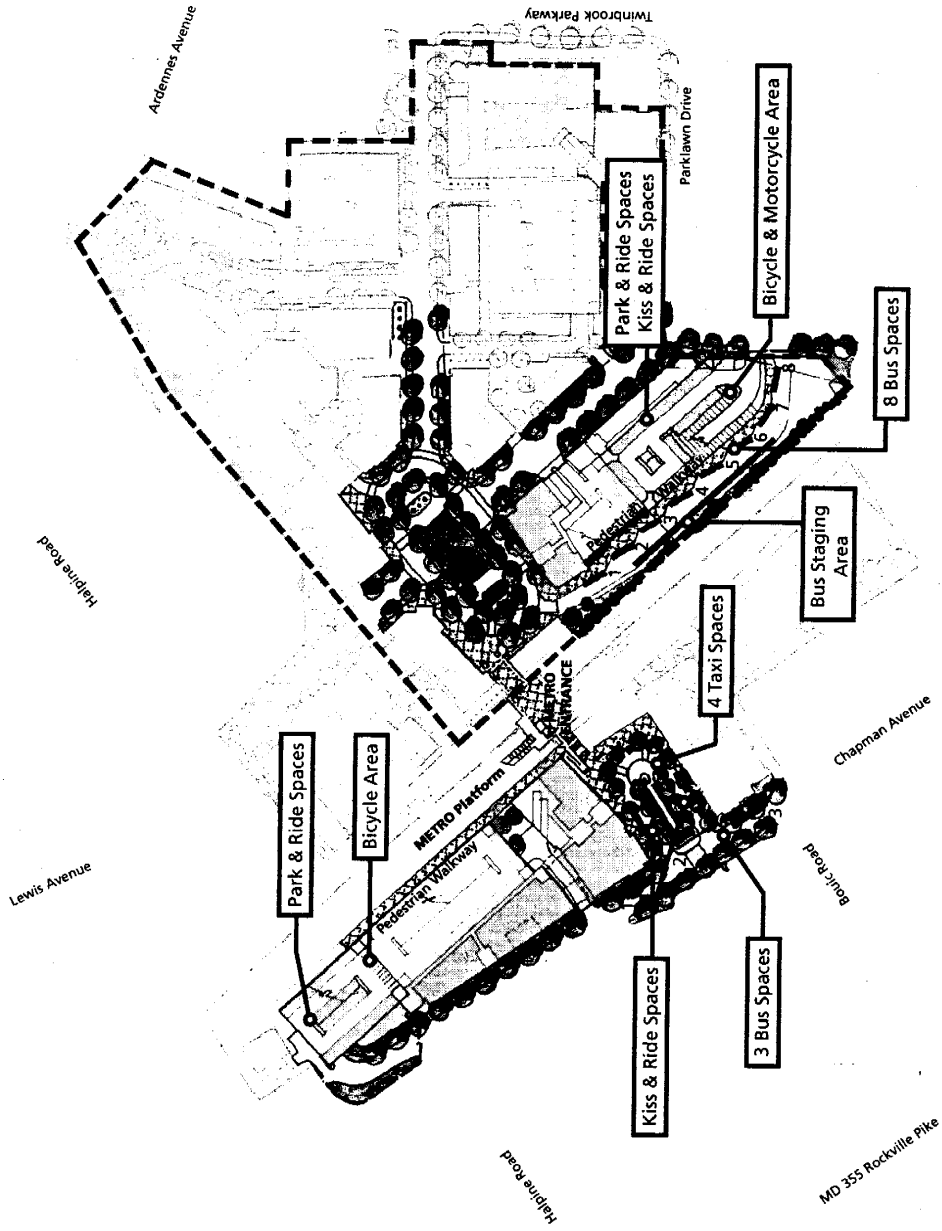


	Open Space Network
	Small Urban/Pocket Parks
	Large Village Green
	Mixed-Use Main Street



Open Space Network Plan

# TWINBROOK COMMONS



East Side (City of Rockville)		West Side (Development Plan Area)	
397	Park & Ride Spaces	700	
6	7 Hour Metered Spaces	38	
4	"A" Spaces	3	
1	HC Kiss & Ride Spaces	2	
<b>408</b>	<b>Total</b>	<b>743</b>	



© 2004 Forti Gallas and Partners • CH2M Hill. Inc. 1100 Spring Street, Pittsford, Silver Spring, MD 20910 • 301.938.1800

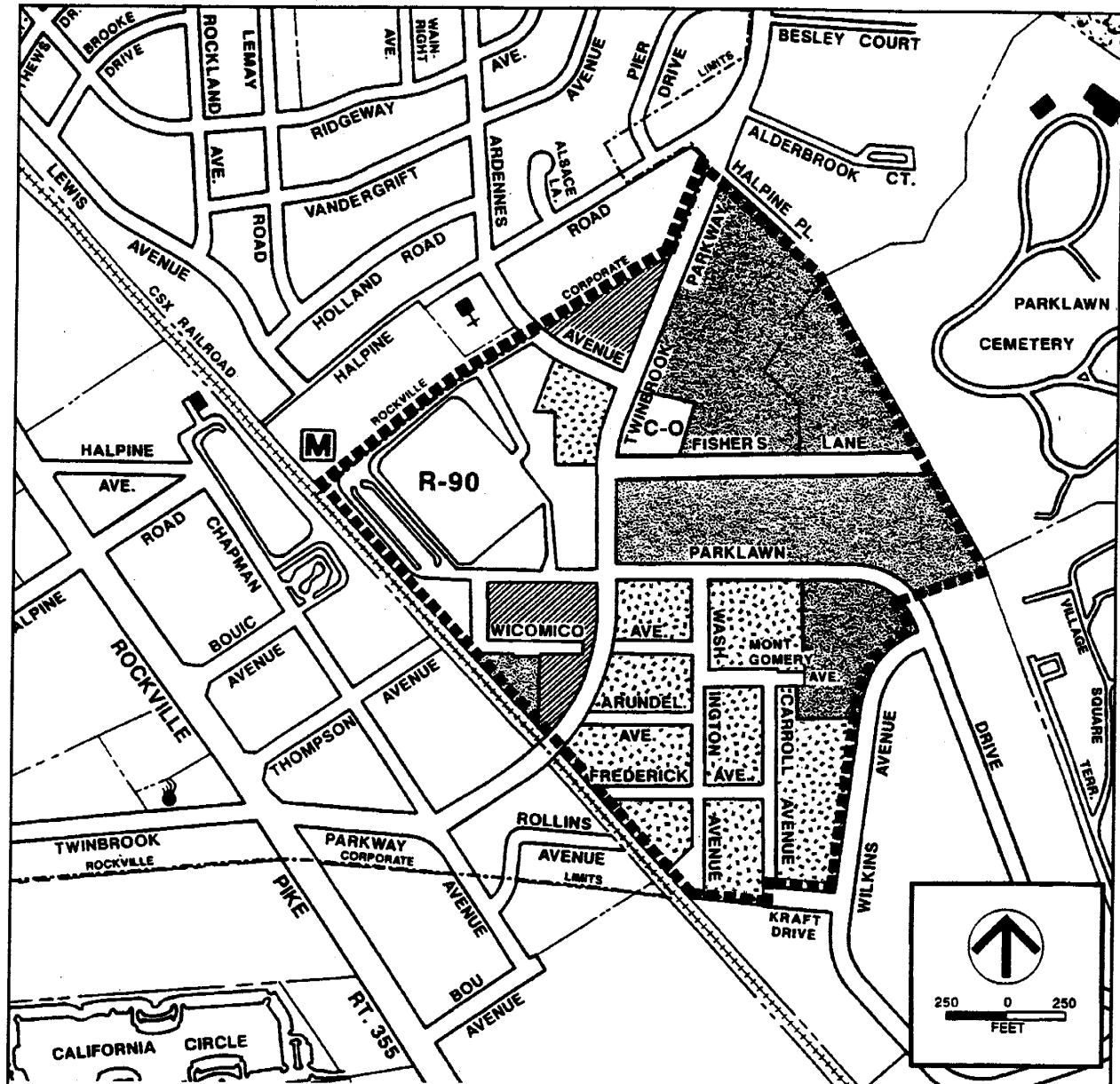
THE IRG COMPANIES  
FORTI GALLAS AND PARTNERS • CH2M

WMATA Program Plan






# TWINBROOK COMMONS

**TWINBROOK SECTOR PLAN AREA - PROPOSED BASE ZONES**

**FIGURE 14**

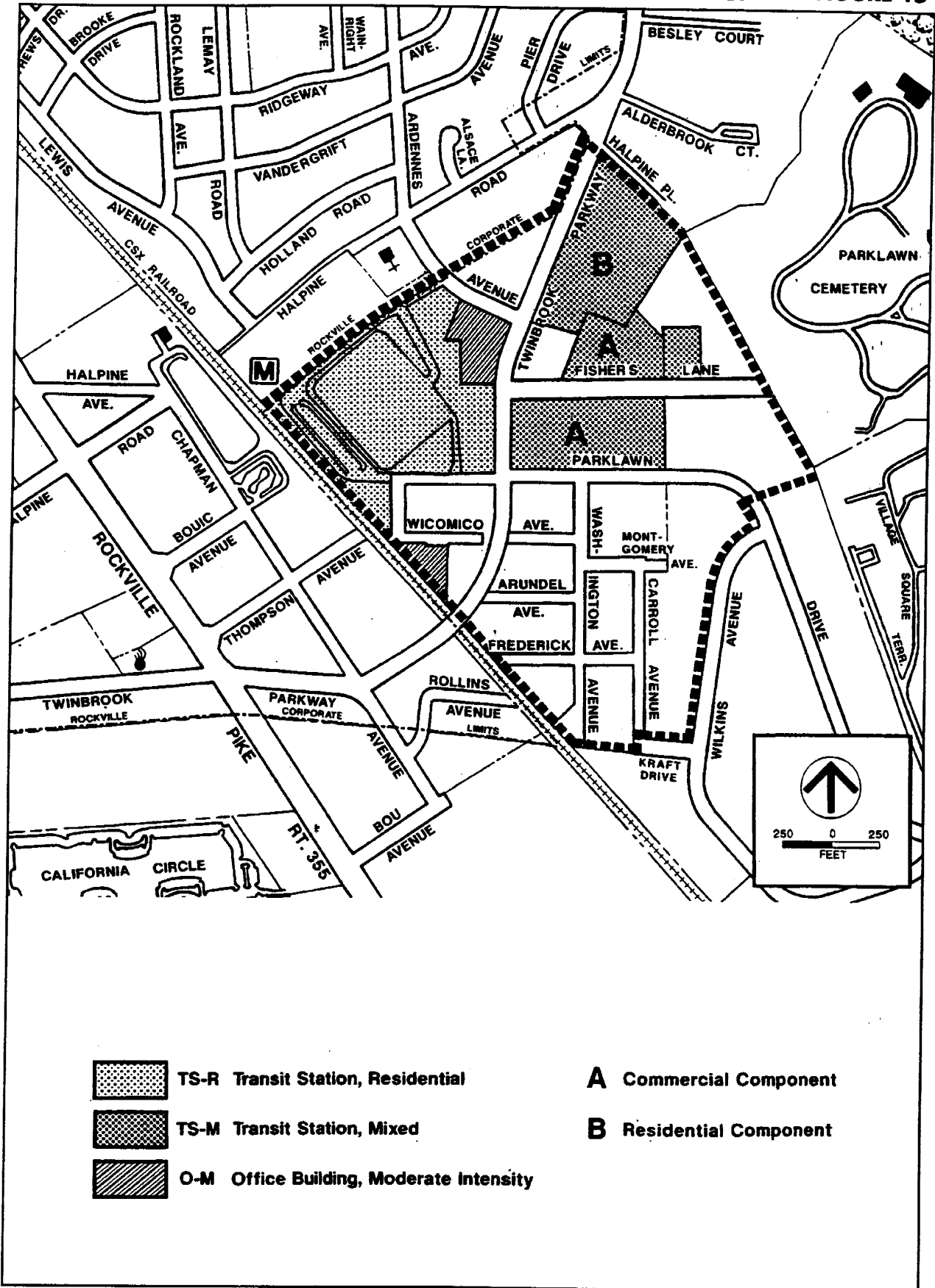


page  
46

- |   |  |   |  |
|---|--|---|--|
|  | <b>R-90 Residential, One-Family</b>            |  | <b>I-1 Light Industrial</b>                |
|  | <b>O-M Office Building, Moderate Intensity</b> |  | <b>I-4 Low Intensity, Light Industrial</b> |
|  | <b>C-O Commercial Office Building</b>          |   |  |

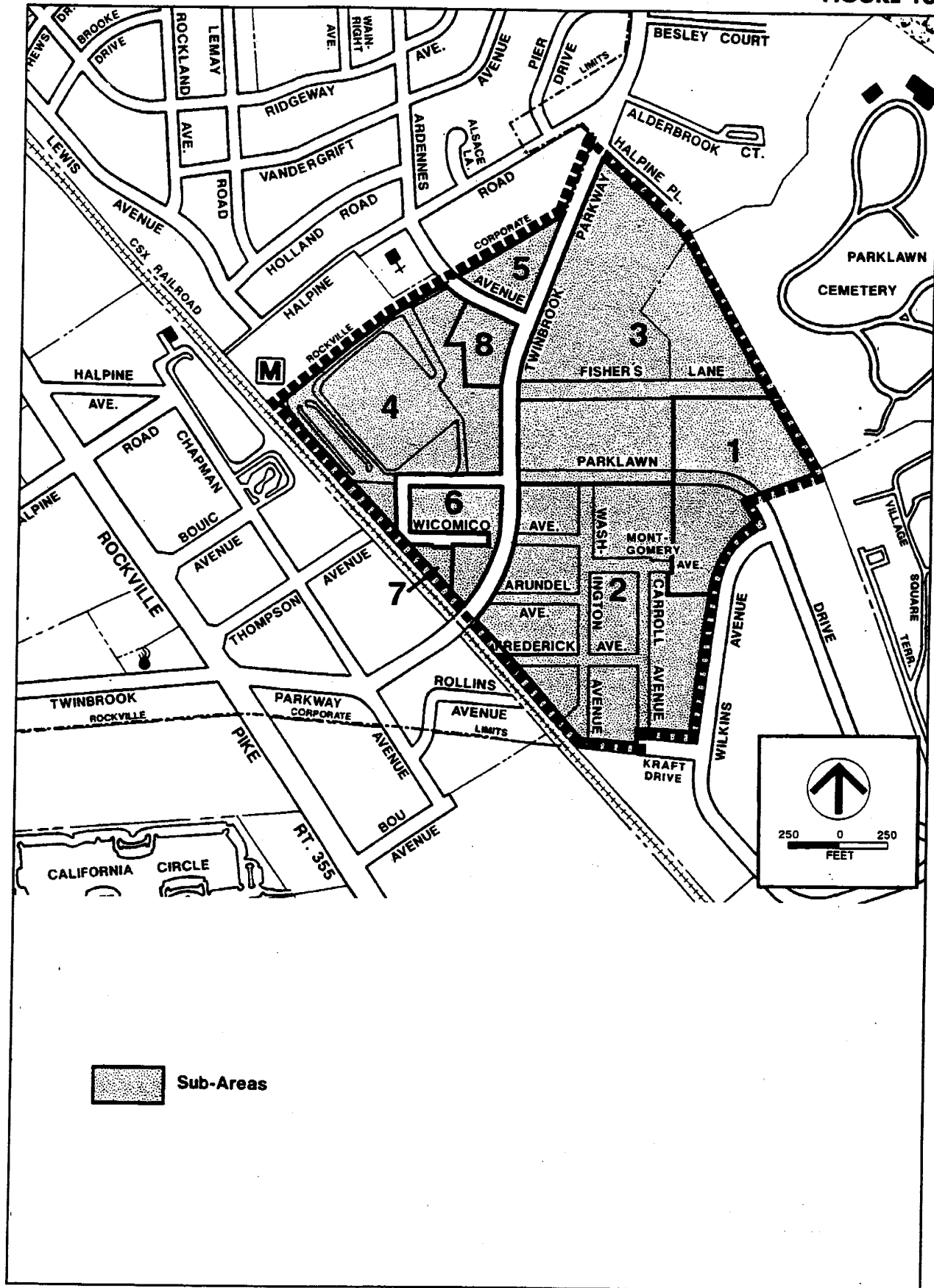
**TWINBROOK SECTOR PLAN AREA - PROPOSED FLOATING ZONES**

**FIGURE 15**



**TWINBROOK SECTOR PLAN SUB-AREAS**

**FIGURE 16**





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 17, 2003

**MEMORANDUM**

TO: Bill Landfair, Zoning Analyst  
Community-Based Planning Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning

FROM: Ed Axler, Coordinator/Planner *EA*  
Transportation Planning

SUBJECT: Zoning Application No. G-810  
Twinbrook Commons  
Twinbrook Policy Area

---

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject Zoning Application under the Alternative Review Procedures for Metro Station Policy Areas. (Refer to the attached page for Section TA1 of the *FY 04 Annual Growth Policy (AGP)*).

**RECOMMENDATIONS**

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to this zoning application:

1. Limit the zoning application to a maximum of 1,114 apartments and 140,000 square feet of general retail uses with a possible supermarket. The apartments proposed in the development plan consist of 424 garden apartments and 690 high-rise apartments. Transportation Planning staff notes that 440 garden apartments and 674 high-rise apartments were analyzed in the applicant's Transportation Demand Management Program. However, the traffic impact would be conservative because the trip-generation formulas result in more trips by garden than high-rise apartments.
2. At the time of preliminary plan of subdivision, satisfy the APF test under the AGP's Alternative Review Procedures for Metro Station Policy Areas that includes:

- a. Using the alternative review procedure in the Twinbrook Metro Station Policy Area, the applicant need not take any actions typically required of preliminary plan applicants to satisfy Policy Area Transportation or Local Area Transportation Review (i.e., typically to submit a traffic study and improve any local area intersection exceeding its congestion standard).
- b. Enter into a traffic mitigation agreement with the Planning Board and the Montgomery County Department of Public Works and Transportation (DPWT) to meet a trip reduction goal to reduce at least 50% of the number of trips attributable to the subdivision.

A large number of external site-generated peak-hour trips could be reduced as follows:

- 1) With a compatible combination of residential and retail land uses on-site and nearby office use within easy walking distance.
- 2) With a pedestrian-friendly location conveniently in walking distance to transit facilities.

Based on the experiences of other mixed-use developments near transit facilities, these characteristics are likely to result in reducing the number of external weekday peak-hour trips.

The remaining external peak-hour trips could be reduced by the proposed possible traffic mitigation measures that include the following:

Transportation demand management participation:

- 1) Participate in the North Bethesda Transportation Management District (TMD).
- 2) Appoint a transportation coordinator as the point of contact between the residents and tenants of the development (and nearby Fishers Place) and the North Bethesda TMD.
- 3) Assist the North Bethesda TMD in monitoring the performance of the trip reduction measures by participating in the annual commuter survey.

Information distribution as an incentive for single-occupant-vehicular travelers to use alternative transportation modes:

- 1) Provide marketing information on alternative transportation modes to single-occupant-vehicle travelers at easily accessible and convenient locations and media sources including a transportation information section within the Twinbrook Commons website. The website should also include links to WMATA, Ride-On, Maryland Department of Transportation, North Bethesda TMD, DPWT roadway traffic cameras, and other commuter assistance websites.
- 2) Distribute to new residents and tenants marketing information on alternative transportation modes to single-occupant vehicular trips.

- 3) Distribute to existing residents and tenants marketing information on alternative transportation modes to single occupant vehicular trips four times a year.
- 4) Keep the residents and tenants updated about "Ozone Action Days" and other regionally-sponsored clean air programs.

Parking costs for single-occupant vehicular trips:

- 1) Provide market-rate parking for single-occupant vehicles.
- 2) Provide reserved parking spaces for registered carpools (with at least two occupants per vehicle) associated with the on-site retail and nearby off-site office.
- 3) Provide reserved parking spaces for participants in the "car-sharing" program for residents living on the site. The "car-sharing" program "on-demand" provides car rentals at Metrorail stations on a short notice to transit users and carpools (i.e., the Flexcar and Zipcar programs).
- 4) Provide reduced rate parking spaces for residents (one space per household) living on-site and working at on-site retail businesses or at the off-site offices located in the adjacent City of Rockville's section of Twinbrook Commons and in the nearby Fishers Place (i.e., Preliminary Plan No. 1-99043 and amend Site Plan No. 8-01025). The applicant, JBG, controls these off-site offices buildings.
- 5) Provide free parking spaces for registered vanpools associated with the on-site retail and nearby off-site office.

Employment-based incentives to use alternatives to single-occupant vehicular trips during the weekday peak periods on-site and nearby Fishers Place:

- 1) Provide monthly transit fare subsidies to employees in coordination with DPWT's Commuter Services Section.
- 2) Offer transit passes and tokens to employees at work sites.
- 3) Offer employer's pretax payroll deduction of transit subsidies for their employees (that is beyond the current benefits offered by the County and State).
- 4) Provide carpool matching services for employees.
- 5) Develop and implement a program to encourage employer and tenants' flextime, compressed workweek, telecommuting, and job sharing.
- 6) Provide information to all office tenants in nearby Fishers Place on special pre-leasing opportunities for housing and retail shopping within Twinbrook Commons.

Developer-based on-site incentives to use alternatives to single occupant vehicular trips:

- 1) Operate a shuttle bus between nearby Fishers Place and the Twinbrook Metrorail station for employees working in the Fishers



Place office development (that would include NIH and other employers).

- 2) Provide on-site taxi loading and waiting zones (two locations).
- 3) Provide on-site pick-up, drop-off, and waiting areas accessible for para-transit vehicles to approach, load, and unload wheel chairs.
- 4) Operate an on-site concierge service for on-site residents and retail tenants pick-up and delivery of goods and services.
- 5) Provide on-site business centers with the necessary office equipment for the residents to telework or telecommute, instead of commuting to their work place.

Based on the effectiveness of prior traffic mitigation programs and the success of the current transportation management organization (TMO), the likelihood of success of these traffic mitigation measures in achieving and maintaining their trip reduction goals is reasonably probable of fruition. The current TMO is the North Bethesda TMD that is headed by the Executive Director, Peggy Schwartz.

- c. Satisfy the recommendations in the *North Bethesda-Garrett Park Master Plan* to mitigate site-generated traffic as follows:

Participate in the North Bethesda TMD as multi-family housing and non-residential development and its "programs operated by, or take actions specified by, the transportation management organization."

The applicant must have a draft Traffic Mitigation Agreement (TMA) at the time of preliminary plan review and enter into the TMA with the Planning Board and DPWT prior to release of building permits. The TMA should include participation in the North Bethesda TMD. The traffic mitigation goals for Stage 2 of the master plan development are to achieve and maintain:

- 1) A 39% non-auto-driver mode share for employees.
- 2) A 30% non-auto-driver mode share for multi-family residents

- d. Pay the development impact tax without claiming any credits for transportation improvements.

## **DISCUSSION**

At preliminary plan of subdivision and site plan, recommendations will be provided regarding the roadway right-of-way dedication, vehicular/bus/pedestrian/bicycle connection/circulation, and other transportation-related comments.

### Site Location

The site is located between the Metrorail and CSX tracks and Twinbrook Parkway.

### External Vehicular Traffic Circulation

External vehicular accesses are proposed from the extension of Wicomico Avenue, Fishers Lane, and Parklawn Drive into the site. Twinbrook Parkway is to the east and Ardennes Avenue to the northeast of the site. On the northwest, Lewis Avenue, a City of Rockville street, will not be extended into the site.

### Internal Vehicular Traffic Circulation

The internal circulation is provided by Street "A" from Ardennes Avenue, Street "C" from Wicomico Avenue and Parklawn Drive, and Main Street from Twinbrook Parkway or the extension of Fishers Lane. Street "B" connects to the City of Rockville's residential section on the east side of the Metrorail and CSX tracks. An internal public street network will be determined at preliminary plan time.

### Pedestrian Facilities

The proposed zoning application will provide a sidewalk network along the external and internal streets for pedestrian access for the proposed internal residential and retail development and to existing and approved, but unbuilt development adjacent to the site.

### Parking

Parking garages provide off-street parking in all of the residential buildings and for the Twinbrook Metrorail station users.

### Master Plan Roadways and Bikeways

In accordance with the approved and adopted *North Bethesda/Garrett Park Master Plan*, the master plan designations are as follows:

1. Rockville Pike (MD 355): Between Nicholson Lane and Rockville City limits, designated as a divided six-lane major highway, M-6, with a 134-foot right-of-way and a Class I bikeway on the east side. This major highway is a north-south corridor through Montgomery County.

2. Twinbrook Parkway: Designated as an arterial roadway, A-37, with a Class II bikeway and the following:
  - a. Between Rockville City limits and Ardennes Avenue: A six-lane arterial with a 104-foot right-of-way.
  - b. Between Ardennes Avenue and Veirs Mill Road (MD 586): A four-lane arterial with an 80-foot right-of-way.

This arterial is a southwest-northeast connection between Rockville Pike and Veirs Mill Road.

3. Parklawn Drive: Between Randolph Road and the cul-de-sac 6000 feet west of Twinbrook Parkway, designated as a four-lane arterial roadway, A-64, with an 80-foot right-of-way and a Class II bikeway. This arterial is a north-south connection between Twinbrook Parkway and Randolph Road.
4. Fishers Lane: Designated as a four-lane business street, B-1, with an 80-foot right-of-way and a planned Class I bikeway. This business street is an east-west connection between Twinbrook Parkway and non-residential developments.
5. Chapman Avenue: Between Rockville City limits and Marinelli Road, designated as a four-lane business street, B-4, with a 70-foot right-of-way. This business street is a north-south connection from Randolph Road to past Twinbrook Parkway and parallels Rockville Pike.
6. Wicomico Avenue Connector: Between Parklawn Drive and Wicomico Avenue, designated as a four-lane business street, B-9, with a 70-foot right-of-way. This business street is an east-west connection between Twinbrook Parkway and non-residential developments.

Ardennes Avenue, Bouic Avenue, Halpine Road, Lewis Road, and Thompson Avenue are local roads within the City of Rockville as follows:

1. Ardennes Avenue is a two-lane north-south connector between Twinbrook Parkway and Veirs Mill Road.
2. Bouic Avenue is a two-lane northeast-southwest connector between Rockville Pike and Chapman Avenue.
3. Halpine Road is a two-lane northeast-southwest connector between Lewis Road and Twinbrook Parkway.
4. Lewis Avenue is a two-lane north-south road parallel to Rockville Pike and on the east side of the Metrorail and CSX tracks between First Street (MD 28) and Halpine Road.

5. Thompson Avenue is a two-lane northeast-southwest connector between Lewis Avenue and Twinbrook Parkway.

Site-Generated Traffic and Trip Mitigation of Vehicular Trips

As shown in the table below, the proposed land uses generate 50 or more total peak-hour vehicular trips during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and the evening peak period (4:00 p.m. to 7:00 p.m.). The vehicular trips were determined from the trip-generation rates and formulas in the *Local Area Transportation Review Guidelines* for both land uses.

The table also shows the total peak-hour persons trips that are used in analyzing traffic mitigation measures. Total persons trips were determined by multiplying the vehicular trips times the typical vehicle occupancy rates obtained from publications by the Urban Land Institute and the Institute of Transportation Engineers as follows:

1. 1.20 persons per apartment and office vehicular trip.
2. 1.60 persons per retail vehicular trip.

Land Use	Units or Square Feet	Weekday Peak-Hour Trips			
		<i>Vehicular</i> Trips		<i>Person</i> Trips	
		Morning	Evening	Morning	Evening
Garden Apartments	440 units	179	208	215	250
High-Rise Apartments	674 units	206	241	247	289
Subtotal Residential Units	1,114 units	385	449	462	539
General Retail with Supermarket	140,000 s.f.	322	1,287	515	2,060
Total Weekday Peak-Hour Trips		707	1,736	977	2,599

Under the Alternative Review Procedures for Metro Station Policy Areas, a Comprehensive Local Area Transportation Review (CLATR) is required by the Planning Board at the time of preliminary plan of subdivision to analyze the intersection congestion levels. At the intersections to be analyzed in the CLATR, the Critical Lane Volume (CLV) of 1,800 is the congestion standard for the Metro Station Policy Areas. When the CLV is over 1,800 for an intersection located in a Metro station policy area, a queuing analysis is required to be performed.

Trip Reduction Goal

Under the Alternative Review Procedures for Metro Station Policy Areas, the applicant proposed to meet the trip reduction goal of at least 50% of the weekday peak-hour trips that equals:

Weekday Peak-Hour Trips	Weekday Peak-Hour Trips			
	Vehicular Trips		Person Trips	
	Morning	Evening	Morning	Evening
Total Trips Vehicular	707	1,736	977	2,599
50% Trip Reduction Goal	354	868	489	1,300

Trip Reduction Due to the Site's Unique Land Use Mix, Size, and Location

The total number of trips generated (as shown in the table above) is as if each land use was located on a separate site and not located near a Metrorail station. Such is not the case for the subject development on this site with a unique mix of residential and non-residential land uses on a large scale located within walking distance to public transit facilities. The non-residential land uses include the proposed general retail uses with a supermarket and an approved nearby large office development that the applicant owns and controls. The nearby office development is within an easy walking distance one-block to the northeast controlled by the applicant, JBG – Fishers Place (or Spring Lake Park) approved on June 21, 2001, as Preliminary Plan No. 1-99043 and on September 20, 2001, as Site Plan No. 8-01025 for 715,200 square feet of general office use (Figure 1). Therefore, some of the weekday peak-hour trips could be reduced as follows:

1. Internal On-Site Trips: As a large mixed-use development, from 0% to 25% of the trips could be between the internal residential and retail land uses as indicated below:

Between On-Site Land Uses	No. of Weekday Peak-Hour Trips			
	Percentage		Person Trips	
	Morning	Evening	Morning	Evening
Residential Units: to Retail Uses	5%	25%	23	135
Retail Uses: to Residential Units			23	135
<i>Person Trip Reduction within the Site</i>			46	270

The percent of internal person trips was determined based on studies of multi-use developments by the Urban Land Institute and the Institute of Transportation Engineers and Wells and Associates' surveys conducted at Reston Town Center and Villages of Shirlington. The percent of internal trips is also consistent with those used for retail uses in the approved Traville development in North Potomac and (LCOR) White Flint Place, Zoning Application No. G-801.

2. Non-Vehicular On-Site Trips: As a site located in a pedestrian friendly environment within walking distance to a Metrorail station and a bus transfer facility, 48% of the apartment and 16% of the retail person trips could be made by not driving single-

occupant vehicles. To encourage transit use, other TDM measures include market-rates to park single-occupant vehicles and transit fare subsidies. These percents of person trip reduction are shown below and are based on WMATA's "Development-Related Ridership Survey II" and M-NCPPC's *Montgomery County Trip Generation Rate Study*, dated July 2002, for the off-site offices located near Metrorail stations.

On-Site Land Uses	Between Land Uses <i>Person Trips</i>			
	Percentage		No. of Trips	
	Morning	Evening	Morning	Evening
Residential Units	48%	48%	222	259
Retail Uses	16%	16%	82	330
Total Trip Reduction within the Site			<b>304</b>	<b>589</b>

3. Short-Distance Site-Generated Trips Reduced to and from the nearby Office Development within the Twinbrook Policy Area: As a large mixed-use development, from 0% to 10% of the trips could be between the on-site residential and retail land uses and nearby office uses within easy-walking distance of the same policy area:

Between On-Site & Off-Site Land Uses	No. of Weekday Peak-Hour Trips			
	Percentage		<i>Person Trips</i>	
	Morning	Evening	Morning	Evening
On-Site Residential Units to Off-Site Office Use	5%	5%	23	27
On-Site Retail Uses to Off-Site Office Uses	0%	10%	0	127
Off-Site Office to On-Site Residential Units	5%	5%	23	27
Off-Site Office to On-Site Retail Uses	0%	10%	0	127
<i>Person Trips Reduced between the Site &amp; Nearby Off-Site Office</i>			<b>46</b>	<b>308</b>

The percent of internal person trips was determined based on same studies as discussed in Section 1 above.

4. Off-Site Transportation Demand Management Measures at the Nearby Fishers Place

The possible TMD measures described in Recommendation No. 2b are proposed for the nearby off-site Fishers Place offices within the Twinbrook Policy Area. The table below shows the total number of vehicular peak-hour trips generated by the approved 715,200-square-foot of office space. The vehicular trips were converted to person peak-hour trips based on 1.20 persons per vehicle as previously discussed above. For the off-site TMD measures at Fishers Place, the transportation consultant conservatively proposed to reduce the site-generated person trips by 5% for transit incentives and shuttle bus service and 2% each for carpooling/vanpooling and flex time work schedules.

<b>Weekday Peak-Hour Trips</b>		
Type of Trips	Morning	Evening
Total <b>Vehicular</b> Trips	1,208	1,050
Total <b>Person</b> Trips	1,450	1,260
TMD <b>Person</b> -Trip Reductions:		
Transit Incentives & Shuttle	72	63
Carpooling/Vanpooling	29	25
Flex Time Work Schedules	29	25
Sum: Reduced <b>Person</b> Trips	<b>130</b>	<b>113</b>

5. Subtotal of Reduced Weekday Peak-Hour Trips

The table below summarizes the number of weekday peak-hour **person** trips reduced as described in Sections 1 to 4 above. The person trips are converted to weekday peak-hour **vehicular** trips based on the typical vehicle occupancy rates used above.

	<b>Weekday Peak-Hour Trips</b>	
	Morning	Evening
Internal On-Site Trips between Different Land Uses	46	270
On-Site Transit within Walking Distance	304	589
Subtotal – Reduced On-Site <b>Person</b> Trips	<b>350</b>	<b>859</b>
Short-Distance Trips between On-Site Land Uses & nearby Off-Site Office	46	308
Off-Site Transportation Demand Management	130	113
Subtotal – Reduced Off-Site <b>Person</b> Trips	<b>176</b>	<b>421</b>
Subtotal - Reduced <b>Person</b> Trips	<b>526</b>	<b>1,280</b>
Subtotal Converted back to <b>Vehicular</b> Trips	<b>418</b>	<b>941</b>

6. Summary of Trip Reduction Actions

The table below summarizes the peak-hour person trips associated with each on-site and off-site trip reduction measures discussed above:

	<b>Weekday Peak-Hour Vehicular Trips</b>	
	Morning	Evening
On-Site <b>Vehicular</b> Trips Reduced	270 (38.2%)	618 (35.6%)
Off-Site <b>Vehicular</b> Trips Reduced	147 (20.8%)	323 (18.6%)
Total <b>Vehicular</b> Trips Reduced	418 (59.0%)	941 (54.2%)
<b>VERSUS</b> --- The 50% Trip Reduction Goal	354	868

The APF test can be satisfied because the total number of reduced weekday peak-hour vehicular trips is more than the required 50% trip reduction goal under the FY 2004 Annual Growth Policy Alternative Review Procedures for Metro Station Policy Areas.

Policy Area Transportation Review/Staging Ceiling Condition

Based on the *FY 2004 Annual Growth Policy* transportation staging ceilings, the remaining capacity is 1,260 housing units and 490 jobs as of July 31, 2003, in the Twinbrook Policy Area.

Land Use	Units/Gross Square Feet	Housing Units/Jobs
High-Rise Apartments	1,114 apartments	1,114 Housing Units
Remaining Staging Ceiling Capacity as of 7/31/03		1,260 Housing Units
Remaining Residential Capacity with Proposed Uses		+152 Housing Units
General Retail Uses	140,000 square feet	350 Jobs
Remaining Staging Ceiling Capacity as of 7/31/03		490 Jobs
Remaining Non-Residential Capacity with Proposed Uses		+140 Jobs

North Bethesda Transportation Management District (TMD)

This site is within the boundary of the North Bethesda TMD. If the County Council adopts the reestablishment of the annual Transportation Management Fee, the applicant of this new multi-family residential and non-residential development would have to pay the fee to the North Bethesda TMD. The pending legislation would re-implement the recommendation in the *North Bethesda-Garrett Park Master Plan* and the requirements under County Code 42A-25, Ridesharing. The applicant would be required to submit a traffic mitigation plan for the North Bethesda TMD.

The North Bethesda TMD is operated by a private nonprofit organization, the North Bethesda Transportation Action Partnership. The TMD is not an entity to join per se but instead an organization in which to participate by cooperating in:

1. Conducting the employee surveys.
2. Appointing a transportation coordinator.
3. Promoting alternative transportation modes to residents on the site.
4. Pay the annual Transportation Management Fee to the North Bethesda TMD given the County Council's renewal of TMD's enabling legislation.

The Stage II goal is to achieve and maintain the 30% non-driver traffic mitigation goal for multi-family residents and a 39% non-auto-driver mode share for employees in the North Bethesda/Garrett Park Planning Area.

EA  
Attachments

cc: Pat Harris  
Nancy Randall