**MEMORANDUM**

DATE: December 3, 2004
 TO: Montgomery County Planning Board
 Rose Krasnow, Chief *REK*
 VIA: Michael Ma, Supervisor *MA*
 Development Review Division
 FROM: Robert A. Kronenberg, RLA *RAK*
 Development Review Division
 (301) 495-2187

REVIEW TYPE: **Site Plan Review**
 CASE #: **8-05011**
 PROJECT NAME: **Twinbrook Commons**
 APPLYING FOR: Approval of 440 multi-family dwelling units, including 55 MPDUs and 60,099 square feet of commercial retail
 REVIEW BASIS: Div. 59-D-3 of Montgomery County Zoning Ordinance

ZONE: TS-R Zone
 LOCATION: In the northwestern quadrant of the intersection of Twinbrook Parkway and Parklawn Drive in Rockville
 MASTER PLAN: North Bethesda/Garrett Park Master Plan
 APPLICANT: Twinbrook Commons L.L.C.
 C/o The JBG Companies
 FILING DATE: September 27, 2004
 HEARING DATE: December 9, 2004



STAFF RECOMMENDATION: Approval of 440 multi-family dwelling units, including 55 Moderately Priced Dwelling Units (MPDUs), and 60,099 square feet of commercial retail on 7.85 acres, with the following conditions:

1. Development Plan Conformance
 The proposed development shall comply with the binding elements listed in the Zoning Map Amendment G-810 and associated Development Plan [Appendix A].
2. Preliminary Plan Conformance
 The proposed development shall comply with the conditions of approval for Preliminary Plan 1-04054 as listed in the Planning Board opinion dated May 25, 2004 [Appendix B].

3. Site Design
 - a. Provide clear graphic identification of the Phase I boundary.
 - b. Provide designated areas for outdoor seating.
 - c. Provide details of the bollards at the west end of Fishers Lane.
 - d. Provide a letter of approval from the Department of Public Works and Transportation for the wall and fountain located in the Twinbrook Parkway public right-of-way prior to signature set approval.

4. Landscaping
 - a. Provide streetscape improvements, including street trees, lighting and specialty paving, consistent with the improvements on Private Street A, on the south side of Ardennes Road right-of-way along the property frontage.
 - b. Provide a 7-foot-tall wrought-iron fence along the northwestern perimeter of the linear park, adjacent to the Cambridge Walk townhouse community and Halpine Church. Details of the fence shall be reviewed and approved by staff as part of the signature set.
 - c. Provide a detail of the "Green Screen" trellis located on the garage structures.
 - d. Delineate the public right-of-way for Twinbrook Parkway along the property boundary.
 - e. Walls at the intersection of Twinbrook Parkway and proposed Fishers Lane shall be modified to be masonry, other than concrete, to complement the building facades. Details of the walls shall be reviewed and approved at signature set.
 - f. The tree pit details (Tree Pit Type B) shall be modified to include a double-header course at the curb.

5. Lighting
 - a. Provide a lighting distribution and photometric plan with summary report and tabulations to conform to IESNA standards for residential/retail development.
 - b. All light fixtures shall be full cut-off fixtures.
 - c. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.
 - d. Shields shall be installed on all fixtures on the top level of the parking garages.
 - e. Illumination levels shall not exceed 0.5 footcandles (fc) at any property line abutting adjacent residential properties.
 - f. The height of the light poles on the parking garage structures shall not exceed 12 feet including the mounting base.

6. Pedestrian Circulation
 - a. Provide a minimum 9-foot-wide sidewalk on both sides of Street A, inclusive of the tree pits.
 - b. Provide a 4-foot-wide brick paved sidewalk from Ardennes Avenue to Street A. Sidewalk shall be field located by M-NCPPC where it impacts the critical root zones of the existing trees within the linear park.
 - c. Provide a 5-foot-wide temporary sidewalk adjacent to the reconfigured WMATA parking lot from Fishers Lane to the new entrance from Parklawn Drive.
 - d. Provide a 5-foot-wide temporary sidewalk adjacent to the reconfigured WMATA parking lot on the north side of the Kiss 'n' Ride drive through from Parklawn Drive.

- e. Revise the Circulation Plan to delete the pedestrian access through the linear park behind Building E-3 and temporary stormwater management facility.

7. Recreation Facilities

- a. Provide the recreation calculations in accordance with the Recreation Guidelines on the Public Use and Recreational Space Area Plan.
- b. Provide an Indoor Exercise Room (Health Club), (2) Indoor Community Spaces, a Tots Playroom, pedestrian system and (6) seating/plaza areas to comply with the Recreation Guidelines.
- c. The indoor facilities shall be located in residential buildings.

8. Open Space/Public Use Space

- a. The applicant shall provide a minimum of (10) ten percent (34,212 square feet) public use space of the net lot area in Phase I. The public use space shall consist of the streetscape on both sides of Private Street A, Fishers Lane and Ardennes Avenue as well as the courtyard in front of Building E-3 and the open play area north of Building E-3 to Ardennes Avenue.
- b. The applicant shall provide a minimum of (25) twenty-five percent (85,531 square feet) open space of the net lot area in Phase I. The open space shall consist of the linear park area, buffer to the temporary stormwater management area, buffer areas to adjacent properties and green areas at the entrance from Parklawn Drive. The total open space provided shall be a minimum of (35) thirty-five percent.
- c. Any changes to the open space provided on Phase I that will be caused by the future phases will need to be accounted for in the future phases.

9. Maintenance Responsibility

The applicant shall be responsible for maintaining open space areas and public use areas, including areas used for recreational, common or quasi-public purposes as conditioned in the binding elements of G-810, Resolution No. 15-465.

10. Moderately Priced Dwelling Units (MPDUs)

The proposed development for Phase I shall provide 55 (or 12.5 percent of the total number of units) MPDUs on-site.

11. Transportation

The applicant shall comply with the following conditions of approval from M-NCPPC-Transportation Planning:

- a. Provide 15 bike racks for the proposed development.
- b. Provide handicapped ramps that are rotated to create a more perpendicular street crossing. The portion of the ramps located next to street tree wells/areas need not have the triangular-shaped “wing” – since the tree well is a non-traversable surface.

12. Forest Conservation

The applicant shall comply with the following conditions of approval from M-NCPPC-Environmental Planning:

- a. Approval of the Final Forest Conservation Plan (for Phase I only) at signature set. The proposed development shall comply with the conditions of the final forest conservation plan for Phase I. The applicant shall satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits.
- b. The Final Forest Conservation Plan (FCP) shall include a Tree Protection Plan prepared by an ISA Certified Arborist for trees to be protected along the grading perimeter for Phase I.
- c. Final FCP shall reference trees, locations, and specifications as shown on "Planting Plan-L301-L306" as necessary to partially satisfy the planting requirement as proposed.
- d. Submission of financial security to M-NCPPC prior to clearing and grading.
- e. Record plat of subdivision shall include appropriate notes referencing the final FCP and the landscape plans, which specify the methods of compliance with the forest conservation law.

13. Noise Attenuation

The applicant shall comply with the following condition of approval from M-NCPPC-Environmental Planning to provide acoustical attenuation from the combined noise of all transportation noise sources including roadways, Metrorail and road operations:

- a. Certification from an engineering firm that specializes in acoustical analysis, that the building shell for residential dwelling units to be constructed within the unmitigated 65 dBA Ldn noise contour from all transportation sources, is designed to attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn. Any changes that may affect acoustical performance shall be approved by the acoustical engineer in advance of installation.

14. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated April 26, 2004 [Appendix C].

15. Common Open Space Covenant

Record plat of subdivision shall reference the Common Open Space Covenant recorded at Liber 28045 Folio 578 ("Covenant"). Applicant shall provide verification to M-NCPPC staff prior to issuance of the 1st building permit that Applicant's recorded Homeowners Association Documents incorporate by reference the Covenant.

16. Development Program

Applicant shall construct the proposed development in accordance with Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of signature set of site plan. Development Program shall include a phasing schedule as follows:

- a. Streetscape shall progress as street construction is completed, but no later than six months after completion of the units and retail space adjacent to those streets.

- b. Community-wide pedestrian pathways including the temporary sidewalks from the proposed development to the metro station shall be completed prior to issuance of the final building permit in Phase I.
- c. Landscaping associated with each building or structure shall be completed as construction of each facility is completed.
- d. Provide the landscaping outside the limits of disturbance and fence within the linear park (approximately 40-foot-wide strip) along the northwestern property line prior to release of the first building permit.
- e. Pedestrian pathways including the paved sidewalk from Ardennes Avenue to Street A and the outdoor courtyard/plaza area for Building E-3 and seating areas associated with each facility shall be completed as construction of each facility is completed.
- f. Clearing and grading shall correspond to the construction phasing, to minimize soil erosion.
- g. Provide each section of the development with necessary roads.
- h. Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
- i. The Traffic Mitigation Agreement (TMA) shall be executed prior to release of the first building permit.

17. Clearing and Grading

No clearing or grading prior to M-NCPPC approval of signature set of plans.

18. Signature Set

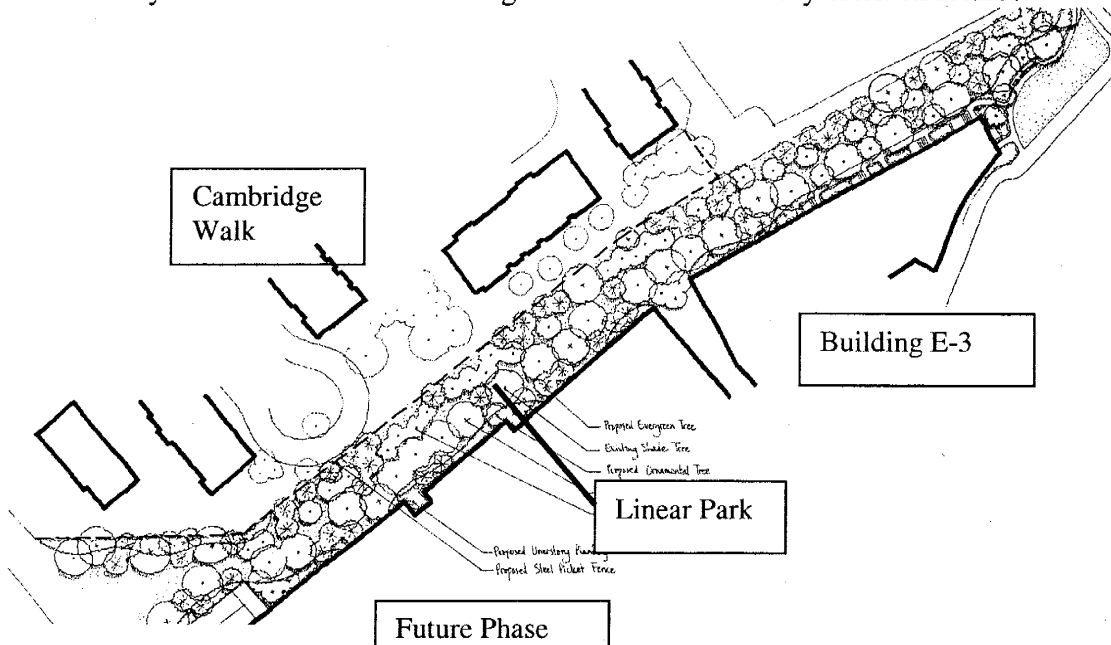
Prior to signature set approval of site and landscape/lighting plans the following revisions shall be included and/or information provided, subject to staff review and approval:

- a. Development program, inspection schedule, and Site Plan Opinion.
- b. Limits of disturbance.
- c. Methods and locations of tree protection.
- d. MPDU and recreation facility calculations.
- e. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading.
- f. Centralized, screened trash areas for all multi-family units.
- g. All other items specified in the site design, landscaping, lighting, recreation, open space/public use space, pedestrian circulation, maintenance responsibility, transportation, forest conservation and noise attenuation conditions of approval above.

SITE PLAN REVIEW ISSUES

I. Linear Park

The Phase I portion of the site includes development adjacent to the Cambridge Walk townhouse community and Halpine Church with a primary access to this area from Halpine Road via Ardennes Avenue. Concerns were raised with regard to buffers from the proposed development to the existing community and compatibility of uses at their property boundary. The development adjacent to the existing community is proposed to be 4-stories and the linear park area is forty feet in width. The existing townhouses are 3-story brick structures.



Community Position

The adjacent townhouse community of Cambridge Walk and the Halpine Church voiced specific concerns during the rezoning as well as the during the Phase I site plan over issues pertaining to building height, appropriate buffers to their properties and lighting. The adjacent community has expressed their support for buildings no taller than 4 stories in height adjacent to their property line, a forty-foot linear park providing a necessary buffer of existing and proposed plant material and lighting that does not project into their property from the proposed development.

Applicant's Proposal

The applicant has proposed a forty-foot-wide linear park area along the northwestern perimeter as a buffer to the existing community. The linear park area will include some of the existing mature willow oaks and pine trees that presently line the current drive from Ardennes Avenue, as well as proposed plantings to supplement the buffer. In addition to the plantings, a 7-foot ornamental fence is proposed at the northwest boundary of the linear park. The proposed plan includes a 4-story building as a transition to the 3-story townhouses to further meet the requests of the community. The overall plan does transition to more height and density as it progresses toward Fishers Lane and the metro station. Lighting is minimal on the western edge of the

proposed building accommodating only the future residents with access from Street A. Access does not extend through the linear park, only to the proposed residential units.

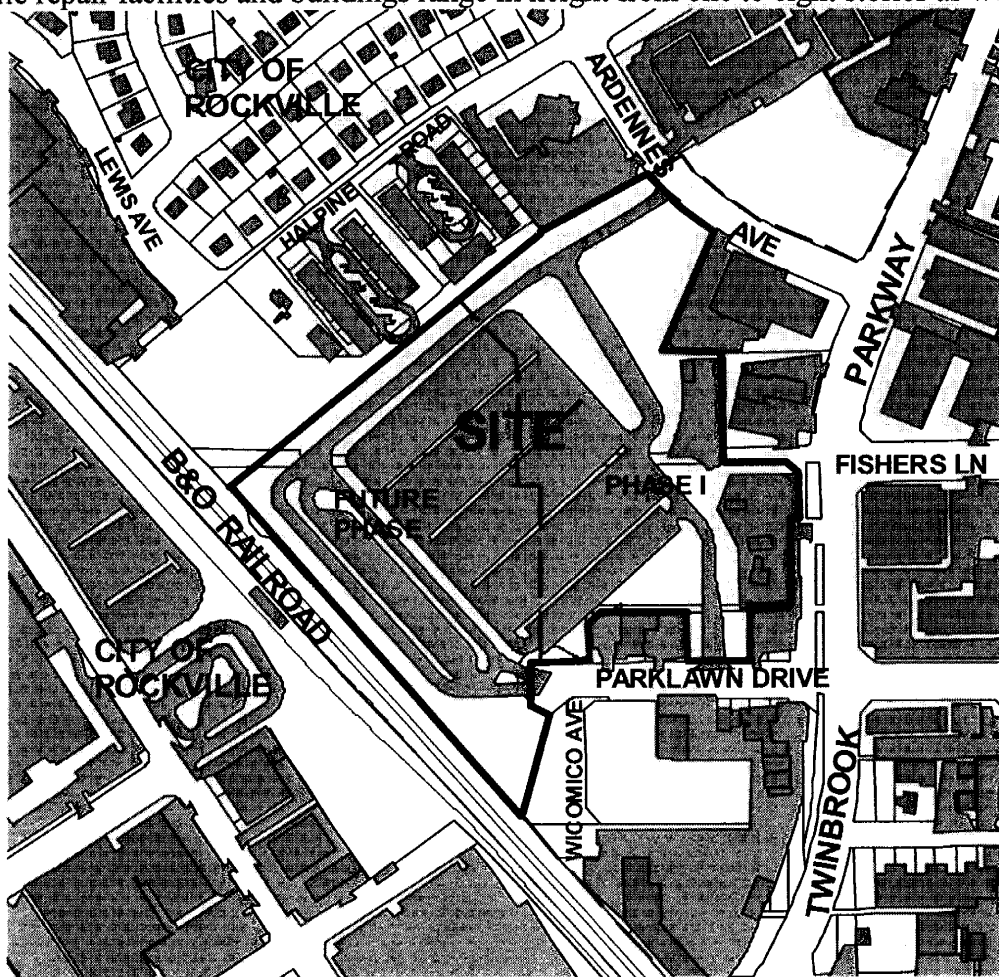
Staff Position

Staff supports the requests made by the community for building heights and buffers to the proposed development. The Phase I site plan and conditions provide for all of the information and detail requested by the community. Staff has reviewed the application to ensure that all of the requests made by the community have been met. A Tree Protection Plan is also part of the approval of the Phase I site plan to address impacts to the existing trees from the proposed development to ensure all possible means of survivability.

PROJECT DESCRIPTION: Site Vicinity

The subject property is located in the northwest quadrant of the intersection of Twinbrook Parkway and Parklawn Drive, directly abutting the east side of the B&O Railroad tracks in Rockville, Maryland. The west side of the railroad tracks also contains a portion of the metro station and is in the City of Rockville. The 16.51-acre property is currently the WMATA surface parking facility for the Twinbrook Metro Station, however the Phase I portion of the site plan is 7.85 acres. Phase I is the eastern tract from the intersection of Parklawn Drive and Wicomico Avenue to Twinbrook Parkway.

The land use and zoning pattern reflects a mix of uses located within three areas to the north, south and east. The site is physically bounded by the CSX railroad tracks on the southwestern boundary. The City of Rockville limits are to the north of the site and contain a mix of one-family houses, the townhouse community of Cambridge Walk and the Halpine Church. These properties have direct access from Halpine Road via Ardenes Avenue. 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, 1-4, C-O and O-M Zones. The buildings range in height from one to eight stories. The area to the west of the CSX rail line is zoned RPC under the City of Rockville zoning code. The land uses in the city limits include a hotel, office buildings, retail and automobile repair facilities and buildings range in height from one to eight stories as well.



PROJECT DESCRIPTION: Site Description

The total 16.51-acre site provides surface parking for the Twinbrook Metro Station riders and includes a bus drop-off station adjacent to the railroad tracks. The Phase I portion of this site contains 7.85 acres and is located on the northern and eastern portion of the overall site. Existing access into the site is from Parklawn Drive and Ardennes Avenue, via Twinbrook Parkway. Both of these access points serve metro Park 'n' Ride and Kiss 'n' Ride drivers. The primary bus drop off and access is from Parklawn Drive.

The site contains mature deciduous and evergreen trees on the northwestern boundary adjacent to the townhouses of the Cambridge Walk community in the City of Rockville limits. The majority of the site is a surface parking facility, bus and car drop off and drive aisles, with shade trees in most of the islands. There is a stormwater management facility located at the northeastern corner of the site adjacent to the County building and parking lot. The boundaries of the site are fenced with openings for vehicular and pedestrian access. A sidewalk provides pedestrian access directly from Halpine Road to the WMATA site in the southwest corner.

The site slopes gradually from the B&O Railroad tracks, across the existing surface parking facility to a stormwater management pond near Ardennes Avenue. The tracks are at grade with the bus drive aisle and parking area.

