

ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE (TS-R Zone)

Development Standard	Permitted/ Required	Phase I Proposed	Future Phase(s)	Total of Phases
Min. Tract Area (ac.):	0.41	7.85	8.66	16.51
Max. Density of Development (d.u./ac.)*	150/ac.	49.02 du/ac. + MPDUs	59.98/ac. + MPDUs	59.98/ac +MPDUs
Number of Dwelling Units				
One Bedroom		225	337	562
Two Bedroom		154	270	424
Studios		<u>61</u>	<u>67</u>	<u>128</u>
Total		440	674	1,114
Total Retail Space (sf):				
Auxiliary Retail Use		23,599	71,901	95,500
Grocery/Health Club Retail Use		28,500		28,500
Cellar Retail Space		22,234		22,234
Restaurant Retail Use		9,000	7,000	16,000
Outdoor Seating		<u>1,000</u>	<u>1,000</u>	<u>2,000</u>
Total		84,333	79,901	164,234
Max. FAR (Floor Area Ratio):	2.50	1.54		1.90
Min. Building Setbacks (ft.)				
from street	N/A	15		
rear yard	N/A	20		
side yard	N/A	5		
Min. Public Use Space:				
On-Site(%/sf)	10 (34,212 sf)	10 (34,212 sf)	10	10
Off-Site(%/sf):	N/A	2 (6,623 sf)		
Min. Recreational Space (%):	25	25		
Total Min. Open Space (%):	35	35		
Max. Building Height (sty.):**	4-14 stories	4-8 stories	4-14 stories	
Parking Spaces***				
Multi-family units	537	483	1,382	1225
(1 sp./1 BR [1 x 562] = 562 spaces)				
(1 sp./2 BR [1 x 424] = 424 spaces)				
(1 sp./Studio [1 x 128] = 128 spaces)				
Auxiliary Retail Use				
(Phase I-23,599 sf @ 3.5 sp/1,000sf)	83	70		
(Future Phase-71,901 sf @ 3.5 sp/1,000 sf)	335		284	
Grocery/Health Club Retail Use	143	121		
(28,500 sf @ 5 sp./1,000 sf)				
Cellar Retail Space	111	94		
(22,234 sf @ 5 sp./1,000 sf)				
Restaurant Retail Use				
(Phase I-9,000 sf @ 25 sp./1,000 sf of patron space)				

(Future Phase-7,000 sf @ 25 sp./1,000 sf of patron space)	113	96		
Outdoor Seating (Phase I-1,000 sf @ 15 sp./1,000 sf)	15	13		
(Phase II-1,000 sf @ 15 sp./1,000 sf)			13	26
Parking for Future Phase		160		
WMATA Parking			743	743
Total	1,337	1,037	2,422	

* Unit per acre as specified in the Twinbrook Sector Plan and Binding Elements of G-810
 ** Sect. 59-C.8.51 states: "Height shall be determined at Site Plan. The Planning Board must take into consideration the size of the lot or parcel, the relationship of the building or buildings to surrounding uses, the need to preserve light and air for the residents of the development and residents of surrounding properties and any other factors relevant to the height of the building."

The Development Plan approved a range of building heights from 4-14 stories. The applicant has provided a range of heights in conjunction with the stories. The ranges in Phase I are from 4-8 stories with a maximum height of 45 feet to 90 feet respectively. The heights may vary based on architecture and marketability of the units.

*** Minimum spaces provided in Phase I and Future Phases include parking requirements with a Transit Reduction

RECREATION CALCULATIONS

	Tots	Children	Teens	Adults	Seniors
Demand Points					
Garden Apt. (136 mf)	15	19.1		16.3	21.8
High-Rise (304 mf)	12.2	12.2		12.2	234.1
Total Required Points	27.2	31.3		28.5	394.6
Supply Points					
Indoor Exercise Room (Health Club)	2.7	3.1		8.6	118.4
Indoor Community Space (2)	5.4	9.4		17.1	236.8
Pedestrian System	2.7	6.3		5.7	177.6
Picnic/sitting/Plaza/Courtyard (6)	6.0	6.0		9.0	30.0
Tot Playroom (supervised)	2.0	1.0		0.0	1.8
Total Supply Points	18.9	25.8		40.4	564.5
% of demand met on-site	70%	82%		142%	143%
Off-Site					
Pedestrian System	1.0	2.0		2.0	85.2
Multi-Age Playground (Twinbrook Elementary)	9.0	11.0		3.0	7.0
Soccer/Baseball-Junior (City of Rockville adj. to Twnbrk. Elem.)	2.0	15.0		15.0	30.0
Volleyball (Twnbrk. Comm. Ctr)	2.0	2.0		3.0	8.0
Tennis (Twnbrk. Comm. Ctr)	0.0	1.5		10.5	24.0
Basketball (Twnbrk. Comm. Ctr)	3.0	10.0		15.0	10.0
Indoor Community Space	2.7	3.1		2.9	39.5
Total Off-Site Supply Points	19.7	44.6		51.3	203.7
% of demand met off-site (35% credit allowed)	72%	82%		180%	36%

MPDU CALCULATION

Total Site

Total Number of Units	1,114 dwelling units
Total Market Rate Units	974 dwelling units
Total Number of MPDUs (12.5 percent of total units)	140 dwelling units

Phase I

Total Number of Units	440 dwelling units
Total Market Rate Units	385 dwelling units
Total Number of MPDUs	55 dwelling units

ANALYSIS:

Conformance to Master Plan

The Plan describes the land surrounding the Twinbrook Metro station as an “underutilized yet potentially important asset in the Rockville Pike Corridor.” The Master Plan envisioned the development of the metro station into a mixed-use transit community. The intent of this area is to “support development under the Transit Station-Residential (TS-R) for the WMATA property at Twinbrook Metro station”.

The application is in compliance with the Plan’s recommendation of an FAR of 1.9 (including structured parking) and a mix of uses. The project also depicts a maximum of 60 units per acre on this property, complying with the 1992 Master Plan. In addition, the project proposes the Plan’s recommendation of a step down in height and significant buffering and setbacks (including a linear park) in order to ensure compatibility with the existing Twinbrook residential neighborhood.

The stated objective of the Plan for this area is:

1. Introduce a transit serviceable, residential component into the Sector Plan area, and ensure its compatibility with the adjacent single-family residential community.

Staff finds that the proposed application is in keeping with the intent of the Sector Plan. The proposal will “add streets to create a more interconnected local street network and reduce the size of blocks in the Twinbrook Metro Station area.” In addition, the proposal improves the pedestrian experience, particularly within walking distance of Metro, and creates a greenway system linking residential, commercial, and employment centers with open space, parks, and community facilities.

Local Area Transportation Review

The Transportation Management Agreement (TMA’s) trip reduction goal is to effectively mitigate at least 50% of the vehicular weekday peak-hour trips attributed to preliminary plan approved land uses that is required to satisfy the APF Test under the AGP’s Alternative Review Procedures at Metro Station Policy Areas. The Park and Planning and DPWT staff are now reviewing the draft TMA.

Forest Conservation

No forest cover currently exists on the subject property. Forest conservation (afforestation) requirements of 2.43 acres will be met through a combination of credits for existing and proposed trees (currently totaling 1.49 acres for Phase I), and additional credits and/or offsite planting for the remaining 0.94 acres to be determined at Phase II.

Noise

Noise from various transportation noise sources (roadways, Metrorail, and the railroad) affect the site. Acoustical treatment shall be required to assure adequate interior noise levels for the residential development from the combined effect of all these sources.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required.*

The proposed Site Plan is consistent with the approved Local Map Amendment (G-810) and accompanying Development Plan Development [Project] Plan (DPA 99-1) in land use, density, location, building height and development guidelines.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

The Site Plan for Phase I meet all of the requirements of the TS-R Zone as demonstrated in the project Data Table above. The future phases will need site plan approval and will be required to meet the requirements of the TS-R Zone as well.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

- a. Buildings

The buildings in Phase I are comprised of two separate structures with varying heights from 4-8 stories connected by a mix of residential, retail and structured parking components. The building structure on the south side of Fishers Lane includes retail space on the basement and first floor levels, six levels of residential units over the top of the retail and a 7-level parking garage to the west of the residential component.

The U-shaped building on the north side of Fishers Lane contains the same retail use on the first floor fronting on Fishers Lane with the residential above. A pedestrian connector, including residential units is located over Street A starting at the 3rd story. The residential component of this building is bifurcated into two 4-story wings by Street A stepping to 6-levels at Fishers Lane. A portion of the eastern wing contains a 7-level parking garage for the residents and retail patrons.

Future phases include a mix of retail, office and residential transitioning from the 4-story buildings at the northern perimeter to 14-story as the project nears the metro and Parklawn Drive.

- b. Open Spaces

The plan proposed 0.79 acres of public use space, or 10 percent of the property, between the residential and commercial retail uses. The public use space includes the proposed streetscape on Fishers Lane and Street A. An additional 2 percent of off-site public use space is provided within the Twinbrook Parkway right-of-way

and includes streetscape improvements. Brick paving, seating and a water feature is provided within the public street improvements.

Open space is provided along the northwestern boundary and the eastern boundary where the proposed residential buildings back to adjacent land uses. This open space will include existing and proposed landscaping to buffer the existing 3-story townhouses to the north and west and the 1-story industrial building to the east. Additional open space is provided on the south side of Building G (7-level parking garage and residential/retail building) and north of Parklawn Drive. The 25 percent open space is combined with the 10 percent public use space to meet the overall requirement for 35 percent open space on the site.

Future phases of the project will need to meet the public use space and open space requirements on the site in accordance with the TS-R Zone. Any open space lost with Phase I will need to be provided for in the future phases.

The proposed stormwater management concept consists of (1) on-site channel protection measures via underground storage; (2) on-site water quality control via stormfilters. On-site recharge is not required since this is a redevelopment project.

c. Landscaping and Lighting

The proposed landscaping on the site consists of a mix of shade, evergreen and flowering trees along the eastern boundary and northwestern perimeter for buffer effects to the adjacent uses. The eastern boundary abuts the surface parking lot for the Montgomery County Public Safety Facility and Exxon gas station, and will be screened with a mix of evergreen trees. The patio areas will also contain flowering trees and shrub foundation planting beds around the building. The northwestern boundary will incorporate many of the willow oaks and pines that follow the existing Kiss 'n' Ride entrance from Ardennes Avenue as well as additional evergreen and ornamental trees to create a more substantial buffer to the existing townhouses.

The streetscape consists of two different patterns to complement the primary users of the street. The streetscape along Fishers Lane includes the Type B tree pit which is 7 feet in width by 14 feet in length with a shade tree and underplanting in the pit area and a light standard between the tree pits. Benches will be placed between the tree pits and light standards to accommodate the retail use and the outdoor restaurant patron areas. The trees are spaced approximately 28 feet on-center and the clear area for the sidewalk is approximately 12-feet-wide. Fishers Lane is predominately retail oriented street leading directly to the metro station in the future phases. The streetscape along Private Street A, which connects to Ardennes Road and Fishers Lane, includes the Type A tree pit and is 5 feet in width by 6 feet in length. The smaller pits will also contain a shade tree and

underplanting and a light standard between the tree pits. The trees are spaced approximately 30 feet on-center and the clear area for the sidewalk is 4-feet-wide and oriented toward a residential street pattern.

Street A contains an informal seating and open play area at the entrance from Ardennes Avenue, which leads into a formal courtyard landscaped with shrub massings and foundation planting to highlight the main entrance into this wing and individual entrances to the units. The rear of the units will contain foundation planting for an emphasis on individual entrances.

The lighting plan follows the IESNA (Illuminating Engineering Society of North America) for streets, parking structures and residential development. The streetscape for both private streets includes the standard Washington Globe, which is an acorn-shaped fixture mounted on a 12-foot decorative pole and base. Lighting on the garage will include 12-foot tall, including the mounting base with full cut-off fixtures on aluminum or metal poles. Shields and deflectors have been placed on the appropriate fixtures to negate any spillover.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table above. The proposed recreation facilities, including an exercise room (health club), community space and tots playroom are located indoors, while the remaining recreation requirements are satisfied outdoors as an integrated pedestrian system and six courtyard seating areas.

The TS-R Zone requires a minimum of 25 percent of the net site area be devoted to active and passive recreational purposes for projects with a total site area over 40,000 square feet. This requirement does not apply to hotel, motel or non-residential uses. Recreational activities are proposed within the residential buildings.

e. Vehicular and Pedestrian Circulation

The primary commercial retail access into the site is provided from Fishers Lane via Twinbrook Parkway. Fishers Lane is a private extension of the section across Twinbrook Parkway, however the existing eastern section is public. Fishers Lane on the subject site will be a 40-foot-wide brick-paved section, including two travel lanes and parallel parking on each side. The sidewalk will be approximately 12 feet six inches from the curb to the building front, providing for approximately 64 feet from building face to building face.

Street A is a residential connector from the proposed Fishers Lane to Ardennes Avenue. The street is approximately 27-foot-wide at the entrance from Ardennes Avenue, including two travel lanes. On-street parking is provided on one side at

the northern access, expanding to both sides of the street as the road traverses to the Fishers Lane connection. The travel lanes neck down to 20 feet at Fishers Lane. A loading bay and access to the 7-level parking garage is located on the east side of the private street at the southern end of residential building F2 to accommodate both residential buildings on Street A. The sidewalk will be approximately 8-feet-wide on the west side and varies from 12 feet to 18 feet on the east side. The intersection of Fishers Lane and Street A will include approximately 20 feet of sidewalk as a transition from the residential buildings to the commercial retail component. Both streets will include an urban style streetscape including tree pits, street trees, lighting and benches in the paved areas for the sidewalk.

The third access to the site is from Parklawn Drive, via Twinbrook Parkway. This access point is currently the access to the metro station and surface parking facility. Parklawn Drive will accommodate an access point for the loading bay to the mixed-use residential and commercial retail building between Fishers Lane and Parklawn Drive. Access to the parking garage will also be from Parklawn Drive as well as from Fishers Lane. These access points will provide for two-way traffic.

The Transportation Management Agreement (TMA's) trip reduction goal is to effectively mitigate at least 50% of the vehicular weekday peak-hour trips attributed to preliminary plan approved land uses that is required to satisfy the APF Test under the AGP's Alternative Review Procedures at Metro Station Policy Areas. The Park and Planning and DPWT staff are now reviewing the draft TMA.

In addition to the sidewalks as part of the streetscape, internal sidewalks will also be provided to facilitate pedestrian circulation throughout the development. The locations of these sidewalks are a temporary sidewalk along the western boundary of the reconfigured WMATA surface parking facility, connecting to the existing walk from Halpine Drive and Lewis Drive as well as a 5-foot-wide sidewalk connection from Fishers Lane to Parklawn Drive on the western end of the proposed parking garage. This connection will facilitate connectivity to the metro station for residents of the proposed community as well as metro Kiss 'n' ride patrons in the reconfigured parking lot. These connections are temporary until the future phases are developed, which will provide future connections directly to the metro station via the private and public roads.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The proposed development for Phase I is compatible with surrounding uses and existing development in terms of height, massing, placement and location of structures.

The proposed buildings step up in height from the residential community toward Twinbrook Parkway and Parklawn Drive. The future phases are proposed to increase in height toward the railroad tracks with the higher density development near the metro station and tracks.

The proposed 4-story residential building on the northwestern perimeter is compatible in height with the adjacent 3-story townhouses in Cambridge Walk. A 40-foot linear park consisting of existing mature trees as well as proposed plantings will visually and spacially add to the buffer to address the relationship issues with height to the adjacent community. In comparison, the proposed 4-story residential wing on the east side of Street A is adjacent to the Montgomery County Public Safety Facility, although separated by surface parking. A vegetated evergreen buffer is proposed to provide additional separation from the adjacent institutional use. The 4-story building is U-shaped and wraps around Street A with the first floor retail component on Fishers Lane. The remainder of the residential element and parking garage is situated above the retail at 6 and 7 stories.

The eastern edge of the parking garage for Building F is located adjacent to the existing Exxon station providing for a compatible element for a more intense use in terms of activity, lighting and operation.

Building G on the south side of Fishers Lane is a 7-story building containing retail and commercial uses on the first floor along Fishers Lane and Twinbrook Parkway, as well as residential uses on the second through seven floors above the retail. The western portion of the building accommodates the parking garage, which is adjacent to the reconfigured WMATA surface parking lot. The properties to the south contain a commercial 2-story brick building and storage yard adjacent to the parking garage and a landscape contractor storage yard adjacent to the residential component at the Twinbrook Parkway and Parklawn Drive intersection. While the height of the commercial building is physically different, the uses are compatible and in concert with the commercial uses across Parklawn Drive ranging in height from 2-story to 5-stories.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

Forest conservation (afforestation) requirements of 2.43 acres will be met through a combination of credits for existing and proposed trees (currently totaling 1.49 acres for Phase I), and additional credits and/or offsite planting for the remaining 0.94 acres to be determined with the future phases.

APPENDIX

- A. Planning Board opinion for Local Map Amendment G-810 and accompanying Development Plan.
- B. Planning Board opinion for Preliminary Plan 1-04054.
- C. Memorandums from various agencies
- D. Letters from the adjacent community