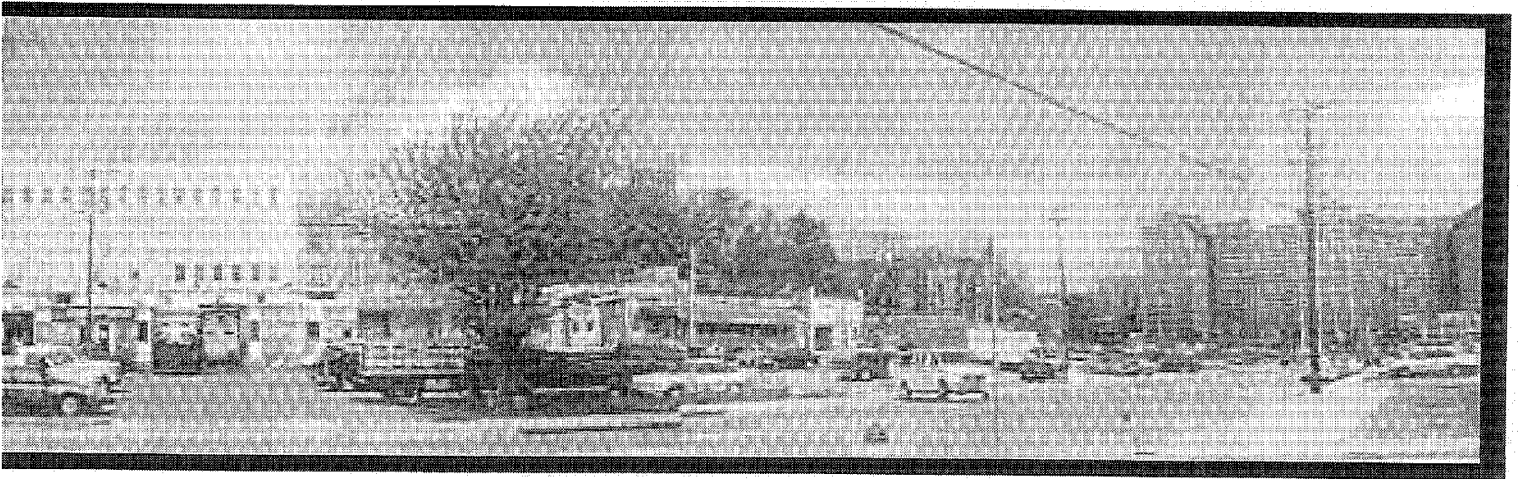


NOVEMBER 2003

PURPOSE AND OUTREACH REPORT

TWINBROOK SECTOR PLAN



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

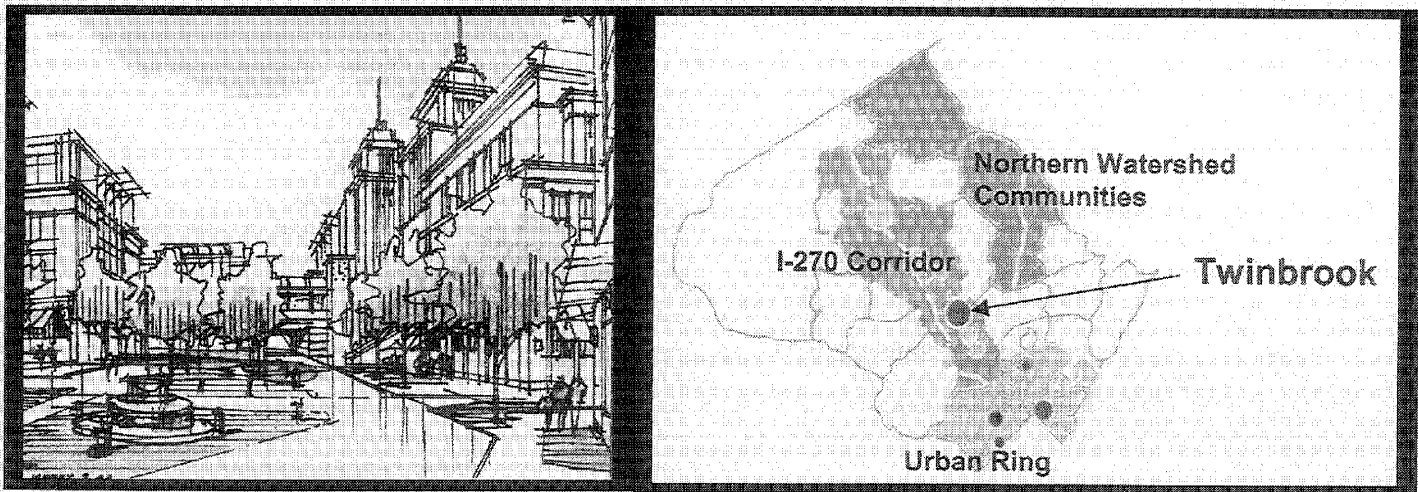
TWINBROOK SECTOR PLAN PURPOSE AND OUTREACH REPORT

PURPOSE

The Purpose and Outreach Report is prepared early in the planning process. Its intent is to identify the challenges and issues to be considered in the development of the Twinbrook Sector Plan. The report includes a summary of the challenges and issues, and recommendations for the boundaries of the plan and community outreach strategies.

VISION

The proposed Twinbrook Sector Plan will refine the recommendations for the Twinbrook area in the *1992 Approved and Adopted North Bethesda/Garrett Park Master Plan*. The Sector Plan will foster transit-oriented development, encourage advanced technology and biotechnology uses, and establish a mix of housing opportunities. The Sector Plan will foster the creation of a mixed-use community for the 21st century at the Twinbrook Metro Station.



CHALLENGES AND ISSUES

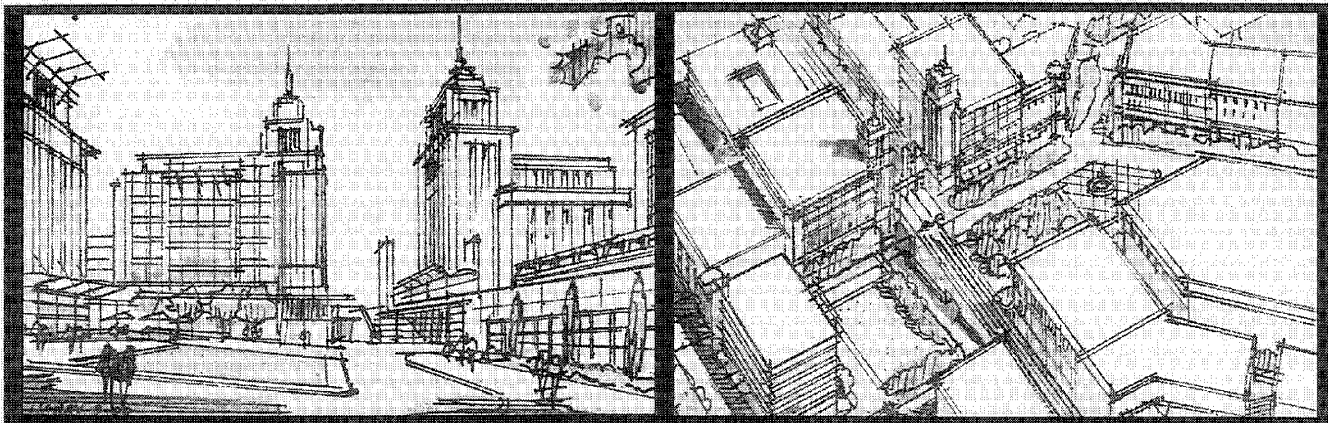
The proposed Twinbrook Sector Plan will address the following challenges:

- Providing more opportunities for housing, including affordable dwelling units
- Improving opportunities for the advanced technology and biotechnology industries to establish the area as a unique center for the life sciences
- Implementing the following recommendations in the Transportation Policy Report:
 - Fostering land use changes that add more housing to the I-270 Corridor, and help reduce the need for cross-County travel

- Providing opportunities for transit-oriented development that encourages people to walk to shopping and work, and take transit to other destinations along the Metro Red Line
- Improving pedestrian connections to transit
- Improving circulation for vehicles and pedestrians with an emphasis on the connections to the Metro station
- Addressing security concerns of the community, businesses, and federal agencies by implementing the principles of Crime Prevention Through Environmental Design and applying safety standards developed by the federal government
- Implementing new zoning appropriate to replace the Transit Station-Residential (TS-R) Zone by creating a more efficient review process that fosters both housing, and advanced technology and biotechnology uses
- Addressing issues of community character and amenities that will appeal to future residents and workers
- Planning for schools, community facilities, and amenities to serve the future population
- Improving environmental conditions within the planning area, including increasing the tree canopy

DISCUSSION

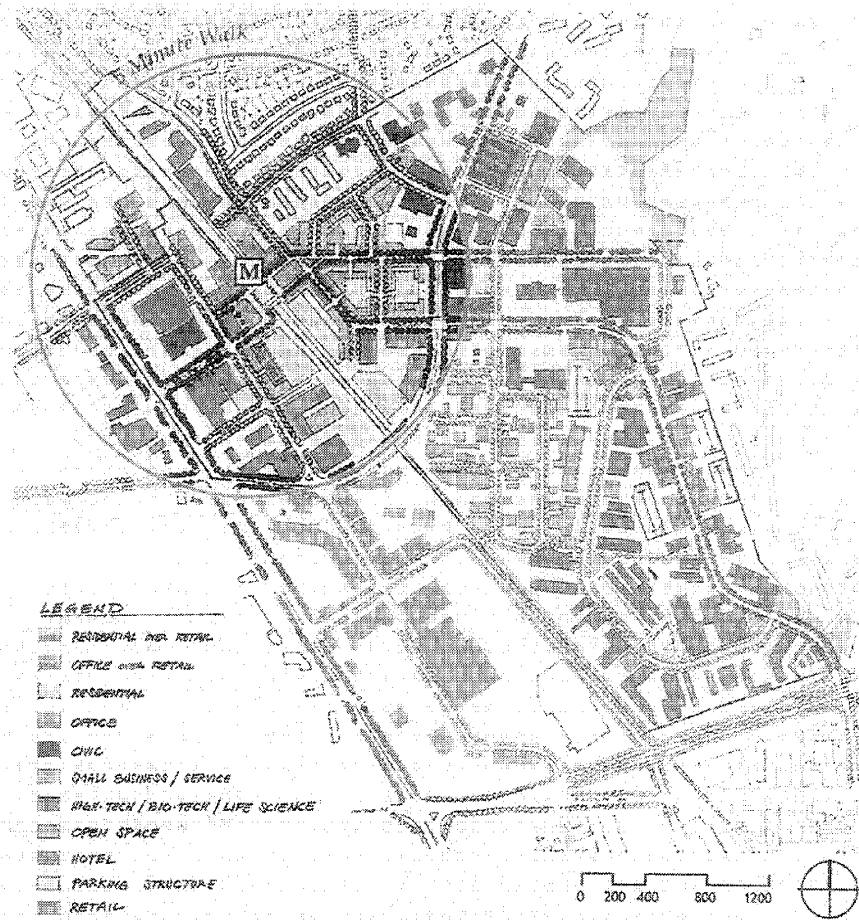
The 2000 Twinbrook Charrette — A community-wide charrette for the Twinbrook Metro Station area was held in 2000. The results from the charrette form the groundwork for this Sector Plan. This Purpose and Outreach report provides further definition and description from the Twinbrook charrette. The M-NCPPC has maintained continued outreach efforts with the residents, local businesses, and governmental agencies to reaffirm the challenges identified during the charrette, as well as to uncover new concerns. Other significant outreach efforts between all interested parties have also been ongoing regarding the proposed Washington Metropolitan Area Transit Authority and The JBG joint development project at the Metro station. Both the charrette and joint development efforts inform this report.



The 2000 Charrette provided a new direction for Twinbrook. It envisioned the Metro station area as an attractive center for residential, commercial, and retail activity with multi-modal means of transportation. Mixed-use development at this Metro station was intended to increase reverse commuting, provide a diversity of housing types including housing for the elderly, and encourage less dependency on the automobile.

Character and Land Use of the Planning Area — The Twinbrook Sector Plan area supports a number of uses: light industrial, office and laboratory space for biotechnology companies, offices of the federal government (the National Institutes of Health (NIH), the Food and Drug Administration (FDA), and the Department of Health and Human Services (HHS)), and a variety of residential housing. In addition, several international biotechnology leaders and pharmaceutical businesses have located in the area, creating an important identity in the

Twinbrook area. In contrast, a wide mix of other businesses are also established in the area, such as plumbing, electrical, and fencing contractors, tile retailers, stone fabricators, wholesale outlets, music recording studios, and catering companies. A few restaurants are located in the planning area, and they serve the area's workers and the larger community.



Master Plan

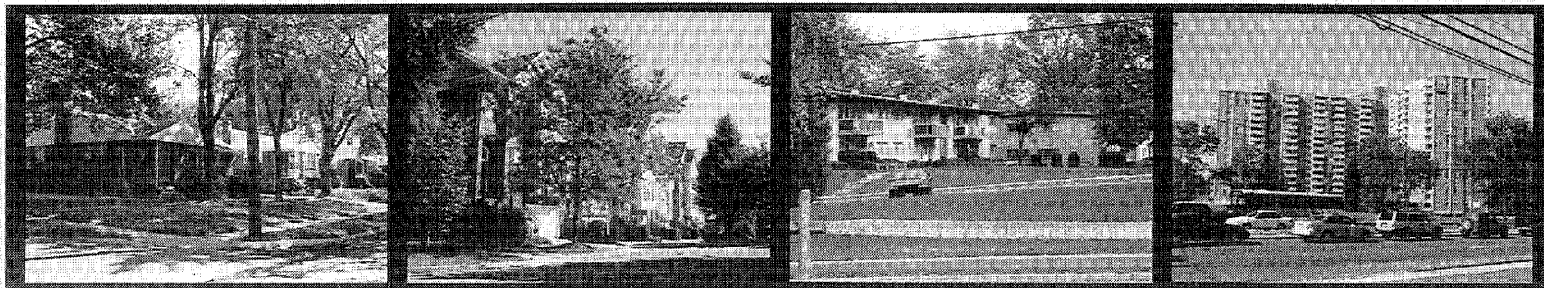
Twinbrook Metro Station Charrette
 M-NCPPC
 September 21 – 23, 2000
 Design Collective, Inc.

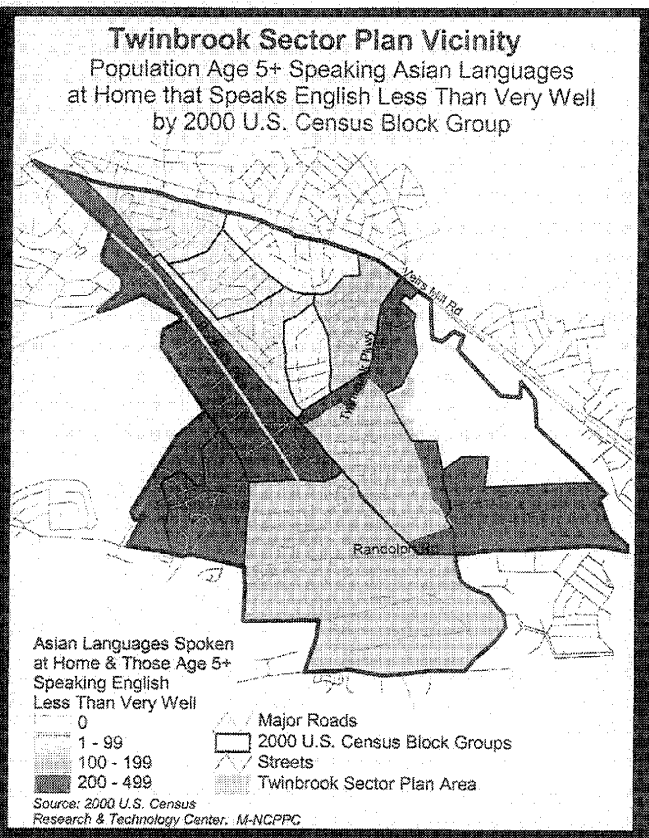
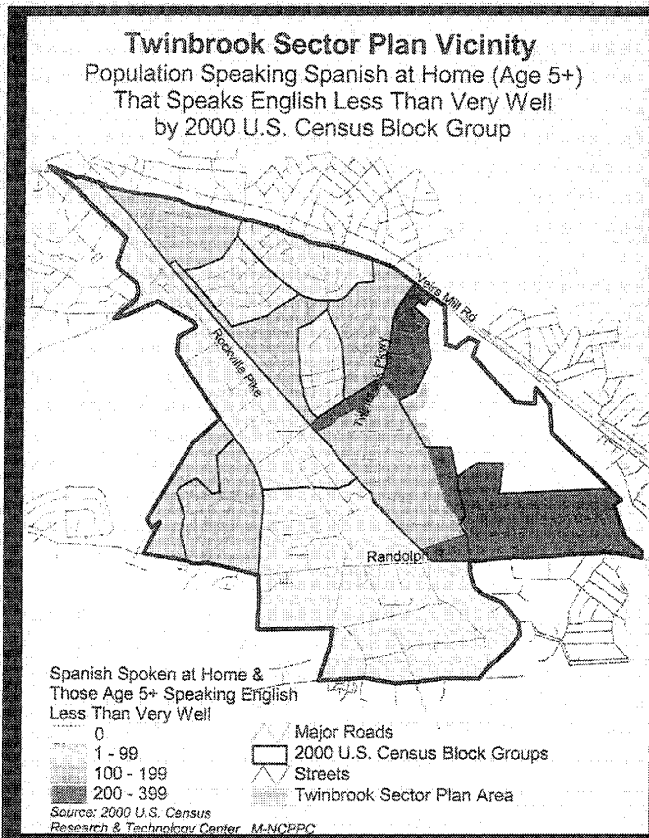


Much of the land surface has been paved for parking, which is used by workers commuting by auto. In general, the area is inhospitable to pedestrian traffic, as it is devoid of plantings and open space, and is further encumbered with utility poles. The built-up character of the area is characterized by a lack of usable green space and large impervious surfaces, both of which have a detrimental effect on both the human and natural environments.

Character and Land Use of the Adjacent Residential Neighborhood — Residential development to the north is adjacent to the Metro station and within the City of Rockville. The Twinbrook area has a population of 21,432 (9,040 households), according to the 2000 U.S. Census. The area is comprised of mostly post-war single-family and multifamily dwelling units, plus a small number of newly built single-family attached dwelling units, for example, townhouses. The median income is \$50,000, as compared to the County's median income of \$71,551. In the decade between 1990 and 2000, Twinbrook witnessed a 79 percent turnover in its household population. Approximately 62 percent of Twinbrook residents drive to work alone.

The ethnic makeup of the residential areas is more diverse than that of the County, as a whole. About 46 percent of the residents identify themselves as racial minorities, compared to about 40 percent Countywide. Twinbrook has attracted large numbers of the foreign born; 65 percent of its current population entered the United States between 1990 and 2000 (as compared to the County, as a whole, having a figure of 45 percent). Nearly 27 percent of Twinbrook area residents reported in the 2000 U.S. Census that they do not speak English "very well," with Spanish and Chinese noted as the primary foreign languages spoken in the Twinbrook area.



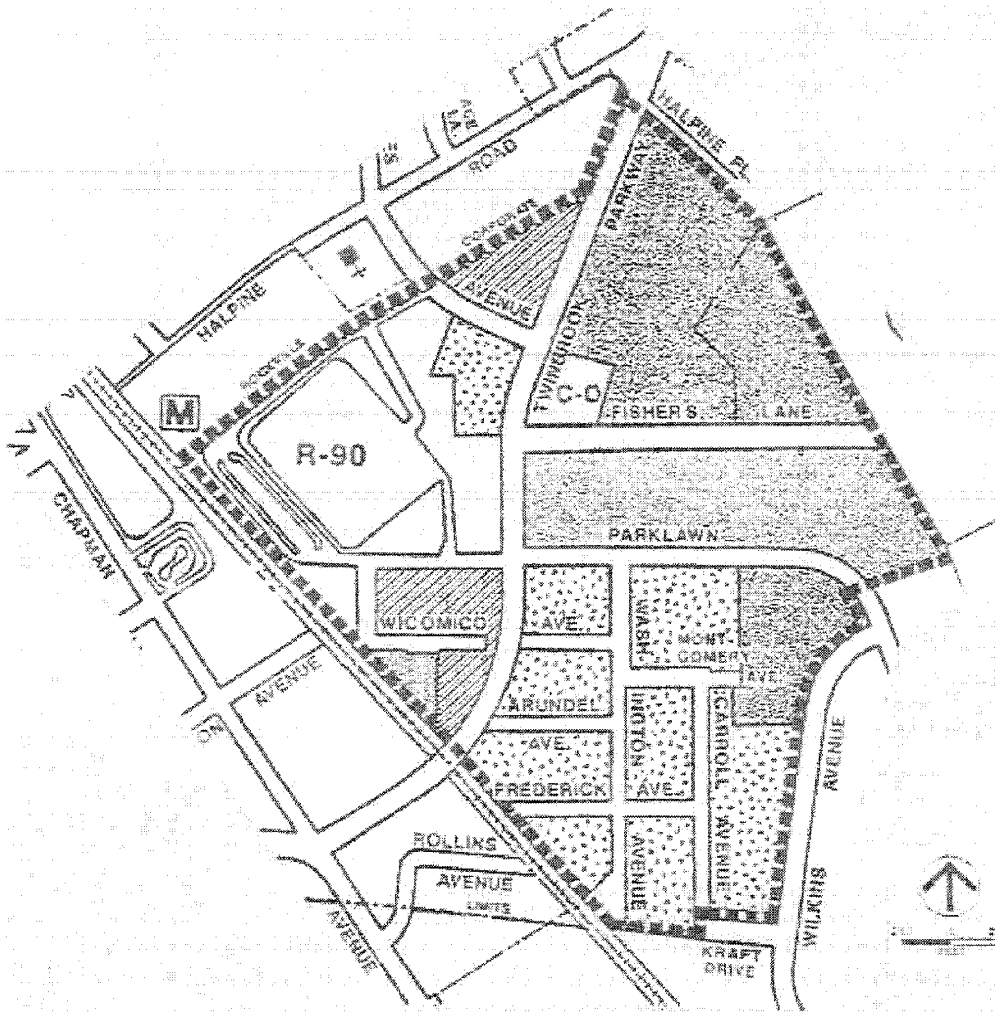







ZONING

The existing zoning in the planning area is made up of Euclidean and floating zones, primarily light industrial (I-1 and I-4), commercial office (C-O), transit station (TS-R and TS-M), and moderate intensity office (O-M). Virtually all of the properties east of Twinbrook Parkway and south of Parklawn Drive are zoned for light industrial uses. As areas around Metro stations in the I-270 Corridor make the transition from commuter parking and light industrial uses to more intensive mixed-use transit-oriented communities, zoning adjustments will be needed to provide the appropriate mix of uses and site requirements that are more indicative of urbanized areas. A new mixed-use Metro Station zone (as recommended in the Shady Grove Sector Plan) will be considered for application in the Twinbrook Sector Plan.

The 2002 City of Rockville's Comprehensive Master Plan addresses the area west of the Metro station and the CSX rail tracks, within the City of Rockville. The Plan recommends that the property on the west side of the tracks retain its RPC/Metro Performance District designation. The Plan states that the property on the east side of the Metro station and within the County be annexed, and that the site be placed in the Metro Performance District and zoned RPC and RPR, and developed under the Optional Method of Development. The RPC Zone's purpose is to provide a wide range of retail uses and services, commercial activities, and residential opportunities within the Rockville Pike Corridor Area. The RPR Zone's purpose is to provide moderate density residential development with accessory convenience commercial uses within the Metro performance District. The Plan further recommends that the RPC Zone be located closest to the tracks.

EXISTING BASE ZONES



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

1992 SECTOR PLAN

Originally a part of the *North Bethesda/Garrett Park Master Plan (1992)*, Twinbrook was envisioned as a transit-serviceable residential area at the Metro station, with a mix of office and a small-scale light industrial businesses located south of Parklawn Drive.

RELATIONSHIP TO THE I-270 CORRIDOR

The I-270 Corridor is a significant economic resource for both the County and the region. It is also an important center for the advanced technology and biotechnology industries in the country. Due to the