

Resolution No.: 16-812  
Introduced: December 9, 2008  
Adopted: December 9, 2008

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

---

By: District Council

---

**SUBJECT:** Approval of Planning Board Draft Twinbrook Sector Plan

**Background**

1. On January 29, 2008, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Twinbrook Sector Plan.
2. The Planning Board Draft Twinbrook Sector Plan amends the approved and adopted 1992 North Bethesda-Garrett Park Master Plan; the Master Plan of Bikeways; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; and The Master Plan of Highways within Montgomery County.
3. On March 27, 2008, the County Executive transmitted to the County Council his fiscal analysis of the Twinbrook Sector Plan.
4. On May 20, 2008, the County Council held a public hearing regarding the Planning Board Draft Twinbrook Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. In June 2008, the Planning Board transmitted a revised Planning Board Draft that replaced the TOMX zone with the TMX zone and included various technical corrections.
6. On June 9, September 15 and October 6, 2008, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Revised Planning Board Draft Twinbrook Sector Plan (June 2008).
7. On October 28, 2008 and November 18, 2008, the County Council reviewed the Planning Board Draft Twinbrook Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

### Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Twinbrook Sector Plan, dated June 2008, is approved with revisions. County Council revisions to the Planning Board Draft Twinbrook Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: All page references are to the June 2008 revised Planning Board Draft Plan.

Page 2: Amend bullet under Land Use and Zoning as follows:

- Establish and apply the Transit Mixed-Use (TMX-2) [Zone] zone to facilitate mixed-use development in the Metro Core Area and the Technology Employment Area.

Page 3: Amend the bullet under Historic Resources as follows:

[Add] Recommend the addition of the Higgins Cemetery to the Master Plan for Historic Preservation via a future amendment to the Master Plan for Historic Preservation and incorporate its open space with the area's system of open space and pedestrian routes.

Page 13: Add the following paragraphs after the third paragraph under the heading Land Use and Zoning:

The TMX-2 zone is considered to be superior to the TS-R and TS-M zoning recommended in the existing plan for several reasons. The TS-R and TS-M floating zones require a rezoning after the master plan is approved, a development plan, a preliminary plan, and a site plan. The TS-R and TS-M Zones must be recommended in master and sector plans, and they are only applied at the request of the property owner. Because the base zone provided substantial density, these zones were not utilized in Twinbrook.

The TMX-2 Zone is applied during the master plan process. It allows for flexible development in areas outside Central Business Districts (CBDs), with densities and development standards appropriate for transit station areas. The application of the mixed-use, TMX-2 Zone instead of the TS-R and TSM Zones provides the following:

- Encourages the creation of a mixed-use community
- Emphasizes the design of public use spaces, amenities and streetscape necessary to attract and maintain high quality development
- Simplifies the review process by eliminating the need for rezoning through the local map amendment process after the master or sector plan is approved
- Provides incentives for housing

- Includes uses necessary for the advanced technology industry
- Provides for transfers of density between sites for flexibility to create large public open spaces, a mix of uses, and the desired urban pattern
- Reduces the parking standards for development

Page 18: In the Bikeway Classification Table, delete the following language for B-1 Limits and revise as follows:

[Washington Avenue via Kraft Drive and Wilkins Avenue Extended] Parklawn Drive to Twinbrook Parkway

Page 19 and 20: Delete bike crossing of CSX tracks at Bou Avenue and delete bike route designation of B-1 south of Parklawn Drive.

Page 19, 20, 25, and 29: Revise the maps to align existing Wilkins Avenue with a future extension (intersection of Parklawn Drive and Wilkins Avenue). Also show the future alignment with Halpine Road outside of the planning area.

Page 21: Add the following additional bullet:

- Allow for the relocation of Parklawn Drive adjacent to the Parklawn Building to provide setbacks to meet federal security requirements.

Page 24: Change the minimum right-of-way for B-14 in the Street and Highway Classification table from 70' to 60', and add the following footnote:

\*\* The 60' foot right-of-way for B-14 could be reduced to accommodate federal security requirements.

Page 26: Eliminate the 4<sup>th</sup> bullet and replace as follows:

- [Support and encourage the use of parking standards in Section 59-E of the Zoning Ordinance, including parking credits, parking waivers, and parking reductions.]
- Support a reduction of parking spaces as outlined in the TMX-2 Zone and encourage the use of parking credits, waivers, and reductions in Section 59-E of the Zoning Ordinance to support a further reduction of parking spaces.

Page 30: Revise the second paragraph under the bullet "Require two new urban parks" to delete the reference to private maintenance of the park:

A second park, also privately developed [and maintained] and open to area residents, should be located at the eastern end of Fishers Lane, incorporated into pedestrian road improvements, and connected to sidewalks and bike routes:

Page 32: Amend the first sentence of the last paragraph on the page as follows:

For these reasons, the Metro Core Area is recommended for unified zoning in the TMX [Zone] zone, allowing mixed-use potential as a residential incentive on several sites and requiring a minimum of 25 percent residential development for Optional Method Development.

Page 34: Eliminate the following bullet and replace with the following three new bullets:

- [Establish varied building heights, but no higher than those at Twinbrook Station, with 10 to 12 stories near the Metro station stepping down to four and five stories next to the residential communities along Ardennes Avenue and Halpine Road.]
- Establish building heights, but no higher than those at Twinbrook Station with 10-12 stories, or a maximum of 143 feet, near the Metro station, stepping down to approximately 60 feet, or four to five stories, next to the residential communities along Ardennes Avenue and Halpine Road.
- Building heights may be increased to accommodate a permitted density bonus for Moderately Priced Dwelling Units and Workforce Housing.
- When satisfying the public use requirement, avoid large open spaces between buildings and significant setbacks from the street.

Page 36: Revise the third paragraph under Metro Core Area 1 as follows:

Rezoning these sites to TMX-2 with a minimum 25 percent residential requirement for Optional Method Development provides an incentive to assemble the lots and allow the active mix of residential, retail, and office uses that extend the character of the Twinbrook Station project. Redevelopment should continue the street pattern and ensure vehicle and pedestrian connections to the Metro station. The full 2 FAR is appropriate in this area, since it is close to Metro. [Any development above 1.5 must be applied to residential uses.] Sites could [also] redevelop with residential buildings at 2 FAR with ground floor retail uses, and provide moderately priced dwelling units and workforce housing.

Page 36: Eliminate the following bullet under Metro Core Area 1 Recommendations and replace as follows:

- [Limit commercial development to 1.5 FAR and allow additional residential development up to 2 FAR.]
- Limit development to 2.0 FAR with a requirement that at least 25 percent of any Optional Method Development is residential.

Page 36: Eliminate the following bullet under Metro Core Area 2 Recommendations and replace as follows:

- [Limit commercial development to 1.5 FAR and allow additional residential development up to 2 FAR.]
- Limit development to 2.0 FAR with a requirement that at least 25 percent of any Optional Method Development is residential.

Page 37: Add the following bullet in Area 3 under recommendations:

- Limit development to 1.5 FAR with a requirement that at least 25 percent of any Optional Method Development is residential.

Page 39: Eliminate the following two bullets from the Design Guidelines:

- [Require the design of the proposed major public use spaces recommended for Fishers Lane and Parklawn Drive to include pervious surfaces.
- Create a connected system of public green open spaces along pedestrian routes, including parks along Fishers Lane and Parklawn Drive and a mid-block connection between those streets.]

Page 39: Replace the two Design Guideline bullets in the Technology Employment area with the following new bullets:

- Locate the tallest buildings along Parklawn Drive and Fishers Lane with a maximum building height of 10-12 stories or 143 feet.
- Step buildings down from a maximum of 143 feet along Fishers Lane and Parklawn Drive to approximately 60 feet along the northern edge of the planning area to establish compatibility with the existing garden apartments.
- Buildings should be of varied height and character.
- Streetscapes should be provided along all streets, particularly along Parklawn Drive and Fishers Lane.
- Orient buildings to the street with parking to the rear or side.
- Building heights may be increased to accommodate a permitted density bonus for Moderately Priced Dwelling Units and Workforce Housing.
- Avoid large open spaces between buildings and significant setbacks from the street to satisfy the public use requirement.
- Improve the safety for pedestrians at the intersections of Twinbrook Parkway with Fishers Lane and Parklawn Drive.
- Provide a major public open space along Parklawn Drive, and at the eastern end of Fishers Lane, to mirror the public open space proposed at the western end in Twinbrook Commons located adjacent to the Twinbrook Metro Station. The public use spaces should include pervious surfaces.
- Create an extension of Washington Avenue across Parklawn Drive to Fishers Lane, lined with street oriented buildings and streetscaping.

- Build the extension of Wilkins Lane with streetscaping and sidewalks.
- Provide a pedestrian connection between Parklawn Drive and Fishers Lane adjacent to the existing Parklawn Building, in addition to the connections along the extension of Washington Avenue.

Page 46: Add the following text to the first sentence on the page:

This area comprises sites lining Twinbrook Parkway, Parklawn Drive, and Washington Avenue.

Page 46: Add the following text as a third paragraph under Technology Employment Area 8 before the Recommendations:

The Plan recommends extending the TMX-2 Zone along Twinbrook Parkway from Parklawn Drive to Frederick Avenue to accomplish the following:

- Locate similar land uses, densities, and building heights on both sides of Twinbrook Parkway.
- Provide the opportunity to establish a high quality gateway to the planning area.
- Locate properties within a ¼ mile walking distance of the Twinbrook Metro station in the TMX-2 Zone.
- Provide opportunities for additional housing near the Metro station.
- Provide the opportunity to establish a high quality entrance to the Twinbrook area that includes public use space and streetscape amenities.
- Encourage assemblage of these properties to contribute to establishing a high quality mixed-use, pedestrian environment along Twinbrook Parkway.

Page 49: Revise the map of Existing Zoning to display the correct existing zoning.

Page 51: Add a new sentence to the first paragraph under Zoning that reads:

The densities may be increased to accommodate a permitted density bonus for Moderately Priced Dwelling Units and Workforce Housing.

Page 52: Add the following sentence to the end of the first paragraph, Light Industrial Area:

The Transit Station Development Area includes all of the properties within the Twinbrook Sector Plan Boundary.

Page 54: Add the Transit Station Development Area to the map of Proposed Zoning.

Page 55: Revise the map to indicate 2.0 FAR for the site of the Parklawn Building (Area 7).

Page 56: Replace the Table, Proposed Zoning, with the following to identify the zoning changes, the base density, and the additional densities:

**Proposed Zoning and Density (FAR)**

<u>Analysis Area</u>	<u>Proposed Zoning</u>	<u>Max. Base Density</u>	<u>Max. Density with MPDU Bonus</u>	<u>Max. Density with MPDU and Workforce Housing</u>
<b><u>Metro Core Area</u></b>				
<u>Area 1 - Wicomico Avenue</u>	<u>TMX-2</u>	<u>2.0<sup>1</sup></u>	<u>2.44</u>	<u>2.65</u>
<u>Area 2 - North of Fishers Lane</u>	<u>TMX-2</u>	<u>2.0<sup>1</sup></u>	<u>2.44</u>	<u>2.65</u>
<u>Area 3 - North of Ardennes Ave.</u>	<u>TMX-2</u>	<u>1.5<sup>1</sup></u>	<u>1.83</u>	<u>1.99</u>
<b><u>Technology Employment Area</u></b>				
<u>Area 4 - USP Building</u>	<u>TMX-2</u>	<u>1.5<sup>2</sup></u>	<u>1.83</u>	<u>1.99</u>
<u>Area 4 - North of Fishers Lane</u>	<u>TMX-2</u>	<u>1.5</u>	<u>1.83</u>	<u>1.99</u>
<u>Area 5 - North of HHS Parking</u>	<u>TMX-2</u>	<u>1.5</u>	<u>1.83</u>	<u>1.99</u>
<u>Area 6 - Between Fishers lane and Parklawn Drive</u>	<u>TMX-2</u>	<u>2.0<sup>3</sup></u>	<u>2.44</u>	<u>2.65</u>
<u>Area 7 - Parklawn Building Between Fishers Lane and Parklawn Drive</u>	<u>TMX-2</u>	<u>2.0<sup>4</sup></u>	<u>2.44</u>	<u>2.65</u>
<u>Area 8 - South of Parklawn Drive</u>	<u>TMX-2</u>	<u>2.0<sup>3</sup></u>	<u>2.44</u>	<u>2.65</u>
<b><u>Light Industrial Area</u></b>				
<u>Area 9</u>	<u>I-4</u>	<u>1.0</u>	<u>NA</u>	<u>NA</u>

Notes:

1. A minimum of 25% of any new development under the optional method of development must be residential
2. 1.5 FAR with a maximum commercial density of 1.85 FAR for the existing USP Building
3. 2.0 FAR with a maximum commercial density of 1.5 FAR
4. 2.0 FAR with a maximum commercial density of 1.5 FAR, existing building density of the Parklawn Building is grandfathered

The Optional Method densities described in the above table show an increase in density to accommodate a permitted bonus for Moderately Priced Dwelling Units (22 percent) and Workforce Housing (10 percent). These percentages may change if legislation impacting Moderately Priced Dwelling Units or Workforce housing is amended. Sites with the Optional Method of Development in the Metro Core Area (Areas 1, 2 and 3) must include a minimum of 25 percent housing to provide for an active mix of residential, retail, and office uses that extend the character of the Twinbrook Station project.

The Standard Method of Development is limited to 0.5 FAR for the TMX-2 Zone in the Twinbrook area.

Page 58: Change the last sentence on the page as follows and delete the chart.

The following table[s] [identify] identifies [programmed] CIP projects [and CIP projects] proposed by this Plan that are not yet funded.

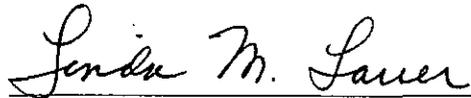
Page 59: Delete the chart entitled "Proposed School CIP Projects".

**General**

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Revised Planning Board Draft (June 2008). The photographs and captions of existing and approved development presented at the County Council worksessions to illustrate the recommendations in the text should be included to achieve clarity.

The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Revised Planning Board Draft (June 2008).

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council