City of Rockville

MEMORANDUM

June 6, 2008

TO: City of Rockville Planning Commission

FROM: Ann Wallas, Planner II, CPDS

THROUGH: Jim Wasilak, Chief of Planning

SUBJECT: **Planning Commission Consideration of Resolution to Approve and Recommend Adoption of the Twinbrook Neighborhood Plan as an Amendment to the Adopted and Approved Plan for the City of Rockville, Maryland - June 11, 2008, 7:00 p.m.**

The Planning Commission will meet on Wednesday June 11, 2008 at 7:00 p.m. in the Mayor and Council Chambers at City Hall, to consider a Resolution to approve and recommend adoption of the Draft Twinbrook Neighborhood Plan (TNP). A Resolution is attached.

The Planning Commission discussed the TNP on April 23, 2008. Commissioners gave instructions on a series of changes to the TNP that had been discussed over the past few months and that were detailed in the briefing memo of April 18, 2008. These have been incorporated into the "redline" version of the TNP that is attached. The document is set up chapter by chapter, with page references to the TNP Advisory Group Recommended Draft.

Additional changes were suggested during the April 23 meeting and these have also been incorporated, together with updated versions of Chapters 1 (Introduction), 2 (Land Use) and 8 (Implementation) that reflect the changes the Commission had instructed staff to make. The instructions given during the April 23 meeting are outlined below:

Chapter 1:

Data has been updated where applicable. Please note that US Census 2000 is the most recent data at the block level: new data at this local level will not be available until after the 2010 census.

Page 14: The final paragraph has been amended to reflect the revised Catalysts. The Catalyst Summary chart has been removed.

Chapter 2:

Chapter 2 has been renamed "Land Use" and has been amended to include a brief overview of the proposed zoning changes recommended in the TNP.

Chapter 3: Residentially Zoned Areas: Housing

Page 27. Insert new recommendation:

"Monitor implementation of the newly proposed R-60 zone development standards and consider allowing reasonable exceptions to the impervious surface limits if, due to the nature of construction, adding additional stories to a home is not technically feasible."

The Chapter has been substantially reworked to reflect this new recommendation, as well as information on preservation.

Chapter 4: Non-Residential Land Use

Chapter 4 has been renamed "Commercial and Industrial Areas"

Page 39. Insert new recommendation:

5946 Halpine Road:

"Maintain the R-60 zone for single family housing on the site if it is developed, or acquire the site for additional park and green space, should it become available. The Mayor and Council should explore ways to eliminate the existing non-conforming use and convert it to parkland or single family residential use."

Chapter 5: Transportation

Page 47. Insert new recommendation:

"Encourage Bicycle sharing initiatives."

Page 49: Revise paragraph:

"Several large developments will be completed over the new few years and it will be important to continuously monitor the traffic situation to limit any negative impacts that these developments may have on the Twinbrook neighborhoods. Twinbrook Station is expected to build out to 1,595 multi-family units and approximately 545,000 square feet of retail and office space and redevelopment in Montgomery County, south of Twinbrook Parkway is anticipated to yield between 1,000 – 2,600 multi-family units and

approximately 4.8 million square feet of commercial space. In addition, continuing redevelopment in Rockville Town Center and along the Rockville Pike corridor is anticipated over the coming years."

Page 56: Parking and Noise

Telephone numbers have been included.

Chapter 6: The Environment

Page 63: Stormwater Management.

In consultation with DPW, this section has been amended to bring it up to date.

Chapter 7: Community Facilities: Recreation, Parks and Open Spaces

Page 69: Insert amended recommendation:

"Montgomery County should move the social service programs out of the former Broome Middle School."

Page 74: Telephone numbers have been included.

Page 75: Amended information on The Carl Sandburg Learning Center:

"The Carl Sandburg Learning Center is scheduled for modernization. A Feasibility Study has been completed and planning is scheduled for FY 2010....

MCPS plans to retain the site as a school."

Chapter 8: Implementation

Chapter 8 has been reworked to reflect the revised catalysts and to incorporate Commission instructions on the various Plan elements.

Appendix 1: History

Appendix 1 has been renamed "History and Historic Preservation" and has been amended to include additional information on the post-World War II history of the Twinbrook neighborhoods, together with an overview of neighborhood preservation issues.

Attachments:

1. Resolution to approve and recommend adoption of the Twinbrook Neighborhood Plan.

2. Addendum and Errata sheets ("Redline" TNP) dated June 2008.

Resolution No. 02-08

RESOLUTION: To approve and recommend adoption of the Twinbrook Neighborhood Plan, as an amendment to the Adopted and Approved Plan for the City of Rockville, Maryland

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the "Commission"), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may recommend adoption of any amendment for the whole or any part of the City and may recommend adoption of any amendment or extension of or addition to the Plan; and

WHEREAS, previously, on December 19, 2001 the Planning Commission did approve, and on November 12, 2002 the Mayor and Council previously adopted a Master Plan for the City of Rockville, Maryland; and

WHEREAS, the Mayor and Council did instruct the Commission to make and approve, and recommend to the Mayor and Council a Plan for the Twinbrook Planning Areas and environs (hereinafter known as the "Twinbrook Neighborhood Plan"); and

WHEREAS, the Mayor and Council appointed a Twinbrook Neighborhood Plan Advisory Group, consisting of citizens and property owners, to review the recommendations and draft of the Twinbrook Neighborhood Plan developed with the help of City staff;

WHEREAS, the Twinbrook Neighborhood Plan Advisory Group and City staff prepared, consistent with Section 3.05 of Article 66B of the Annotated Code of Maryland, a plan for the Twinbrook Planning Areas of Rockville, Maryland entitled "Twinbrook Neighborhood Plan"; and

WHEREAS, in connection with the preparation of the Twinbrook Neighborhood Plan, the Advisory Group and staff did carefully and comprehensively survey and study present

conditions, projections of future growth, and the relation of the Twinbrook neighborhoods to neighboring areas; and

WHEREAS, the Twinbrook Neighborhood Plan has been prepared for the purpose of guiding and accomplishing coordinated, adjusted and harmonious development of the Twinbrook Planning Areas and their environs; and

WHEREAS, the Twinbrook Neighborhood Plan compliments the visions as provided in Section 1.01 of Article 66B of the Annotated Code of Maryland; and

WHEREAS, after the preparation of said Twinbrook Neighborhood Plan as a proposed amendment to the Master Plan for the City, the Commission gave notice of the time and place of the public hearing to be held on said Plan by giving notice in a newspaper of general circulation in the City; and

WHEREAS, the Commission did refer copies of said Twinbrook Neighborhood Plan to all adjoining planning jurisdictions and to all state and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the Twinbrook Neighborhood Plan at least sixty (60) days prior to the public hearing; and

WHEREAS, the Commission held public hearings on said Twinbrook Neighborhood Plan in the Council Chamber at City Hall, Rockville, Maryland on February 21, October 10 and November 14, 2007; and

WHEREAS, the Planning Commission took into consideration the testimony presented at said public hearings and in the written public record and now desires to present its recommendations for an amendment to the Plan for the City of Rockville, Maryland; and

WHEREAS, the planning and development policies recommended in the Twinbrook Neighborhood Plan have been closely coordinated with and represent an extension of planning policy contained in the Master Plan for the City of Rockville, Maryland.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of Rockville, Maryland, as follows, that the Twinbrook Neighborhood Plan be and the same is hereby approved and recommended for the adoption by the Mayor and Council of Rockville, Maryland pursuant to Article 66B, Section 3.08 of the Annotated Code of Maryland as an amendment to the 2002 Master Plan for the City of Rockville, Maryland. The Twinbrook Neighborhood Plan consists of the following:

a. The publication entitled the Twinbrook Neighborhood Plan, Advisory Group Recommended Draft, dated December, 2006; and

b. Addendum and Errata sheets dated June 2008.

* * * * *

I certify that the above is a true and correct copy of a Resolution adopted by the Planning Commission of the City of Rockville, Maryland, at its meeting of June 11, 2008.

R. James Wasilak, AICP
Chief of Planning

Chapter 1: Introduction

Purpose

The primary purpose for preparing a neighborhood plan for Twinbrook is to provide our area residents and property owners with an opportunity to plan for their community's future. This plan is intended to offer a blueprint for the community for the next twenty years. The members of the Advisory Group worked very hard and for long hours to make sure that the Plan is in line with the Mayor and Council's March 2004 initiative to strengthen Rockville's neighborhoods and sense of community, and to ensure that new development in the City enhances Rockville's quality of life.

Planning Area Description

The Twinbrook area is located in the southeastern section of the City and the neighborhoods are bounded by the CSX and Metro railroad tracks to the southwest, First Street/Norbeck Road to the northwest and the City's eastern boundary along Rock Creek Park and Twinbrook Parkway. The neighborhoods are bisected by Veirs Mill Road, which contains the primary commercial node in the area.

The City of Rockville Master Plan considers the area north of Veirs Mill Road to be Planning Area 7, Twinbrook Forest/Northeast Rockville. Planning Area 8, Twinbrook, is south of Veirs Mill Road. However, many City residents consider the "Twinbrook" neighborhood to be located both north and south of Veirs Mill Road, and for the purposes of developing a new Twinbrook Neighborhood Plan, the two Planning Areas are being considered together. Considering the two adjacent planning areas together offers an opportunity to examine the land use and zoning elements, together with other shared concerns, in a consistent and even-handed manner.

Planning History

The Twinbrook neighborhoods south of Veirs Mill Road (Planning Area 8) were considered in the 1982 Twinbrook Neighborhood Plan. The neighborhoods north of Veirs Mill Road (Planning Area 7) have not previously been considered at the neighborhood level, but were studied as part of the City-wide Master Plan, which was adopted by the Mayor and Council in November 2002.

The Twinbrook Neighborhood Plan (Planning Area 8) of 1982 expressed the following goal as its primary vision statement: (p. 11):

"The Twinbrook Neighborhood should be a "community" characterized by high quality living space and excellence in provision of community services and facilities, public and private, at a scale appropriate for maintaining and enhancing the present integrity of the neighborhood."

This statement expressed the desires of the community at the time and stood out as the primary

goal for the entire document. It formed the

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basis for the supporting objectives and policies of the Neighborhood Plan in the various components of the document (transportation, housing, land use and zoning, environmental protection, community services, recreation and parks, etc.).

The 1982 Plan outlined four related objectives that provide more specifics as to the intent of the goal and how it might be achieved (p. 11):

- "Sustaining the existing residential character, (principally single family, owner-occupied detached housing), through continuation of high standards for maintaining and enhancing housing and community facilities;"
- "Denying external attempts of encroachment; (zoning changes which would impact the character of the neighborhood.)"
- "Continuing to seek direction from the neighborhood on issues affecting its future;"
- "Encouraging safe circulation for pedestrians and vehicles."

This goal and four objectives are as relevant today as they were twenty-four years ago.

The City's 2002 Comprehensive Master Plan confirmed the intent of the 1982 Plan for Planning Area 8 while recommending that the current residential zoning be retained for Planning Area 7. The Plan noted that there were concerns about residential maintenance and inadequate buffering between residential and other uses in both Planning Areas.

Neighborhood Vision

The existing Twinbrook Neighborhood Plan (Planning Area 8, approved in 1982) and the recommendations approved in the City-wide Comprehensive Master Plan (approved 2002) for Twinbrook Forest and Northeast Rockville (Planning Area 7) have acted as a starting point in the identification and evaluation of the issues and conditions.

The Advisory Group used the goals and objectives from the 1982 Plan as the basis for formulating their vision for the new neighborhood plan. They also looked to the City's fundamental vision for the entire City, as stated in the Comprehensive Master Plan of 2002:

"Rockville will continue to be a city that emphasizes the characteristics of a small town community, offers an excellent quality of life, provides a responsive government serving its citizens, and has a distinct positive identity tied to its history."

The Advisory Group proposed the following vision for the community:

Twinbrook has evolved from a low-density, single-family residential suburban area, into an increasingly diverse and densely populated neighborhood. One constant has always been a community that values civic engagement and quality of life issues. The Twinbrook Neighborhood Plan seeks to preserve these strengths: by maintaining and enhancing the historic residential character of Twinbrook; by upgrading its publicly owned spaces and facilities; by intelligent planning/zoning that encourages easy access to retail and mass transit, provides for recreation

while fostering community pride; and, by directing future growth towards mixed-use development on land currently zoned for commercial and industrial uses, as designated in this Plan.

Twinbrook Neighborhood Planning Process

The Twinbrook neighborhood planning process proceeded as follows:

- Assemble staff Resource Team
- Outreach to Community and Community Workshops
- Advisory Group Appointment and Formation
- Advisory Group Meetings
- Drafting of Plan and Recommendations

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Neighborhood Meetings to Review Draft plan
- Final Draft completed and Approved
- Planning Commission Public Hearing and Approval
- Mayor and Council Public Hearing, Review and Adoption

The foundation for the planning process began with two neighborhood meetings held on November 9 and 16, 2004. The meetings were well attended by both community residents and City staff. At each meeting participants were divided into groups and a Strengths Weaknesses Opportunities and Threats (SWOT) exercise was conducted to help the community identify the issues facing them. Participants ranked their responses in order of importance and staff tallied the responses. In addition a survey was sent to every address within the two Planning Areas and more than 300 responses were received. The concerns expressed were similar to those brought out at the meeting. City staff was also surveyed to determine their concerns about the Twinbrook area.

The major issues, reflected throughout the SWOT and survey process, were that residents regarded the neighborhood's proximity to Metro, shopping and services, parks and recreational facilities as strengths. They also valued their neighbors and the diversity of the area. Increasing traffic, inadequate code enforcement, crime and loitering and the possibility of adverse impacts from adjacent redevelopment were regarded as weaknesses and threats. Opportunities were seen in the ability to improve and expand their homes; increased recreational options from both the City and the commercial sector and increased transit options – particularly in services to and from the Metro.

Twinbrook Neighborhood Plan Advisory Group

The Mayor and Council appointed the 22-member Twinbrook Advisory Group on March 7, 2005. The Advisory Group consisted primarily of neighborhood residents, many of whom worked closely with their respective neighborhood associations. The Group, and City staff, sought input and participation from area business and property owners during the process.

The Twinbrook Neighborhood Plan Advisory Group held its first meeting on April 7, 2005, at the Twinbrook Community Center Annex, met approximately twice a month at locations within the community until the Fall of 2006, and considered a range of topics related to the future of Twinbrook, including future land use, housing, non-residential areas, transportation, public facilities and community services and the impact of adjacent development. City staff has also maintained email contact with a group of community, business and County planning stakeholders throughout the Planning process.

Demographic and Social Indicators

City staff compiled the following demographic profiles of the two Twinbrook Planning Areas, and the City as a whole, from data obtained by the US Census of 2000. Demographic information is an important tool for allocating City resources, and is also used to support applications for state and federal funding for future schools, parks, senior centers, libraries, housing and hospitals. It is also important for residents to understand the trends within their neighborhoods and help them formulate the future direction of needed City services within the community

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Neighborhood General Characteristics	Twinbrook: Planning Area 8	Twinbrook Forest-Northeast Rockville: Planning Area 7	Total for both Twinbrook Planning Areas:	City of Rockville
Population	5,414	5,433	10,847	47,388
Male	2,767	2,692	5,459	23,106
Female	2,647	2,741	5,388	24,282
Under 5 years	345	361	706	2,992
65 years and over	612	719	1,331	6,215
Housing	2,683	2,006	4,689	17,786
Median value (dollars)	148,500	159,717	154,109	198,700
Occupied housing units	2,624	1,964	4,588	17,247
Owner-occupied	1,580	1,477	3,057	11,669
Renter-occupied	1,044	487	1,531	5,578
Vacant housing units	59	42	101	539

US Census 2000

Social Characteristics	Twinbrook: Planning Area 8	Twinbrook Forest-Northeast Rockville Planning Area 7	Total for both Twinbrook Planning Areas:	City of Rockville
Population 25 years and over	3,837	4,229	8,066	33,216
High school graduate or higher	3,126	3,633	6,759	29,601
Bachelor's Degree or higher	1,151	1,657	2,808	17,581
Population of one race	4,148	4,443	8,591	45,907
White alone	3,362	3,427	6,789	32,120
Black /African American alone	335	396	731	4,317
Hispanic or Latino*	1,190	860	2,050	5,529
American Indian and Alaska Native alone	30	31	61	160
Asian alone	402	562	964	7,030
Native Hawaiian and Other Pacific Islander alone	5	1	6	15
Some other race alone	14	26	40	2,265
Population of two or more races	19	130	149	1,481
Speak a language other than English at home (5 years and over)	1,916	1,660	3,576	16,349

US Census 2000
* Hispanic or Latino can be of any race

This data indicates that 22% of the residents of Planning Area 8 and 16% of Planning Area 7 identified themselves as Hispanic or Latino in the 2000 Census, making those of Hispanic or Latino origin the largest minority ethnic group in the Twinbrook neighborhoods

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Economic Characteristics	Twinbrook: Planning Area 8	Twinbrook Forest-Northeast Rockville Planning Area 7	Total for both Twinbrook Planning Areas:	City of Rockville
In labor force (16 years and over)	2,938	3,216	6,154	25,037
Median family income (dollars)	59,993	71,956	65,975	79,051
Per Capita income (dollars)	23,594	25,404	24,499	30,518
Families below poverty level	115	117	232	668
Individuals below poverty level	459	473	932	3,555
Percentage of individuals below poverty level	8.5%	8.7%	8.6%	7.5%

Census 2000

According to the U.S. Census in 2000, the two Twinbrook Planning Areas had a household population of 10,864 - 5,388 females (50%) and 5,459 (50%) males. 26% of the population were under 18 years old, and 12% were 65 years and older.

Size of Households

The US Census 2000 indicated that the average household size in the Twinbrook areas was 2.8 persons per household, compared with 2.6 persons per household citywide. Planning Area 8 is estimated at 2.9 persons per household and Planning Area 7 at 2.7 persons per household, indicating that there are more residents per household in Twinbrook than in both the balance of the City, and the County as a whole.

Household Composition

Family households made up 71% of the households in Twinbrook. This figure includes both married-couple families (56%) and other families (15%). Nonfamily households made up to 8% of all households in Twinbrook. Female single parent households comprised 11% of the population, and one-person households comprised 21% of the population.

Senior Citizens Living Alone

According to the US Census 2000 there were 272 residents (17% of the City total) of 65 years and older living alone in the three census tracts that make up the Twinbrook neighborhoods.

Twinbrook Neighborhoods – Senior Citizens Living Alone		
	Male Householder; living alone; 65 years and older	Female Householder; living Alone; 65 years and older
Census Tract 7011-02 (Planning Area 8)	14	119
Census Tract 7011-01 (Planning Area 7 south of Baltimore Road)	0	18
Census Tract 7009-03 (Planning 7 north of Baltimore Road including part of East Rockville)	26	95
City of Rockville	334	1,238

US Census 2000

~~**Housing Types**~~

~~Approximately, 91.4% of the housing units are detached and attached single-family units:~~

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~~with 88.1 % of the units (3,391) in single homes, 3.3 % (127) in townhouse units and 8.6 % (330) in multi-family homes.~~

Occupied Housing Units Characteristics

The Twinbrook area has approximately 3,848 housing units, 2% of which were vacant and 98% occupied. There are very few vacant lots or lots that could be re-subdivided within the planning area. On the total occupied housing units, 67% were owner occupied and 33% renter occupied.

Demographic Trends

While the decennial U.S. Census provides the most accurate information about the demographic composition of a neighborhood it does not, by the very nature of its ten-year cycle, capture change over time within the ten-year time frame. There are a number of additional sources of data, but many of them are projections, and most are not available at the neighborhood scale. One exception is data collected by the Montgomery County school system, which keeps records of the numbers of pupils eligible for the English for Speakers of Other Languages

Twinbrook and Meadow Hall Elementary Schools
Free and Reduced-price Meal System Rate
(As compared with Montgomery County as a whole)

School Year	Twinbrook Elementary (Planning Area 8)	Meadow Hall Elementary (Planning Area 7 – minus Burgundy Estates)	Montgomery County
2000 – 2001	48.1%	28.7%	27.6%
2001 – 2002	50.1%	33.0%	27.4%
2002 – 2003	53.7%	38.3%	28.4%
2003 – 2004	55.2%	39.7%	28.9%
2004 – 2005	60.3%	37.7%	30.0%
2005 - 2006	59.3%	42.9%	31.5%
2006 - 2007	56.9%	37.4%	29.7%
2007 - 2008	55.9%	37.0%	30.5%

Source: Montgomery County Public Schools, *Schools at a Glance*

These figures indicate that the level of need has increased in the Twinbrook area over the ~~past five~~ years, both at greater levels within each school, and at a faster rate than in the County as a whole. However, the level of need appears to be leveling off in recent years, both within the Twinbrook neighborhoods, and in the County as a whole.

Twinbrook and Meadow Hall Elementary Schools
English for Speakers of Other Languages (ESOL) Rate
(As compared with Montgomery County as a whole)

School Year	Twinbrook Elementary (Planning Area 8)	Meadow Hall Elementary (Planning Area 7 – minus Burgundy Estates)	Montgomery County
2000 – 2001	21.9%	11.0%	8.2%
2001 – 2002	25.2%	11.3%	10.4%
2002 – 2003	25.2%	11.7%	11.8%
2003 – 2004	20.4%	10.9%	11.0%
2004 – 2005	20.8%	12.5%	12.3%
2005 - 2006	32.0%	14.1%	14.8%
2006 - 2007	38.1%	12.9%	16.4%
2007 - 2008	43.5%	17.6%	18.8%

Source: Montgomery County Public Schools, *Schools at a Glance*

These figures indicate that the Twinbrook Elementary enrollment area has a significantly higher level of diversity than the Meadow Hall area, which has a similar level of diversity to the County as a whole. ~~The levels of eligibility for ESOL services have remained fairly constant, perhaps indicating that there is a regular infusion of pupils requiring the~~

~~services each year: if fewer new students were eligible, rates should presumably fall as those within the program assimilated and gained English language fluency~~.

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(ESOL) Program, as well as the Free and Reduced Meal System (FARMS) program. Eligibility for the ESOL program depends upon a child's level of English language fluency, while the eligibility threshold for FARMS changes from year to year, but is set above the Federal poverty level. The enrollment area for Twinbrook Elementary School is approximately contiguous with Planning Area 8, while the enrollment area for Meadow Hall Elementary School is contiguous with Planning Area 7, minus Burgundy Estates, which lies within the Maryvale Elementary School boundary.

Regional Context: External Pressures on the Twinbrook Neighborhoods

The Twinbrook Neighborhood Plan addresses issues important to its residents and seeks to define the neighborhood's role within the City of Rockville and in the surrounding area of Montgomery County. The economy of metropolitan Washington D.C. continues to thrive. Many people, and the businesses that employ and serve them, want to move here to enjoy the high quality of life and opportunity that this dynamic area offers.

The population of Montgomery County, including the City of Rockville, is expected to increase by ~~213,800~~ 207,000 people – approximately 18.15% - ~~over the next twenty-five years,~~ with a population of ~~1,155,800~~1,145,000 anticipated by 2030. The number of households is expected to increase by 94,300 - or 21% - over the same period, with 441,300 anticipated by 2030. The County's household composition is projected to look different in the future, with more single person and childless households than in the past. MNCPPC's 2003 Census update survey showed that 53% of County households have two people or less. As household sizes decrease, more and more residents are looking for less traditional housing options such as townhouses, apartments and single family homes on smaller lots.

The population and household growth projections outlined above indicate that Montgomery County will need to add around 94,000 housing units during the next twenty-five years to accommodate its expected growth. However, very little developable land remains. The County has made a commitment to conserve large areas of rural land and to protect hundreds of thousands of acres in the Agricultural Reserve, thus limiting the amount of land available for new housing. The challenge of where to find the capacity to accommodate the projected population increase has led the County to look towards redevelopment and infill, and to redirect its planning efforts towards small area planning, especially around transportation nodes, with a greater emphasis on public participation. The County envisages the redevelopment of commercial shopping centers into vital, mixed-use

Montgomery County (including City of Rockville)						
Summary of Intermediate Population Forecasts						
2000	2005	2010	2015	2020	2025	2030
873,300	~~**942,000**~~ **938,000**	~~**1,000,000**~~ **990,000**	~~**1,040,000**~~ **1,035,000**	~~**1,077,100**~~ **1,075,000**	~~**1,115,300**~~ **1,112,000**	~~**1,155,800**~~ **1,145,000**
Summary of Intermediate Household Forecasts						
2000	2005	2010	2015	2020	2025	2030
324,600	**347,000**	**370,000**	**390,000**	**407,900**	**424,800**	**441,300**

Source: Metropolitan Council of Governments (MWCOG) Round 7.0 Cooperative Forecasts. Fall 2007~~5~~

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communities that include a range of amenities and public space. This new effort is outlined in the Planning Framework Report entitled "Revitalizing Centers… Reshaping Boulevards… Creating Great Public Spaces…" Like Montgomery County, the City of Rockville is fast becoming "built out", in that there is very little undeveloped land left, and infill development, as well as the redevelopment of underutilized sites and obsolete uses, will allow the City to meet its current and future needs.

The City has also recognized the need for the kind of small-area planning that the County is now undertaking, and community involvement is a hallmark of our planning process. This new Twinbrook Neighborhood Plan reflects the City's commitment to include its citizens in the process of planning for the future of their own neighborhoods.

In an effort to manage its future growth, the City is making a major effort to update and revise the Zoning Ordinance. The existing Zoning Ordinance dates from 1975 and reflects standards that were appropriate for the "Greenfield" development in the new, growing suburban community that was the Rockville of thirty years ago.† The City's code is in the process of being revised in order to incorporate new ideas and new zoning concepts that can help to shape a city which is maturing towards full development. Such code concepts, if approved by the Mayor and Council, may be helpful in carrying out the recommendations of the Twinbrook Neighborhood Plan as well as those of other area plans within the City.

The Advisory Group made a special effort to coordinate its recommendations within the overall needs of the community, and not just address each planning element separately. Each of the subject chapters in our Plan was considered in the context of all other chapters. To guide our deliberations, we developed a series of five "catalysts" to guide us as we worked with the traditional planning elements. These catalysts group together Plan recommendations from the various chapters and should help residents, and the City, to identify projects and programs that can help meet the objectives laid out in each catalyst. They are more fully explained in our final Chapter Eight – Implementation.

□ Catalyst 1: The Residential Areas: Maintain and enhance the residential character of the Twinbrook neighborhoods to ensure continued viability and sustainability.

- Catalyst 2: The Public Realm: Maintain, upgrade and acquire publicly-owned land to ensure that recreational opportunities, public accessibility and the natural environment enhance the quality of life for all residents.
- Catalyst 3: The Commercial Areas: Promote the renewal of the Twinbrook neighborhood commercial areas.
- Catalyst 4: The Industrial Areas: Promote the renewal of the Twinbrook neighborhood industrial areas.
- Catalyst 5: Transportation and Accessibility: Promote safe and easy multi-modal access to mass transit, retail and community facilities.

~~These catalysts are fully explained in our final Chapter Eight as we wrestled with how to implement our recommendations.~~

~~The following synopsis chart will be helpful in understanding how our Twinbrook Plan is organized.~~

Chapter 2: ~~Neighborhood~~ Land Use

Analysis of Issues

This chapter describes the general land use and existing zoning categories within the Twinbrook neighborhoods and gives a brief overview of the proposed zoning changes recommended in the Plan. ~~-~~More detailed information, together with recommendations for the future use of specific areas can be found in Chapter 3 on Housing and Chapter 4 on Commercial and Industrial~~Non-Residential~~ Areas.

Land Use Patterns

There are approximately 1,300 acres of land within the two Twinbrook Planning Areas (7 and 8), of which the vast majority – 1,053 acres, more than 97% – is devoted to single-family housing.

Land use patterns in the Twinbrook neighborhoods were established when the area was first developed during the 1940s, 1950s and 1960s. The area's "residential wedge" nature was further confirmed by the City of Rockville's 1960 Master Plan and by the 1964 Montgomery County General Plan, which laid out the system of residential wedges and commercial corridors that defines the County today. Subsequent City Master Plans, including the 1982 Twinbrook Neighborhood Plan, confirmed this development pattern.

The city's location along major transportation corridors such as Route 355 (Rockville Pike/Hungerford Drive/Frederick Road), the Metro Red line, and I-270 has led to the development of Rockville as a corridor city, and it has become a major employment and retail center in the County affecting traffic patterns, business location decisions, and housing growth and appreciation.

There is very little vacant land available in Rockville, and there is little vacant land immediately adjacent to the city limits that can be annexed in and developed. Future development within the existing corporate limits of Rockville will be either the redevelopment of existing sites, such as Town Square and Twinbrook Station ~~Commons~~, or in-fill on the few remaining vacant or underdeveloped lots.

Existing Zoning in Rockville

Protecting the integrity of single-family residential neighborhoods has been a consistent goal of previous City and Neighborhood Plans, and this Plan aims to continue towards that goal. Although the majority of land within the Twinbrook neighborhoods is zoned for single-family residential use, multi-family residential is also allowed within the northern portion of the area. Some non-residential uses – such as schools - are also

permitted in residential zones, but only after going through a special exception review process. There is not a separate zone for "School" or "Church". Commercial and Industrial zones govern the land use of the remaining, non-residential, portions of the area.

When zoning was first put in place in the City it emphasized single-use zones, separating commercial and industrial uses from residential uses. Within each use zone different types of structures were separated – for example,

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townhouses could not be constructed within a single-family residential zone. The Twinbrook neighborhoods were built using this type of single-use, single-structure zoning.

As the City developed, it was recognized that the separation of uses and building types made access to transit, shopping and other amenities difficult and a series of more flexible zoning categories was created as a remedy. Special Development Procedures, which emphasized a mix of different types of housing within the development, were the first of these flexible zones: an overlay zone, unique to each circumstance, is developed and is applied over the base residential zone, which remains in place. The Twinbrook Forest condominium townhouses were developed using this type of procedure. The Planned Residential Unit (PRU) overlay zone establishes the town house standards, but the area retains the R-60 residential base zone. More recently the Residential Townhouse Development (RTH) procedure was~~has been~~ used to allow for townhouse development in suitable areas of the City, usually to act as a transitional area between commercial and high-density areas and single-family areas. Examples in the Twinbrook neighborhoods include Ashleigh Woods, Rockcrest Courts and Cambridge Walk I and II.

Mixed-Use zones were implemented in the metro areas and along Rockville Pike – places where the City wanted to encourage a mix of uses, increase the number of housing options, and maximize on the public investment already made in transit systems and other public infrastructure. There are currently no mixed-use zones within the two Twinbrook Planning areas.

Changing a Zone

The zoning of each parcel is indicated on the City's official zoning map. The zoning map can only be altered through a Map Amendment process. There are two ways by which this can be achieved:

Sectional Map Amendment –

Amends the zoning map for a section of the City covered by a Master Plan. The City initiates this process – often through a Neighborhood Plan such as this one - and public notice, including a public hearing, is required.

Local Map Amendment –

Can be initiated by a property owner who must demonstrate that there has been either a substantial change in the character of the neighborhood since the last comprehensive zoning, which was not anticipated by the master plan, or that there was a mistake in applying the original zone.

Development Standards

Each zone has a separate set of development standards that govern the size and bulk of buildings within the zone. The current development standards control height, lot coverage, setbacks, lot sizes, and accessory structures: they are not architectural standards or guidelines, and do not regulate the style or appearance of the buildings.

A development nonconformity can arise when some aspect of the land or buildings does not meet the current Ordinance requirements, such as a setback requirement that was put into the Ordinance after the structure was built. If the building that is a development nonconformity is demolished or damaged to more than 50% of its replacement cost, new construction must conform to today's zoning requirements.

Residential Zoning

As noted, more than 97% of the land in Planning Areas 7 and 8 is zoned for residential uses with the balance zoned for commercial and industrial uses. There are currently four residential zones within the two Planning Areas. The majority of the land in Planning Area 8 is zoned R-60 (6,000 sq ft per lot minimum) for single-family

Page 21 map

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homes, while Planning Area 7 features R-60 and R-90 (9,000 sq ft per lot minimum) zones. R-90 serves as a base zone for uses other than single family homes in the Twinbrook area – for example for Rockville High School – and there are no residential properties constructed to R-90 standards in the Twinbrook neighborhoods. As noted previously, both R-60 and R-90 have~~can~~ served as base zones for a Residential Townhouse (RTH) overlay development~~zone.~~~~, should a property owner wish to develop townhomes on an appropriate site.~~

Two multi-family garden-style apartment communities are located in the northern portion of the planning area close to the intersection of Baltimore Road and Twinbrook Parkway.

The Forest Apartments occupies an 11.53 acre site and is zoned R-30, while The Woods Edge apartment complex occupies a 7.43 acre site and is zoned R-20.

Non-Residential Zoning

While very little of the Twinbrook area is zoned for non-residential uses, it occupies an important place in the community.

Commercially Zoned Land

There are approximately 19.35 acres of commercially zoned land in the Twinbrook neighborhoods. The Veirs Mill Road corridor acts as both a common area and a dividing line between the two Twinbrook communities, and contains the main commercial area serving the neighborhood. Shopping centers are located on both sides of Veirs Mill Road, near the intersection with Atlantic Avenue and there is an additional small retail site on Atlantic Avenue. The area comprises 17.41 acres, with approximately 11 acres on the northern side of Veirs Mill Road, and the balance on the southern side of the road. It is zoned C-2, the City's general commercial zone, which allows for a wide range of goods and services: a variety of retail and office uses are allowed by right within the C-2 zone.

The Burgundy Shopping Center is a small neighborhood convenience center located at the intersection of Baltimore Road and First Street on the western boundary of the area. The 1.94-acre site is zoned C-1 Local Commercial, which is intended to allow small-scale, neighborhood oriented, goods and services.

Industrially Zoned Land

The Twinbrook area has a relatively small service industrial area adjacent to the Twinbrook Metro Station. The Lewis Avenue I-2 Industrial area comprises four sites with a total land area of approximately 5.40 acres which is zoned I-2 (Light Industrial) the City's light industrial zone and it allows for a general mix of industrial uses including "any light manufacturing, processing or compounding use." The Lewis Avenue businesses reflect this mix. The low-rise office buildings at 12720 and 12750 Twinbrook Parkway are zoned I-1 (Service Industrial). Service industrial uses constitute approximately 2% of the city's land base, and there are currently over two million square feet of service industrial space within Rockville. Many of the sites appear to have very little room for expansion, and the 1982 Twinbrook Plan recommended that the light industrial zone should not be permitted to expand in size or height. (Please see Appendix 4 for more information on existing zoning.)

~~**Twinbrook Parkway Service Industrial Zone**~~

~~This is a triangular area between Twinbrook Parkway (on the east), Ardennes Avenue (on the south), and Halpine Road (further to the west). It is adjacent to the planned Twinbrook Commons development, contains five separate properties and has a combined~~

~~land area of approximately 8.0 acres. The area abuts the City boundary and poses particular issues, as two of the properties in the area come under the County's jurisdiction, while the remaining three lie within City limits. *If the sites are to be assembled into one parcel, it is recommended that the two properties currently in the County be annexed into the City. (Remove this.....)*~~

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~~**12720 Twinbrook Parkway**~~

~~The property, while having a Twinbrook Parkway address, has street frontage on Ardennes Avenue. The site is 4.01 acres and is zoned I-1.~~

~~**Meljay/Uniwest Property – Twinbrook Parkway and Ardennes Avenue**~~

~~This 2.10 acre site is zoned O-1 (Office Building). Should the Use Permit lapse; consideration should be given to combining the property with adjacent sites and zoning accordingly. Re-zoning the property would not be possible until 2008, five years after annexation in 2003.~~

~~**12750 Twinbrook Parkway**~~

~~This two-story 16,230 square foot office building was built in 1967 and sits on a 0.81 acre site at the intersection of Halpine Road and Twinbrook Parkway. The property is used primarily as office space and is zoned I-1.~~

Impacts of Adjacent Development

The Twinbrook neighborhoods are a residential extension of the older central city and remain a commuter location, even though more jobs are now available in Rockville. Redevelopment around the Twinbrook Metro station and along the Rockville Pike corridor, together with Town Center development, will have an impact upon the neighborhood.

The Twinbrook Metro site falls within the City's Twinbrook Metro Performance Area, which forms the southern portion of the Rockville Pike Corridor Planning Area, and thus is outside the purview of this Plan. Portions of the property were formerly under Montgomery County jurisdiction, but were annexed into the City in June 2005. The site is slated for redevelopment as part of Twinbrook Station~~Commons~~ and the developer – the JBG Companies – has undertaken to build at heights of not more than forty feet high at the edge of the project in order to provide a buffer for the adjacent single-family residential neighborhood. Approval has been given for 1,595 multi-family units and approximately 545,000 square feet of retail and office space.

This Plan aims to ensure that a transitional area remains between the neighborhood and the Twinbrook Metro Performance Area and recommends that the industrial sites on Lewis Avenue and in the Twinbrook/Ardennes area remain within Twinbrook Neighborhood Planning Area 8.

The MNCPPC Twinbrook Sector Plan for the area south of the city boundary is aimed at fostering the creation of a transit-oriented, mixed-use community that will also support light industrial uses and encourage the advanced technology and biotechnology industries. The Sector Plan proposes 1,000 – 2,600 multi-family dwelling units and approximately 4.8 million square feet of commercial space for the planning area.

Redevelopment

This Plan recommends zoning changes for the multi-family residential areas and the existing commercial and industrial areas. The table below summarizes the approximate densities that each change might yield: more information can be found in Chapter 3 for residential properties and in Chapter 4 for the commercial and industrial areas.

Potential density increases: Dwelling Unit, Retail and Office Yield

Property	Current Zone	Current Sq ft/ Dwelling Units	Proposed Zone	Potential Sq ft/ Dwelling Units (Including MPDUs)
The Woods Edge 14001 Cove Lane	R-20	162 m/f	RMD-25	DU: +/- 185 Mix of housing types
The Forest 2000 Baltimore Road	R-30	168 m/f	RMD-25	DU: +/- 288 Mix of housing types
Veirs Mill Road Commercial Area	C-2	Current (excluding Library) Retail: +/-175,000 sq ft	MXNC	Max under zone: DU: +/- 800 m/f DU: +/- 60 t/h
		Maximum under zone: (excluding Library) Mixed commercial (office/retail): +/- 1,183,000 sq ft		Retail: +/- 150,000 sq ft Office: +/- 77,000 sq ft
AvalonBay Companies 12720 Twinbrook Parkway	I-1	Office: 50,235 sq ft	MXB	DU: 240 m/f
Lewis Avenue Industrial Area	I-1	Service Industrial: 112,063 sq ft	I-L	DU: +/- 50 m/f Service Industrial: 80,000 sq ft Office: 33,000 sq ft
Burgundy Center	C-1	Retail: 16,000 sq ft	MXC	DU: +/- 15 m/f Retail: +/- 16,000 sq ft

Proposed Density outside the TNP area:

- Within City limits, Twinbrook Station (formerly Twinbrook Commons) has approval for 1,595 multi-family units and approximately 545,000 square feet of retail and office space.

- The MNCPPC Twinbrook Sector Plan covers the section of Montgomery County bounded by Twinbrook Parkway, the CSX tracks and Montrose Road. It proposes 1,000 – 2,600 multi-family dwelling units and approximately 4.8 million square feet of commercial space for the planning area.

- Oxbridge Development at Rock Creek has obtained approvals for approximately 30 townhomes on Baltimore Road just outside the City limits.

Redevelopment – Implementation Strategies

Commercial and industrial land within the Twinbrook neighborhoods is of relatively high value and in an attractive location, but it does not appear ripe for redevelopment in the immediate future because of recent renovations, low vacancy rates and general viability for owners and tenants.

However, the area is undergoing rapid change and it may be that in the next ten to fifteen years the owners might wish to redevelop. The City should aim to encourage change in the industrial and commercial areas, without compromising the existing businesses in the near term. A Neighborhood Plan offers the opportunity to identify how the area should look and function in the future, and two tools that could be of use in the transitional process would be to implement new mixed-use zones as floating zones and to utilize form-based zoning concepts. As both concepts are in the process of being defined by the City, a substantial minority within the Advisory Group was uncomfortable in recommending that such concepts be employed in the Twinbrook Plan until more details had been worked out.

However, the concept of floating zones is uniquely suitable to the long-term plans for the Twinbrook neighborhood. This concept would allow the desires of the community to be imple-

mented in the case of change, but also allow the status quo to remain if a particular area does not undergo redevelopment. Should the City accept the use of floating zones, Twinbrook should consider the use of this tool to manage future change in the neighborhood. The contents of the zone would be developed as part of the implementation process of this Plan, but would "float" over the specified sites and would not be applied to those sites ("Mapped") until their owners wished to redevelop. This mechanism would allow the community to influence how the area might look and function in the future. In addition it would allow the existing businesses to continue without the risk of becoming a non-conforming use or structure, while offering the opportunity for change when the time is right.

The floating zone mechanism would also offer time for site assembly – which will be particularly important when there are multiple owners of small sites and/or condominium properties. When a redevelopment opportunity occurs, the floating zone is applied, and redevelopment proceeds under the new zone. All parties would have a level of certainty about what the future might hold.

The City does not currently have a policy to promote the redevelopment of identified ~~designated~~ sites, and some existing policies might have a dampening effect upon such proposals. This Plan therefore recommends that the City formulate a comprehensive

redevelopment policy with appropriate incentives for the redevelopment of specified areas.

A relatively new type of zoning has recently evolved that emphasizes the appearance of a building or buildings, rather than defining them by their use. These new codes are called Form-Based Codes. ~~and the City is currently considering them as part of the re-write of the Zoning Ordinance.~~

The Form Based Codes Institute has defined form-based codes as a method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm by controlling physical form primarily, and land uses secondarily, through city or county regulations. In other words, design is more important than use.

Chapter 3: Residentially Zoned Areas: Housing

Summary of Recommendations:

~~Maintain the current residential R-60 zone within Planning Area 8.~~
~~Maintain the current residential zoning within Planning Area 7.~~
~~Support the development of a R-60 Twinbrook Zoning Overlay, which would enable residents to improve their properties, while maintaining the integrity of the neighborhood. For example, such a zone might allow for a relaxation of the front setbacks to allow for covered, open front porches.~~
~~Retain existing land use and zoning for churches and schools throughout the area. If the sites should redevelop in the future they should be retained for single-family residential use, as indicated on the Proposed Residential Land Use Map. (See maps.)~~
~~Should individual neighborhoods choose, Neighborhood Conservation Districts could be created to carry out the goals of conserving neighborhood elements that contribute to neighborhood character and identity.~~
~~Should The Forest and Woods Edge apartment complexes redevelop they should do so as a Planned Development that allows for a mixture of housing types and sizes. Preference should be given to a proposal that combined the two sites, thus increasing the opportunity for open space and additional desirable features.~~
~~Should the garden apartment complexes on Twinbrook Parkway that lie within the County but border the City, be annexed into the City, the recommended land use would be mixed residential and, should they redevelop, they should do so as a Planned Development that would allow for a mix of housing types and sizes.~~

Maintain the current residential R-60 zone within Planning Area 8 (south of Veirs Mill Road)

Maintain the current residential zoning for the single family and townhome areas within Planning Area 7 (north of Veirs Mill Road)

Retain existing land use and zoning for the churches and schools throughout the area. If the sites should redevelop in the future they should be retained for single-family residential uses, as indicated on the Proposed Residential Land Use Map.

In order to retain the single-family home nature of the Twinbrook neighborhoods site assembly is not recommended in the R-60 zoned areas.

~~Explore the development of an R-60 Twinbrook zone that would offer greater flexibility on lot coverage than the City-wide R-60.~~

Monitor implementation of the newly proposed R-60 zone development standards and consider allowing reasonable exceptions to the impervious surface limits if, due to the nature of construction, adding additional stories to a home is not technically feasible.

Develop a Pattern Book that illustrates the existing housing types and streetscapes and makes recommendations for compatible additions, accessory uses and infill homes.

Should individual neighborhoods choose, Neighborhood Conservation Districts could be created to carry out the goals of conserving neighborhood elements that contribute to neighborhood character and identity.

Should The Forest and Woods Edge apartment complexes redevelop, they should do so in a manner that allows for a mixture of housing types and sizes under the RMD-25 zone. Preference should be given to a proposal that combines~~d~~ the two sites, thus increasing the opportunity for open space and additional desirable features.

Should the garden apartment complexes on Twinbrook Parkway that ~~lie within the County but~~ border the City be annexed into the City, the recommended land use would be mixed residential and, should they redevelop, they should do so in a manner that would allow for a mix of housing types and sizes. They should be placed in the RMD-25 zone.

For the United Enterprises Property on Norbeck Road, Adjacent to the Civic Center:

Confirm City Master Plan recommendation:
"Retain R-60 zone and note environmental constraints for the property as portions of the site are within a stream valley or buffer and also may be within a floodplain." However, should this site become available in the future, the City should purchase it for park land and steps should be taken to permanently protect it as parkland.

For Twinbrook Swimming Pool:

Confirm City Master Plan recommendation:

"Maintain the R-60 zone for single family housing on the Twinbrook Swimming Pool Corporation site if it is developed or acquire the site for additional park and green space to increase the size of the park."

Should the City acquire the property for parkland steps should be taken to permanently protect it as parkland. Consideration should be given to retaining the swimming facilities for public use (funded by the City of Rockville or by the City in partnership with Montgomery County.)

For Residential Properties on Pier Drive that Lie in Both the City of Rockville and Montgomery County:

Residential properties that straddle the City-County boundary line should be invited to annex the County portion of their sites into the City.

"For Affordable Housing:

- Review the City's Housing Policy to determine whether the current MPDU program is meeting current and future housing needs."

For Residential Maintenance and Code Enforcement:

Increase public awareness regarding code enforcement and property maintenance by an increased outreach and multi-lingual education campaign to inform householders of the health and safety aspects of code enforcement, and the economic benefits of compliance, utilizing translators where needed in specific instances.
Issue a Municipal Citation without a warning notice if there is a previous violation (weeds, trash, junk vehicles).
Eliminate extensions where a property has a history of violations.
Reduce or eliminate warnings for repeat violators for nuisance violations, such as high grass, junk cars, parking on grass, and trash.
Maintain the current time allowed for abatement, 10 calendar days for trash/weeds and 30 calendar days for repairs.
Work closely with the non-profit sector, e.g., Community Ministries of Rockville and Rebuilding Together (Christmas in April) to enhance property maintenance for eligible properties.
Provide funds to hire a contractor for Court Ordered repairs (painting, siding repairs)
Work with Neighborhood Associations to identify community volunteers to assist neighbors in maintaining their properties and to sponsor awards for high levels of maintenance.
The City and interested groups should work together to examine different methods of offering financial assistance (e.g. tax credits, tax ceilings, reverse mortgages, etc.) to senior and/or handicapped citizens who own their own homes and plan to remain in them for more than five years.

Analysis of Issues

The predominant land use in the Twinbrook neighborhoods is single-family housing, and the 1982 Twinbrook Neighborhood plan was aimed at maintaining and enhancing the

residential character of the area. This Plan recommends retaining that commitment and seeks to ensure continued neighborhood viability and sustainability.

The Strengths Weaknesses Opportunities Threats (SWOT) exercise conducted during the two well attended community meetings held in November 2004 indicated that, while Twinbrook residents appreciated the sense of community and access to amenities that their neighborhood affords, they had concerns about community maintenance and code enforcement issues. Lack of adequate code enforcement and overcrowding, together with parking, were considered to be major areas of weakness and threats to the community. On the more positive side, home improvement and expansion was regarded as a major area of opportunity.

There is concern that inappropriate additions and infill development could alter the look and feel of the neighborhood. As land becomes more valuable, Twinbrook may also become the target of "teardowns", where the existing homes are replaced with houses that approach the maximum height and bulk allowed by the existing Zoning Ordinance. This Plan offers the opportunity to explore ways to help the neighborhoods retain their character, while ensuring that residents are able to maintain and enhance their homes.

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Current Status

The Twinbrook neighborhoods have a diverse housing stock that is generally well maintained. The majority of homes were built between 1940 and 1959, for single-family residential use under the current R-60 zone. ~~In addition, there are Special Development Procedures, which allow for alternate development patterns different from the underlying zone.~~ In addition, Special Development Procedures allowed for alternate development patterns different from the underlying zone. The Residential Townhouse (RTH) overlay was developed in the 1980s and permits single-family attached housing, such as Cambridge Walk I and II, Ashleigh Woods and Rockcrest Courts. The Planned Residential Unit (PRU) predates the RTH overlay, having been developed in the 1960s, and allows for a mix of detached and attached, and multi-family, units. The Twinbrook Forest condominium town homes were developed using the PRU procedure. The residential zoning also permits some institutional uses, such as the churches throughout the neighborhood, the three Montgomery County public schools, and the facilities at the former Broome and Lone Oak Schools.

The area south of Veirs Mill Road (Planning Area 8) consists of predominantly single-family homes of the Cape Cod and rambler styles that were popular in the 1940s and 1950s. The Twinbrook Forest - Northeast Rockville area, north of Veirs Mill Road (Planning Area 7) consists of single-family properties built mostly in the 1950s. Two multi-family garden-style apartment communities are located in the northern portion of the planning area close to the intersection of Baltimore Road and Twinbrook Parkway. The Forest Apartments occupies an 11.53 acre site and is zoned R-30, while The Woods

Edge apartment complex occupies a 7.43 acre site and is zoned R-20. The combined properties include 330 apartments.

A housing survey conducted by the City's preservation planning staff in summer 2005 identified seventeen houses that pre-date WWII (1898-1939, see Appendix 2). Most of these are found in the Janeta subdivision, but there is a scattering of "country" houses throughout the planning areas around which the post-war subdivisions were built. Some of these may be eligible for local or National Register designation.

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The popular perception of Twinbrook is that all of the houses are the same. There is, in fact, a variety of housing types that follow popular U.S. trends from the 1940s to the 1980s. The 3,600 or so houses fall into the following general categories (see Appendix ~~xx~~ 3 for more examples and
more detailed descriptions)

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Critical Issues

The population of Montgomery County is projected to increase by more than 200,000 people over the next twenty-five years, and accommodating these new residents will be a challenge. As noted, the Twinbrook area has very few vacant lots, or lots that could be re-subdivided. Residents wish to retain the single-family nature of the Twinbrook neighborhoods and do not wish to see individual home sites assembled into larger parcels. Therefore, this plan recommends that site assembly should not be permitted within the R-60 ~~, and~~ areas. This would mean that opportunities for infill development ~~will~~would only arise if the existing institutional uses, such as churches and schools, should cease. ~~This plan confirms the existing land use of all churches and schools, but recommends a change of land use for certain identified sites, should they choose to redevelop. These sites would offer the opportunity for townhomes – as opposed to single-family homes – in transitional areas.~~
~~The Church sites noted would also be suitable locations for senior housing. Additional residential capacity may also be gained if the existing garden apartment communities were to be redeveloped as Planned Developments, allowing for a mix of housing types including single-family, townhouse and multi-family homes.~~ This plan confirms the existing land use of all churches and schools ~~. The Church~~ If they are to redevelop, these sites would be suitable locations for senior housing.

Additional residential capacity may also be gained if the existing commercial and industrial areas were to redevelop into a mix of uses that included residential units, and if the existing garden apartment communities were to redevelop under the RMD-25 zone into a mix of housing types that might include single-family, townhouse and multi-family homes. These sites would yield enough units to trigger the City's Moderately Priced

Dwelling Unit Ordinance (MPDU) therefore providing additional affordable housing opportunities. (Please refer to the existing and proposed Land Use maps for details

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Critical Issues –A Maturing Neighborhood

As of September 2005, 2560 of the 3363 houses (more than 75%) in the Twinbrook neighborhoods were more than 50 years old. Seventeen~~Eighteen~~ houses were built prior to 1940, mostly in the Janeta subdivision at First Street and Veirs Mill Road. (Please see Appendix 1 History, for more detailed information.)

Federal standards have set fifty years or more as the eligibility date for acceptance to the National Register of Historic Places. Sites or resources less than fifty years old may be accepted to the National Register but have to meet exceptionally high standards. The City of Rockville has formally adopted the National Register criteria and standards – and the fifty-year date – as its criteria for evaluating local historic districts and sites. Following its proactive policy, the City requires that Preservation staff evaluate all structures of more than fifty years old for significance before a demolition permit is approved.

However, ~~very~~ few buildings that are even fifty years old qualify for individual designation. Following World War II, custom designed and built houses became less prevalent. Mass- produced homes - such as the majority of those in the Twinbrook neighborhoods - do not normally meet the requirements for a single site historic district, unless a person of importance lived there, or it was the site of a significant event. However, staff does evaluate these structures before a demolition permit is issued to ensure that nothing is missed.

Because of the neighborhood's close proximity to the Town Center, and both the Twinbrook and the Rockville Metro stations, a number of Twinbrook homes have land values higher than the improvements value, making them a target for teardowns or additions that threaten the look and feel of the neighborhood. The housing survey provided an overview of the Twinbrook housing inventory. It also identified what kinds of changes are taking place and the development pressures that are being placed on the neighborhood. Many houses are being increased in size with examples of additions and second stories going on virtually all of the housing styles. Sometimes it is difficult to tell what's been added onto an original house and what is new construction. The results can be quite dramatic and the impact is most noticeable when viewed in context with adjacent properties. When additions are not perceived as feasible for providing the extra space an owner or purchaser wants, the older homes are sometimes torn down and new, often large, houses are built in their places. These changes provide the foundation for the decisions that need to be made with regard to Twinbrook's future.

~~Although there have been very few teardowns so far, only two since 2001 (203 First Street and 908 Veirs Mill Road) there have been a number of substantial additions during the same period.~~

~~Although 83.3% of the 270 additions recorded were less than 1,000 square feet, of the 16.7% that were greater than 1,000 square feet several were quite large, as the following table illustrates:~~
Although there have been very few teardowns so far, there have been a number of additions, the majority of which were ~~of~~ less than 1,000 square feet. Several additions were quite large at between 2,000 and 3,000 ~~+~~ square feet.

The City has recently recommended revisions to the R-60 zone that would reduce the allowable height from 35 feet to 32 feet, measured at the mid-point of the front of the building from the surface of the pre-existing grade to the peak of a gable, hip or mansard roof or to the roof surface of a flat roof. In addition, 25% of the total lot must be pervious, with a maximum allowance of 40% impervious surface in the front yard.

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This Plan recommends that, as part of the Plan Implementation process, the community should explore mechanisms through which the neighborhood can address the external challenges affecting its future. These mechanisms might include Neighborhood Conservation Districts (NCDs) should a neighborhood desire one.~~, and the development of a R-60 (Twinbrook) overlay zone that would be especially tailored to Twinbrook's special circumstances. For example, front porches are popular in today's neotraditional housing communities and a number of Twinbrook residents would like to improve their homes by adding them, but are prevented from doing so by the current setback standards within the R-60 zone. Such a zone might allow for front-setbacks that allow for covered, open front porches to be added to current housing by creating more flexible front-setback zoning rules.~~
The recently proposed limits on impervious surfaces may prove quite restrictive for the smaller lots in Twinbrook: some of the single-story homes may not have foundations, or exterior walls, that are sufficiently robust to support a second story, making rear and side additions the only feasible expansion option. It may be appropriate to consider allowing reasonable exceptions to the impervious surface limits if, due to the nature of construction, adding additional stories to a home is not technically feasible.

Neighborhood Preservation Tools

There are a variety of tools available to preserve neighborhood character and one of these or a combination of two or more tools may be appropriate for Twinbrook, especially given the size of this neighborhood. Each tool has its own advantages and disadvantages, and it is possible that none of these tools may be appropriate or desired by the neighborhood. Ultimately, the decision may be to simply allow the neighborhood to respond to market forces. Sometimes that is the answer after exploring the alternatives.

Neighborhood stabilization tools to be considered with respect to Twinbrook are:
1. Changes to zoning development standards
2. Neighborhood conservation district

3. ~~Local h~~Historic designation

Zoning Changes

The majority of the land in Planning Areas 7 & 8 is zoned for residential use, R-60 specifically~~. Rockville's development standards often permit much larger scale development than is present with the existing housing stock and land value pressures have made developers look to the maximum limits in recent years.~~ Despite the minimum lot size of 6,000 square feet in this zone (5,000 square feet for undersized lots), there are 15,000-sq. ft lots in Twinbrook that would allow substantially larger new houses than the existing inventory. Some property owners choose to demolish existing homes and rebuild to the maximum legal building envelope, which neighbors may feel is not ~~be~~ appropriate for the neighborhood. ~~Yet residents may want to allow something larger and/or different than would be allowed by a conservation district.~~ This is a City-wide issue and, as noted previously, the City has recently proposed amendments to the R-60 zone that should meet the needs of the majority of Twinbrook homeowners. These new standards should be monitored over time to ensure that they are working as intended. Neighborhoods that believe that the new zoning standards do not offer them sufficient protection may wish to consider exploring whether a Neighborhood Conservation District would be appropriate. ~~This could be accommodated by re-examining current development standards and adjusting them to specifically meet the needs and desires of the neighborhood, perhaps with less restraint than a conservation district. Other repercussions have to be examined beyond how maximum development capacity affects the look of the neighborhood; it can also affect storm water management, infrastructure capacity, etc. Whatever changes might be made to zoning and development standards should be tailor-made to the neighborhood or subdivision.~~

Neighborhood Conservation Districts

A Conservation District can be used to protect the elements of a neighborhood that create the distinctive character of the area. This process is separate from consideration for eligibility for Historic District status, and can be used both in neighborhoods that would be eligible for historic designation, as well as those that would not. Although it can be documented that historic districts can have positive effects on property values, Neighborhood Conservation Districts (NCDs) may have varying implications for property values. An appropriate balance will need to be struck between limiting the scale and type of new construction and the ability of homeowners to expand their homes or construct new ones.

There are approximately twenty subdivisions in Twinbrook and the diversity of housing

styles throughout the neighborhood has led to a distinct sense of place. This sense of place can be maintained through the preservation of features that define and create the

neighborhood character, and individual subdivision boundaries may be an appropriate starting point for the development of a conservation district.

Citizen participation is a key component of this process and it is essential that NCDs be community driven and have the broad support of those who live within the district's boundaries. It will be important to ensure that all residents are informed of the process and of when and where decisions are to be made.

As part of the Plan Implementation process of either NCDs or an amended R-60 zone, architectural guidelines and development standards should be adopted for use within the area.

Historic Designation

~~Historic designation is probably not the best method for Twinbrook other than possibly for some of the older houses that pre-date the postwar development. Individual post-war houses do not have the architectural features or design that would make them eligible as historic sites and most have been altered. In fact, these houses were built with the expectation that they would be altered. Like similar post-war starter homes, they had unfinished second levels that could be expanded as families and incomes grew. Beyond that expansion, many homeowners have put on rear additions or expanded upward. It is possible that one or more houses that have not been altered on the exterior could be designated and preserved to show what they looked like originally as was done in Levittown. But as a wide ranging tool, historic designation is not a realistic goal.~~

There are two main types of historic designation: the National Register of Historic Places, and local City of Rockville designation:

National Register of Historic Places

The National Register of Historic Places is the nation's official list of buildings, sites, structures and districts that the federal government deems worthy of preservation. Listing in the National Register of Historic Places is primarily an honorary designation, as it does not place restrictions on private property, unless federal or state funds, licensing or permitting is a part of a project that will change the physical character of the property. There are no restrictions on changes made to National Register properties owned by private citizens using nonfederal or state government money or not requiring a state or federal license or permit. If a property is designated a Rockville Historic District and a National Register site, exterior changes are reviewed by the City of Rockville Historic District Commission, as per the City of Rockville Zoning Code. Properties listed in the National Register may be eligible for state and federal tax credits for pre-approved rehabilitation work.

Eligibility for National Register designation is dependent on the potential district's historic integrity – the area's ability to communicate its historic association through

design, materials, workmanship, location, setting, feeling and association. If too many houses in the area have had significant alterations, the area may not have sufficient historic integrity to qualify for National Register listing.

City of Rockville Designation:

Local historic designation is probably not the best method for Twinbrook, other than possibly for some of the older houses that pre-date the post-war development. It is possible that one or more of the post-war houses that retain sufficient architectural integrity on the exterior could be designated based on architectural and design significance. But as a wide-ranging tool, local historic designation is not a realistic goal.

Conservation means keeping what is already there in terms of size, scale etc., and it is for this reason, together with the possible complexity of implementing NCDs throughout the Twinbrook area, that this Plan recommends monitoring the recently recommended City-wide R-60 zone standards to ensure that it is meeting the needs of Twinbrook residents.~~that consideration be given to the development of a version of the R-60 zone that is tailored to Twinbrook.~~

Affordable Housing

There are a number of programs available to help City residents find affordable housing:

- Housing and Community Initiatives Inc (HCI) offers two programs to assist qualified Rockville homebuyers:
  - First-Time Homebuyers Education classes that teach the entire process of buying a home in Maryland, and, in association with the City of Rockville, the
  - R.E.A.C.H. program which offers qualifying first-time homebuyers assistance with down payments and/or closing costs.

  Further information on both programs can be found at http://www.hcii.org/ or by calling 301-590-2765.

- The City's Moderately Priced Dwelling Unit (MPDU) program offers homes to qualified first time buyers. More information on the program, and the application process, can be found at http://www.rockvillemd.gov/residents/MPDU/index.html or by calling 240-314-8200.

- Rockville Housing Enterprises (RHE) provides mixed-income, mixed-financing, and mixed-ownership housing within the corporate limits of Rockville. They are dedicated to enhancing opportunities for self-sufficiency and quality, safe,

affordable housing for citizens of the City. More information can be found at http://www.rockvillehe.org/ or by calling 301-424-6265.

Property Maintenance and Code Enforcement

Two critical issues for residents of Twinbrook are enhancing the livability of their neighborhoods and maintaining their housing values. It is important that the City maintains its infrastructure and continues funding replacement programs. The city has a Community Enhancement Program (Telephone 240 314 8334/8335) that is designed to respond to citizen complaints about code violations, to inspect rental properties and to enforce the Property Maintenance Code.

In ~~2005~~2008 there were ~~312~~357 licensed single family and town house rental properties located ~~throughout the 20851 zip code area, which is approximately contiguous with the~~ in the Twinbrook neighborhoods: there were ~~119~~136 licensed rental homes in Planning Area 7 and ~~193~~221 in Planning Area 8.~~This represents approximately 9.25% of the single family housing stock in the area. It~~This number does not include the rental garden apartment communities. The City of Rockville requires all residential landlords to purchase a rental license and submit to an annual inspection.

~~Certain code issues such as driveway repairs, painting, exterior siding repair or other major type of violations should be investigated further because economic hardship can cause these types of conditions to re-occur. Resources can often be identified to assist in the abatement of these code issues. The City's Community Enhancement and Code Enforcement Division is aware of the issues surrounding home maintenance in the area and is taking proactive measures to address them.~~
The City's Department of Community Planning and Development Services Home Improvement Program offers assistance to residents wishing to make necessary improvements to their homes. Residents who meet the income guidelines may apply for low interest or deferred loans. Further information is available from the Rehabilitation Specialist at 240-314-8208.

Chapter 4: ~~Non-Residential~~ Commercial and Industrial Areas

Summary of Recommendations

For Re-zoning and Redevelopment:

The City of Rockville should formulate a comprehensive Redevelopment Policy with appropriate incentives for the redevelopment of specified areas.

For the properties on Veirs Mill Road:

~~Develop a Mixed-Use Neighborhood Center Zone for application in the C-2 Veirs Mill Road commercial area.~~
~~Consider the use of a Floating Zone in this area if the City adopts such a mechanism.~~
~~Establish Form-Based design standards unique to the Veirs Mill Road commercial area.~~

- Promote the renewal of the Twinbrook neighborhood commercial areas.
- Recommended land use: mixed-use neighborhood commercial, with a mix of residential and commercial uses including retail and office.
- Recommend the provision of publicly accessible open space.
- Ground floor retail should include a full-service grocery store and a variety of shops and restaurants to serve the neighborhood.
- Connect Atlantic Avenue through the Shopping Center to McAuliffe Drive to create two developable blocks and improve traffic circulation. Traffic calming and pedestrian safety and accessibility should be emphasized.
- Improve pedestrian safety and accessibility in the entire Veirs Mill Road commercial area.
- Recommended zoning, Mixed Use Neighborhood Commercial (MXNC) – with a maximum height of sixty-five feet.

~~**For the Properties on Lewis Avenue, Halpine Road and Twinbrook Parkway/Ardennes Avenue:**~~

~~The Lewis Avenue and Ardennes Avenue/Twinbrook Parkway properties that are currently zoned for industrial and office uses should remain part of the City's Planning Area 8.~~
~~Develop a Mixed Use Industrial zone for existing industrially zoned areas; specifically the Lewis Avenue I-2 zone and the Ardennes Avenue/Twinbrook Parkway I-1 and O-1 zoned areas.~~

DRAFT

Addendum and Errata sheets ("Redline" TNP) dated June 2008.

~~Consider the use of a Floating Zone in this area if the City adopts such a mechanism.~~
~~Establish Form-Based design standards unique to the Lewis Avenue and Ardennes Avenue/Twinbrook Parkway areas.~~

~~Should the Meljay-Uniwest proposal not proceed, consideration should be given to combining the site with adjacent properties and rezoning to the same zone as those abutting that are currently zoned I-1. (After August 2008 when five years since annexation has elapsed?)~~
~~If the five sites that comprise this area on Ardennes Avenue are assembled into one property, the two properties currently under County jurisdiction should be annexed into the City.~~

For the properties on Lewis Avenue:

- The Lewis Avenue sites that are currently zoned for industrial use should remain within Planning Area 8.
- Recommended land use: Mixed Use Industrial with a mix of service and light industrial with residential and commercial uses.
- Commercial retail uses should be ~~very~~ limited.
- No auto-related uses should be allowed.
- Residential units should be located on upper floors and facing on to Lewis Avenue.
- Live-work units should be encouraged.
- The mix of uses may be vertical or horizontal, depending upon site design.
- Recommended zone I-L. Amend I-L zone to allow Dwellings, multiple-unit, as a Conditional Use. Conditional use allowed only where recommended in the Plan.

For the properties at Twinbrook Parkway/Ardennes Avenue:

- The properties located in the area bounded by Twinbrook Parkway, Ardennes Avenue and Halpine Road should remain within Planning Area 8.
- There should be no auto-related uses located in this area.

Uniwest/Meljay – Twinbrook Parkway/Ardennes Avenue – former Thompson's Dairy Site

- Recommends the MXE zone.

12750 Twinbrook Parkway

- Recommend office/office laboratory use to be compatible with adjacent uses in the County and City.
- Recommend rezone to MXB.
- No auto-related uses should be allowed on this site.

- Site design should be compatible with surrounding area and take advantage of its unique shape and "gateway" location.

12710 and 12730 Twinbrook Parkway (located in Montgomery County)

- Should these two sites annex into the City they should be rezoned MXB.
- Recommended use office/office laboratory.
- No auto-related uses should be allowed on these sites.

12720 Twinbrook Parkway

- Recommend the site for all multi-family residential use that will create a horizontal mix of uses in the Twinbrook Parkway/Ardennes Avenue/Halpine Road area.
- Recommend the City-owned buffer located between the site and Halpine Road be improved by the owner of 12720 Twinbrook Parkway in accordance with City of Rockville specifications. The owner should work with the City to maintain the buffer in future years.
- Recommended zoning MXB, a transitional zone created for use in areas between Metro areas and single-family residential areas.
- No auto-related uses should be allowed on this site.

~~**For the Grandfathered Property on Halpine Road:**~~

~~5956 Halpine Road (the "Taylor" property) should retain the R-60 zone. (The existing land use for the "Taylor" property is "Detached Residential" but the site would offer the opportunity for an attractively landscaped walkway, or open space, between the community and the Twinbrook CommonsStation development, should it become available at some time in the future.)~~

~~"For the Non-Conforming Property at~~ 5946 Halpine Road:

Maintain the R-60 zone for single family housing on the site if it is developed, or acquire the site for additional park and green space, should it become available. The Mayor and Council should explore ways to eliminate the existing non-conforming use and convert it to parkland or single family residential use.

For the Burgundy Center on Baltimore Road:

~~Promote the physical improvement of the Burgundy Center. Should the Center redevelop~~
~~it should do so within the current C-1 Development Standards, i.e. it should be no more than 30 feet high, include no more than two stories and have a maximum Floor Area Ratio (FAR) of 1.0.~~

- Promote the physical improvement of the Burgundy Center.
- Recommended land use: mixed-use neighborhood convenience center, with limited residential and a variety of stores, professional offices and restaurants to serve the neighborhood.
- Residential units should only be located on the upper floors.
- Recommended zone MXC. Amend MXC zone to allow Dwellings, multiple-unit as a Conditional Use.

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For On-going Maintenance and Management of the Commercial and Industrial Areas:

The City should review its policies towards neighborhood commercial centers, with a view towards strengthening the relationships between the business and residential communities, and the City.
Maintain and enhance Community Enhancement enforcement of City's commercial property maintenance regulations.
~~Develop City of Rockville business and commercial recycling program.~~
Encourage business and property owners to work closely with the City of Rockville Police and to take proactive steps to reduce loitering, drunkenness and other undesirable behavior.
The City should explore the possibility of establishing a City of Rockville Police sub-station in the Veirs Mill Road commercial area.
The City should give consideration towards using vacant commercial space in the Veirs Mill Commercial area for community use, especially for teenagers and senior citizens.
Request REDI to include Twinbrook service and retail centers as part of their mission to strengthen and broaden the economic base of Rockville.
Encourage REDI to work with the Rockville Chamber of Commerce to broaden their membership base and to strengthen their services to retailers in Twinbrook.
Encourage businesses in the Twinbrook area to form their own Business Association
Implement a City-sponsored facade improvement loan program for neighborhood businesses.
Work with business and property owners to enhance the mix of stores and restaurants

Commercial Areas

There are approximately 19.35 acres of commercially zoned land in the Twinbrook neighborhoods.

Veirs Mill Road Commercial Area

The main commercial area in the Twinbrook neighborhoods is located on both sides of Veirs

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Mill Road at the intersection of Atlantic Avenue. The 17.41 acre area is zoned C-2, General Commercial, and includes Safeway, Twinbrook Shopping Center, the Twinbrook branch of the Montgomery County public library system and a gas station on the north side of Veirs Mill Road. The Twinbrook Mart is located on the southern side of Veirs Mill Road and features a Post Office, the American Legion, a variety of small shops, restaurants, nightclubs, and a gas station. A convenience store and two restaurants are also on the southern side, at Atlantic Avenue.

The Veirs Mill Road commercial area serves both the surrounding neighborhoods and customers from further afield. The community has expressed concern about the future viability of the neighborhood shopping centers, their security, appearance and maintenance, and the challenges they face in acting as "good neighbors" to the residential areas around them. The City is committed to providing its residents with accessibility to services, and the ability of local residents to walk to a neighborhood center reduces vehicular trips and both neighborhood and Town Center/Rockville Pike traffic congestion. These concerns have led staff to think about how the City might facilitate improvements to aging shopping centers within the City limits and, in addition, help them to become "good neighbors" to local residents.

A City-sponsored façade improvement program is being considered. Such a program would be a good start, and would give the City a tool to offer to local businesses, but it may not address all the issues facing retail centers in the City.

A Commercial Management District has been implemented ~~is planned for~~ at ~~the new~~ Rockville Town Square, but there is no formal organizational structure to address issues facing the retail centers in other parts of the City. The City's smaller retail centers perform an important service for both the City and the community at large. They provide a wide range of goods and services for residents and visitors, while offering an opportunity for businesses to start up at a relatively reasonable cost.

However, this area also offers the potential for accommodating a portion of the residential growth that is anticipated within the City, and the region, over the next twenty-five years. (See Chapter 1.) It could be redeveloped into an attractive neighborhood center that would provide a "gathering place" for the neighborhood while meeting citizens' retail and service needs. Office and residential uses could complete the "mix". This Plan therefore recommends that the existing C-2 commercial properties be re-zoned to a Mixed-Use Neighborhood Center Zone to create the conditions for such a center. (Please see Catalyst Number ~~3~~ 5in Chapter 8: Implementation, for additional information on this proposal.)

A common indicator of whether or not an area is ripe for redevelopment is the ratio of improvement value to land value. If the improvements (buildings) are valued at less than

the underlying land, the owner may consider redevelopment in order to maximize the value of his or her investment. The Twinbrook area has a mixture of both positive and negative ratios, indicating that some, but not all, sites may be ripe for redevelopment. ~~It is with this market reality in mind that a Floating Zone should be considered for this area, should the City adopt such a mechanism. (Please see Chapter 2: Neighborhood Land Use.)~~

Burgundy Center

An additional smaller commercial area, the Burgundy Center (1.94 acres), is located at the intersection of First Street and Baltimore Road. It is zoned C-1, Local Commercial, which allows for a range of smaller-scale uses, such as convenience stores, restaurants and beauty shops, that are intended to serve residents in the immediate area. However, adjacent residents have complained for many years about the maintenance and appearance of the Center. In addition, access into and out of the Center is difficult; especially for those making left turns,

who add to traffic delays and, at peak times gridlock, at the nearby intersection with First Street.

~~This Plan therefore recommends that the City explore ways to promote the physical improvement of the Burgundy Center, while retaining the existing C-1 zoning. If the Burgundy Center is to redevelop, it should do so within the current C-1 Development Standards, i.e. no new building should be more than 30 feet high and have no more than two stories. (Please see Catalyst Number 5 in Chapter 8: Implementation, for additional information on this proposal.)~~
This Plan therefore recommends that the City explore ways to promote the physical improvement of the Burgundy Center. If the Center should redevelop it should do so as a mixed-use neighborhood convenience center, with limited residential on the upper floors, and a variety of stores, professional offices and restaurants to serve the neighborhood. The MXC zoning should be applied, amended to allow Dwellings, multiple-unit as a Conditional Use.

Industrial Areas

The service sector is expected to remain strong in the City because it provides essential support to residents and businesses, such as printing, graphics, storage, and automobile repair. There is a demand for industrially zoned space and there is a desire to preserve the existing acreage for service and industrial uses, particularly as much of the previously industrially zoned land has been rezoned to other uses throughout the County. Indeed approximately 200 acres of industrial land have recently been re-zoned as part of

Montgomery County's Shady Grove Plan, which aims to encourage a mix of uses at medium to high density levels in the Shady Grove metro station area.

In the past industrial land was located adjacent to the railway to enjoy easy access to the station, or siding, and to provide a buffer between the railroad tracks and the residential area. There are similar small light or service industrial areas with similar land use patterns throughout the country. Stonestreeet Avenue, just east of the Rockville Town Center and north of the Rockville Metro Station, is another similar location in the City.

These locational factors can now pose constraints. The sites are shallow and bounded by the railroad tracks to the west, and Lewis Avenue to the east, leaving no room for expansion. The sites were developed at a time when site development standards did not limit building and pavement coverage, or require parking standards, buffers, or landscaping. Some of the sites may not have adequate off-street parking. This does not present a problem for sites surrounded by similar uses, but there are residential single-family houses directly across the street from the Lewis Avenue industrial properties. If the buildings and/or properties are not maintained, the condition of these industrial sites could have an adverse affect upon the adjacent residential neighborhood.

The residential nature of the surrounding area, with frequent on-street parking, can make access into and out of the area difficult for large trucks that bring supplies and equipment to the businesses. In addition, the area is adjacent to the Twinbrook ~~Commons~~Station project, which will change the character of the area over the next few years as the current surface parking lots and vacant land are turned into a neighborhood center offering residential, retail, commercial and recreational opportunities.

But even with these constraints, industrial land is this area is valuable. State assessments show that the land on Lewis Avenue is more valuable per acre than similarly zoned land in other parts of the City. Properties in the area are fully leased and appear to work to the benefit of both their owners and tenants. Industrial land on Lewis Avenue has a similar value to industrially zoned land just south of the City limits in Montgomery County.

Many in the community value the Lewis Avenue businesses and believe that the service nature of the area should be retained. However, this area offers the potential to absorb some of the population growth that is anticipated in the next twenty years. A shift towards a mix of uses is an emerging trend, and property owners and developers are starting to look towards maximizing the value of existing sites for redevelopment.

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Sites that are adjacent to Metro are proving to be especially attractive for residential development.

~~This Plan recommends that the City should develop a Mixed Use Industrial zone for existing industrially zoned areas, specifically the Lewis Avenue I-2 zone and the Ardennes Avenue/~~
~~Twinbrook Parkway I-1 and O-1 zoned areas. This new zone should allow suitable industrial~~
~~uses to continue, while allowing a transition to a mix of uses. (Please see Catalyst Number 4 in~~
~~Chapter 8: Implementation, for additional information on this proposal.~~

~~A Mixed Use Zone that was implemented as a Floating Zone could help the property owners make the transition towards a mix of uses as it acts as a zoning district that is added to the zoning law, but that "floats" until an application is made to apply the new district to a certain specified parcel. Upon the approval of the application by the Mayor and Council], the zoning map is amended to apply the floating district to that parcel of land. (Adapted from the Universal Glossary of Land Use Terms and Phrases, Pace University School of Law).~~

Lewis Avenue Industrial Area

The Lewis Avenue Industrial area should remain part of the City's Planning Area 8. There are four sites zoned I-2 on Lewis Avenue with a total land area of approximately 5.40 acres.

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This Plan recommends that the area should remain with Planning Area 8 so that it can act as a transitional buffer between Twinbrook ~~Commons~~Station and the adjacent residential neighborhood, even if a change of uses and development standards is implemented at some point in the future.

Should the area redevelop, the recommended land use should be mixed use industrial with a mix of service and light industrial with residential and very limited commercial uses. The mix of uses may be vertical or horizontal, depending upon site design. The area has not traditionally been used by auto-related businesses and none should be allowed in the future. However, the area's proximity to Metro may make residential uses attractive, and residential units should be located on upper floors and facing onto Lewis Avenue. Live-work units should also be encouraged.

The recommended zoning should be I-L, amended to allow multiple-unit dwellings as a Conditional Use.

~~**The "Taylor" Property**~~
5946 Halpine Road

This 766-square foot house occupies a 0.50-acre site adjacent to the future Twinbrook ~~Commons~~Station and the Twinbrook Metro, in between the former Suburban Propane

site and the Cambridge Walk Townhomes. The house acts as an office for a constructioncontracting business and items of contracting construction equipment isare stored in the rear yard. The site is zoned R-60 and is a non-conforming use grandfathered in from the City's 1975 comprehensive rezoning. The site is zoned R-60 and is a non-conforming use from the City's 1975 comprehensive rezoning. The R-60 zone should be retained - for single family housing on the site if it is developed, or the site should be acquired for additional park and green space, should it become available. The Mayor and Council should explore ways to eliminate the existing non-conforming use and convert it to parkland or single-family use.

Twinbrook Parkway Service Industrial Area

This is a triangular area between Twinbrook Parkway (on the east), Ardennes Avenue (on the south), and Halpine Road (further to the west). It is adjacent to the planned Twinbrook CommonsStation development, contains five separate properties and has a combined land area of approximately 8.0 acres. The area abuts the City boundary and poses particular issues as two of the properties in the area come under the County's jurisdiction, while the remaining three lie within City limits. If the sites are to be assembled into one parcel, it is recommended that the two properties currently in the County be annexed into the City.

The City of Rockville Comprehensive Master Plan, approved in 2002, stated that the 1993 Master Plan recommendations should be affirmed, and that this sub-area should be placed within the Metro Performance District if annexed (Page 3-5). However, this recommendation was not carried out. The site at the intersection of Twinbrook Parkway and Ardennes Avenue was annexed into the City in 2003 and zoned O-1. An office building is proposed on the site but construction has not started. (See Chapter 4 for more information.) The area has not been placed within the Metro Performance Area and remains part of the Twinbrook Neighborhood Planning Area 8. This Plan reiterates that the area should remain within Planning Area 8 so that it can act as a transitional buffer between Twinbrook Commons and the adjacent residential neighborhood.

This Plan recommends that the area should remain within Planning Area 8 so that it can act as a transitional buffer between Twinbrook Station and the adjacent residential neighborhoods. The MXB zone would be appropriate for this area, with the provision that no auto-related uses should be allowed.

12710 and 12730 Twinbrook Parkway (located in Montgomery County)

These two sites, which front onto Twinbrook Parkway, are located outside the City boundary and are thus covered by the MNCPPC Twinbrook Sector Plan. The two sites together have a land area of approximately one acre and the Sector Plan recommends that they be rezoned from O-M to TOMX-2 with a 1.5 FAR cap. Height and density are guided by the site size and FAR in the TOMX-2 zone and – should the sites redevelop - this should allow for buildings that are compatible with those across Twinbrook Parkway (in the County) and adjacent properties within the City limits.

This Plan recommends that should these two sites annex into the City they should be rezoned MXB, with a recommended land use of office/office laboratory."

12720 Twinbrook Parkway

The property, while having a Twinbrook Parkway address, has street frontage on Ardennes Avenue. The site is 4.01 acres and is zoned I-1 which precludes residential development. It is currently occupied by a one-story office building that is leased to the GSA/FDA through May 2009. The northwestern boundary of the site abuts a treed buffer, owned and managed by the City of Rockville, which in turn abuts Halpine Road. The southern boundary of the site abuts the vacant Meljay-Uniwest property. Eight single-family homes are located on the opposite side of Halpine Road, seven within City limits and one, at the intersection of Pier Drive, in Montgomery County.

~~The property is owned by AvalonBay, an Alexandria, Virginia based REIT that specializes in the development and management of "high-end" multi-family rental housing. Although their primary business is residential, the company has recently proposed a project in Wheaton that will offer 320 apartments and 60,000 square feet of retail space. They prefer to develop in urban areas adjacent to amenities and transportation. AvalonBay has not formally filed a proposal with the City but are considering building a 4-story building that would contain 240 apartment homes, approximately 60 per acre, and approximately 60 feet high. Such a proposal would not be possible under the existing zoning.~~

The property is owned by AvalonBay, an Alexandria, Virginia-based REIT that specializes in the development and management of "high-end" multi-family rental housing in urban areas adjacent to amenities and transit. AvalonBay has not formally filed a proposal with the City but are considering building a 3 and 4 story apartment building with a maximum height of 55 feet. This Plan recommends rezoning the site to MXB that would allow for all multi-family residential use and would create a horizontal mix of uses in the area.

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~~**Meljay-Uniwest Property – Twinbrook Parkway and Ardennes Avenue**~~

~~This property was annexed into the City from Montgomery County in 2003. Meljay-Uniwest propose building a 150,000-square foot, 85-foot high office building at the intersection of Twinbrook Parkway and Ardennes Avenue. Use Permit 2002-00642 was approved in August 2003, and an extension was granted in May 2005. The General Services Administration had planned to lease the building, but withdrew from that lease after the Use Permit had been approved. The final one-year extension has been granted and is valid until August 2007. Construction has not started. Uniwest has been actively marketing the building and will proceed as soon as a lead tenant has been secured. The 2.10-acre site is zoned O-1 (Office Building). Should the Use Permit lapse; consideration should be given to combining the property with adjacent sites and zoning accordingly. Re-zoning the property would not be possible until 2008, five years after annexation in 2003.~~

Uniwest/Meljay – Twinbrook Parkway/Ardennes Avenue – former Thompson's Dairy Site

This 2.10 acre site lies at the intersection of Twinbrook Parkway and Ardennes Avenue and is zoned O-1. The property was annexed into the City from Montgomery County in 2003 and Meljay-Uniwest are constructing a 150,000 square foot, 85-foot high office building. Construction began in August 2007. In order to conform to the terms of the Annexation Agreement, this Plan confirms the MXE zone to replace the existing zone.

12750 Twinbrook Parkway

This two-story 16,230-square foot office building was built in 1967 and sits on a 0.81-acre site at the intersection of Halpine Road and Twinbrook Parkway. The property is used primarily as office space and is zoned I-1.

The recommended zoning for this area is MXB, and should the site redevelop the preferred land use would be office/office laboratory use to be compatible with adjacent uses in the County and City. The site has a unique triangular shape and acts as a "gateway" to the Twinbrook Station area. Any future site design should emphasize these features as well as be compatible with the surrounding area.

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Chapter 5: Transportation

Summary of Recommendations

City/Neighborhood Traffic

- Implement improvements to Baltimore Road (as recommended in City's Capital Improvements Program) without widening the roadway.
- Support and expand school safety initiatives.
- ~~Support a City of Rockville circulator trolley along Veirs Mill Road and Rockville Pike to increase connections between the Twinbrook neighborhoods, the Rockville Town Center and Twinbrook Commons.~~ The City of Rockville should support a soft-wheel circulator trolley that runs clockwise and counter-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods, the Rockville Town Center, Twinbrook Station and Rockville Pike.
- Study impact of commercial traffic on neighborhood streets, particularly Halpine Road and Lewis Avenue.
- ~~Study feasibility of a one-way circulation system through Planning Area 8 neighborhoods (Crawford Drive – Lewis Avenue).~~ To reduce the impact of cut-through traffic, study the feasibility of one-way circulation systems throughout the Twinbrook neighborhoods, especially in areas with "short blocks.
- ~~Study feasibility of additional traffic calming measures on Edmonston Drive.~~ Review the functioning of the intersection of Lewis Avenue and Edmonston Drive to determine how it can be improved, and study the feasibility of additional traffic calming measures on Edmonston Drive.
- Review pedestrian ~~crossing and four-way stop~~ safety at the intersection of Woodburn and Baltimore Roads. ~~to ensure that it is working as intended.~~
- Review entrance and exit configuration at the Burgundy Shopping Center.
- Continue to install bus shelters throughout the community.
- During build-out, as each phase is completed, and after construction of Twinbrook ~~Commons~~Station, conduct regularly scheduled monitoring of traffic within the Twinbrook neighborhood to determine if additional traffic calming measures are warranted on the affected roads. Recommend and support pedestrian safety and traffic calming measures on Primary Residential Class 1 roads (Baltimore Road and Twinbrook Parkway) and Primary Residential Class 2 roads (Edmonston, Broadwood, Grandin/Nimitz Aves in Planning Area 7 and Halpine Road and Ardennes and Lewis Aves in Planning Area 8).

Bikeway and Pedestrian

Improve street lighting throughout the neighborhoods.
Study alternatives to Veirs Mill Road for planned neighborhood and shared-use bikeways to link Town Center with Rock Creek Park. (Consider Rockcrest Park as a bikeway/pedestrian way. Upgrade path and install environmentally friendly street lighting.)
~~Study the feasibility of a pedestrian bridge across the CSX/Metro tracks at Halpine Road or other are locations to link the neighborhood with the Rockville Pike area.~~ Study the feasibility of a pedestrian crossing across the CSX/Metro tracks at Halpine Road, or other area locations, to link the neighborhood with the Rockville Pike area.
Support and expand school safety initiatives, including installation of missing sidewalks.
Establish dedicated pedestrian routes, with markings, throughout the neighborhood.
Encourage bicycle sharing initiatives.
~~Support the construction of a pedestrian crosswalk on Twinbrook Parkway at Linthicum Street and Pinneberg Street.~~

Parking

Review the City's Permit Parking policy to determine its impact on residential neighborhoods, and whether it should be used to limit the number of cars each household may park on the street.

Encourage the use of permit parking on

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primary and secondary residential streets throughout the neighborhood to minimize the threat of parking encroachments.
(Limit the number of permits to 3 per household. Exceptions may be made on a case by case basis.)
Encourage incentives, such an expansion of the City's successful apron program, to implement off-street parking in an environmentally friendly fashion.

Alleys

Existing alleys should be retained.

Montgomery County

Montgomery County should join the City of Rockville in support of a soft-wheel circulator trolley that runs clockwise and counter-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods, the Rockville Town Center, Twinbrook Station and Rockville Pike.

Review hours of service and frequency of Ride-On bus service as Twinbrook ~~Commons~~Station develops. Encourage bus ridership.
Examine increasing Ride-On service along Broadwood Drive.
Examine whether bus stops should be aligned with crosswalks to improve safety on Twinbrook Parkway.
Review phasing of traffic signals on Veirs Mill Road, and at the intersection of Twinbrook Parkway and Veirs Mill Road.
Support construction of Montrose Parkway East.

State of Maryland

~~Install traffic signal at Veirs Mill Road and Broadwood Drive.~~
~~Review phasing of traffic signals on Veirs Mill Road, and at the intersection of Twinbrook Parkway and Veirs Mill Road.~~
Improve pedestrian safety and accessibility in the Veirs Mill Road commercial area.
Install a count down pedestrian light at Veirs Mill Road and Atlantic Ave.
Study sight distances and implement signage and street markings on access roads into and out of neighborhoods from Veirs Mill Road via service roads.
City and State should work to improve the physical appearance of the Veirs Mill Road commercial area, between Midway Avenue and Twinbrook Parkway, by installing additional trees and landscaping elements.

~~Support the construction of a Gude Drive/I-270 interchange and interchange improvements at Gude Drive/MD355. When these improvements are completed redesignate Gude Drive as MD28.~~
Support interchange improvements at Gude Drive/MD 355 and the construction of a Gude Drive/I-270 interchange. Support redesignation of Gude Drive as MD 28 to divert traffic away from First Street/Veirs Mill Road, the Town Center and West Montgomery Avenue.
~~Support improvement of intersection of Veirs Mill Road and First Street (MD28/MD 586 interchange) only as part of a corridorbased initiative. Project should ensure that pedestrian and bicycle connectivity is enhanced.~~
Support improvement of intersection of Veirs Mill Road and First Street (MD28/MD 586 interchange) only as part of a corridor-based initiative that considers the impact on adjacent intersections. Any road improvements should ensure that pedestrian and bicycle connectivity is enhanced.
~~City and State should work to improve the physical appearance of the Veirs Mill Road commercial area, between Midway Avenue and Twinbrook Parkway, by installing additional trees and landscaping elements.~~
~~If adopted, an enhanced transit system should be implemented in a way that does not have an adverse impact on the neighborhoods and does not result in an increase in cut-through traffic. Any transit improvement on Veirs Mill Road should be within the existing right-of-way. A circulator trolley linking Twinbrook to the Town Center would be the preferred transit solution.~~

Any transit improvement on Veirs Mill Road should be made within the existing right of way and should not increase neighborhood cut-through traffic. A soft-wheel circulator trolley linking Twinbrook to the Town Center, Twinbrook Station and Rockville Pike would be the preferred option.
Support an enhanced transit stop at Veirs Mill Road and Twinbrook Parkway.
Study feasibility of reducing speed limit on Norbeck Road.

Noise

~~Support implementation of Citywide Comprehensive Transportation Noise Policy, including the installation of noise reduction surfaces.~~
Establish design standards within the Rockville Pike and Twinbrook Metro Performance Zone Plans to mitigate reflective noise from buildings abutting railroad tracks.
Monitor Montgomery County effort to implement a railroad "Quiet Zone" in Kensington to determine whether similar action should be recommended for Randolph Road.
Recommend slower train speeds through residential areas.

Analysis of Issues

The Twinbrook neighborhoods are bounded by arterial roads carrying a large volume of both local and non-local commuter traffic. Rockville Pike, Norbeck Road, and Twinbrook Parkway carry the largest percent of this traffic and form a boundary around the two neighborhoods. Veirs Mill Road bisects the area, and is an important cross-county link between Silver Spring, Wheaton and the City of Rockville. The neighborhood's internal circulation system is largely dictated by the land use pattern, and is designed to direct traffic on to a limited number

of collector routes. Traffic backups occur at the limited number of entrance and exit points.

Major improvements, such as intersection improvements at First Street and Veirs Mill Road and the Veirs Mill Road Bus Rapid Transit Plan (BRT) being considered by the State of Maryland also bring challenges to the neighborhood, and should provide additional impetus for commercial and streetscape improvements in the corridor.

~~Several large developments, such as Twinbrook Commons and the Rockville Town Center will be completed in the near future and it will be important to limit any negative impacts that these developments may have on the Twinbrook neighborhoods.~~

Several large developments will be completed over the next few years and it will be important to continuously monitor the traffic situation to limit any negative impacts that

these developments may have on the Twinbrook neighborhoods., ~~such as~~ Twinbrook Station is expected to build-out to 1,595 multi-family units and approximately 545,000 square feet of retail and office space~~,~~ and -redevelopment in Montgomery County, south of Twinbrook Parkway is anticipated to yield between 1,000 – 2,600 multi-family units and approximately 4.8 million square feet of commercial space. ~~and build-out of~~ In addition, continuing redevelopment in Rockville Town Center and along the Rockville Pike corridor is anticipated over the coming years., ~~will be completed over the next few years and it will be important to limit any negative impacts that these developments may have on the Twinbrook neighborhoods.~~

At two neighborhood meetings held in November 2004 to launch the Twinbrook Neighborhood Plan, several aspects of traffic and transportation emerged as major concerns for the community. Residents are concerned about both the volume and speed of traffic on the major roads and through the community, with vehicles cutting through the neighborhood being a primary concern.

The following issues were identified and have been confirmed as problem areas through subsequent staff work and discussions in the Advisory Group:
- Cut-through traffic, particular north-south cut-throughs.
- ~~Accidents, especially at Veirs Mill Road and Broadwood Drive.~~
- Pedestrian safety in general, and particularly at Veirs Mill Road and Twinbrook Shopping Center.
- Speeding on major roads and throughout the neighborhoods.
- Traffic congestion, particularly on Twinbrook Parkway and at the intersection of Lewis Avenue and Edmonston Drive.
- Roadway improvements needed on Baltimore Road.
- Parking in the Metro area and throughout the neighborhood.

Existing Conditions

Every road in the City of Rockville is assigned a classification that determines the physical features of the road as well as how it is used. The City has developed a set of specific criteria to determine where and whether improvements should be made. The Department of Public Works, or their consultants, conducts a systematic analysis of each area by measuring the existing speeds and counting the number of vehicles passing through the area, and if the particular thresholds are reached, improvements will be considered for the area. (Please see Appendix 5 for additional information on eligibility criteria).

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Twinbrook ~~Commons~~Station Improvements

As part of its Use Permit agreement with the City of Rockville, the developer of Twinbrook ~~Commons~~Station, the JBG Companies, has undertaken to provide a series of

improvements and traffic calming mitigations throughout the Twinbrook neighborhoods. Certain improvements are tied to each phase of the development and they will be implemented as building progresses. City DPW staff is working with JBG and their consultants to determine the most appropriate locations for the improvements, using the City's established criteria (see above) and listening to community concerns.

Vehicular Circulation

The Twinbrook neighborhoods are bounded by: First Street/Norbeck Road to the northeast, the City's eastern boundary along Rock Creek Park and Twinbrook Parkway, and the CSX and Metro railroad tracks to the southwest. The neighborhoods are bisected by Veirs Mill Road, which contains the primary commercial node in the area.

The CSX and Metro tracks act as both a boundary and a barrier, and access from the neighborhood onto Rockville Pike is limited to one exit at Edmonston Drive. The intersection of Edmonston Drive and Lewis Avenue is particularly congested at peak times, in part because Edmonston Drive is also used as a cut-through route from Veirs Mill Road to Rockville Pike. The City should review the functioning of the intersection of Lewis Avenue and Edmonston Drive to determine how it can be improved, and study the feasibility of additional traffic calming measures on Edmonston Drive.

Residents throughout the Twinbrook neighborhoods have expressed interest in one-way circulation systems to reduce traffic congestion from cut-through traffic, and the City should study the feasibility of one-way circulation systems throughout the Twinbrook neighborhoods, especially in areas with "short blocks" that would not cause residents to make extensive detours.

Veirs Mill Road

Veirs Mill Road (State Route 586) serves as one of the major east-west arterial roads in Montgomery County as it is the primary surface road connecting Silver Spring and Wheaton with Rockville. The Twinbrook neighborhoods primary commercial area lies on either side of Veirs Mill Road, at its intersection with Twinbrook Parkway. The road therefore has the dual function of carrying commuters passing through the area, as well as residents going about their daily business.

~~Members of the Advisory Group have expressed concern about the physical appearance of Veirs Mill Road, particularly in the commercial area. There very few trees and the landscaping is unattractive and uninviting.~~

~~The community has expressed concern about traffic congestion on Veirs Mill Road during peak hours. Conversely, there are concerns about speeding traffic at other times. The City, and the community, have lobbied the State of Maryland for many years for a traffic signal at Veirs Mill Road and Broadwood Drive because of the number of serious traffic accidents that have occurred at that intersection. The State has recently indicated~~

~~that traffic signals should be installed and the City's Public Works Department is working out the details with them.~~

The State of Maryland is ~~also~~ recommending improvements to the intersection of Veirs Mill Road and First Street. (Project number GS-16 Norbeck Road (MD28 "First Street")/Veirs Mill Road (MD 586).) This project has been under consideration for some time and the City's Master Plan of 2002 supported a grade separation alternative. ~~The City has now amended its position and has recommended that the intersection should only be improved if it is part of a corridor-based initiative. The City also supports the construction of a Gude Drive/I-270 interchange and interchange improvements at Gude Drive/MD355.~~ The City has amended its position and has recommended that the intersection should only be improved if it is part of a corridor-based initiative that considers the impact upon all of the adjacent intersections. The City also supports interchange improvements at Gude Drive/MD 355 and the construction of a Gude Drive/I-270 interchange. Once these improvements have been completed, the City will support the redesignation of Gude Drive as MD 28 - so that traffic is diverted away from First Street/Veirs Mill Road, the Town Center and West Montgomery Avenue.

Montgomery County proposes to expand Veirs Mill Road to three lanes in each direction from Twinbrook Parkway to Randolph Road, west of the City boundary. (Project number WI-19 Veirs Mill Road (MD 586)).

The community has expressed concern about traffic congestion on Veirs Mill Road during peak hours. Conversely, there are concerns about speeding traffic at other times. Members of the Advisory Group expressed concern about the physical appearance of Veirs Mill Road, particularly in the commercial areas. There are very few trees and the landscaping is unattractive and uninviting.

Veirs Mill Road Bus Rapid Transit (BRT)

A Bus Rapid Transit (BRT) system has been proposed for Veirs Mill Road to link Rockville Metro Station with the Wheaton Metro Station. (Project number TR-13 Veirs Mill Road (MD 586) BRT – Wheaton to Rockville.) The Maryland Department of Transportation (MDOT) is determining whether a rapid bus system should be implemented between these two important centers in order to increase cross-county transportation options. The Montgomery County Department of Public Works Transportation

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Division completed Phase 1 of the Veirs Mill Road Bus Rapid Transit Facility Planning in August 2005. The project report, which was prepared by the consulting firms of McCormick Taylor and Gannett Fleming, evaluates the potential for Bus Rapid Transit (BRT) service on Veirs Mill Road between the Rockville and Wheaton Metro Stations. It

follows on from the 2003 Veirs Mill Road BRT Study Final Report and narrows the list of alternative routes down to two:

Alternative 1:

Alternative 1, the "Service Road Alternative," uses the service roads where they exist, with the BRT service moving into the right-most lane of the general purpose lanes where they do not. This alternative would have a significant impact on the Twinbrook neighborhoods either side of Veirs Mill Road within the City, as the access breaks in the median between the roadway and the service road would be closed. Access would be gained by routing through the neighborhoods, increasing the level of internal neighborhood traffic. Total Roadway costs for Alternative 1 are estimated at $25.3 million.

Alternative 2:

Alternative 2 is the "Additional Lane Alternative" which assumes a third lane would be added where one does not currently exist. It could result in less impact on the Twinbrook neighborhoods. Total Roadway costs for Alternative 2 are estimated at $39.8 million, so it is considerably more expensive than Alternative 1.

A third alternative that placed the BRT in the median of Veirs Mill Road was not put forward, but the report noted that the feasibility of such a system should be reviewed.

The City's DPWT was part of the working group and argued strongly against the inclusion of Alternative 1, which the City would be unlikely to support. The project team felt, however, that more than one alternative would need to be submitted for study and so it was put forward.

~~The Montgomery County Planning Board and the County Council's Transportation and Environment (T&E) Committee were briefed on the project in Fall 2005. The County has recommended that the project be included in the Maryland Department of Transportation (MDOT) FY2006 – FY2010 Consolidated Transportation Program (CTP). MDOT is considering the longterm improvements identified in the Veirs Mill Road BRT report, and may use WMATA Metro Matters funds for short-term improvements.~~
The Montgomery County Planning Board and the County Council's Transportation and Environment (T&E) Committee were briefed on the project in Fall 2005. The County recommended the project be included in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program. (CTP). MDOT is considering long-term improvements identified in the Veirs Mill Road BRT report, and may use WMATA Metro Matters funds for short-term improvements. This Plan recommends that any transit improvements – in either the short or the long term – should be made within the existing right of way and should not increase neighborhood cut-through traffic.

In the shorter term timeframe this Plan supports a soft-wheel circulator trolley that runs clockwise and anti-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods and these major centers. However, should the State decide, over the longer term, to proceed with an enhanced transit system on Veirs Mill Road, with a station in the commercial area, the area should be considered~~reviewed~~ as a transit hub. Particular attention should be given to extensive streetscape improvements and to safe pedestrian and bicycle connections that can link both sides of the neighborhood."

The BRT Proposal has not been considered by the City Planning Commission or the Mayor and Council.

Baltimore Road

Baltimore Road is a Primary Residential Class 1 road that runs from South Stonestreet, near the Rockville Metro, crosses Route 28 and runs west to northeast, intersecting with Twinbrook Parkway, before crossing the City boundary at Rock Creek, and rejoining Route 28 to the northeast of the City.

Baltimore Road connects Rockville Town Center and Rockville Metro/MARC to the northern part of the City and carries visitors to the Civic Center, the F. Scott Fitzgerald Theater, Croyden Creek Nature Center and Rockville High School. It also acts as a cut through route for county residents driving to Twinbrook Metro. The City has recently installed a speed camera near the intersection of Baltimore Road and Twinbrook Parkway, in front of Rockville High School, to deter motorists from speeding.

In 1996 the City proposed a series of roadway enhancements for Baltimore Road that include upgrading the roadway and

implementing drainage and storm water management improvements. (City CIP number 420-850-6F11). Members of the community collaborated with the City and concept designs were completed in 2001, but due to financial constraints, the project was not funded. However, funding has recently become available to the City through the Federal Government's "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" SAFETEA-LU") and money that had been included in that Bill to facilitate pedestrian and vehicular access to the Rockville Town Center will be diverted to the Baltimore Road improvements. ~~City and State Transportation Planning staffs will begin the project process in September 2006.~~ City and State Transportation Planning staffs started the project process in 2006 and design is scheduled for summer 2008, with construction to begin in 2009.

Twinbrook Parkway

Twinbrook Parkway begins at its intersection with Baltimore Road in the northeastern portion of both the Planning Area and the City itself. This northern portion of Twinbrook Parkway lies fully within the City and it is classified as a Primary Residential Class 1 road that runs south, and east, where it intersects with Veirs Mill Road, before running south to its intersection with Rockville Pike (Rt. 355). South of Veirs Mill Road, Twinbrook Parkway is classified as an Arterial road and portions of it lie within Montgomery County.

The City has recently improved the street crossings in the Meadow Hall Elementary School area~~.~~ and has also placed mobile speed cameras near the school. However, residents are concerned that a number of the crosswalks are not well aligned with bus stops and that riders tend to cross the street at the bus stop, rather than walk to the nearest crosswalk. The City and County should examine whether realignment of bus stops with crosswalks is appropriate.

Twinbrook Parkway acts as a major north-south connector route in the mid-County area, carries traffic to and from the Twinbrook Metro Station, and is subject to periods of congestion throughout its length.

~~**Local Circulation Impacts**~~

~~The CSX and Metro tracks act as both a boundary and a barrier, and access from the neighborhood onto Rockville Pike is limited to one exit at Edmonston Drive. In addition, Edmonston Drive is used as a cut-through route from Veirs Mill Road. Residents have expressed interest in one-way circulation systems as a means to reduce traffic within the neighborhood.~~

~~The City has recently increased safety measures in the immediate vicinity of Meadow Hall and Twinbrook Elementary Schools. Signs, crosswalks and panels have been installed and the pavements marked.~~

Pedestrian Network and Bikeways

The City of Rockville is committed to providing multi-modal access to amenities, and to this end, the Department of Public Works has developed a comprehensive program for planning pedestrian and bikeway improvements throughout the City. DPW conducts public meetings and does public outreach in an effort to reach community consensus on the installation of sidewalks and bicycle paths. The program has four main phases:

1. A public meeting to announce that the improvements are being considered.
2. Concept design notification and comment period.
3. Final design notification and comment period, and

4. Construction notice.

The City has recently increased safety measures in the immediate vicinity of Meadow Hall and Twinbrook Elementary Schools. Signs, crosswalks and panels have been installed and the pavements marked. However~~But~~, there are still portions of the Twinbrook areas without sidewalks, even in areas adjacent to the elementary schools, and it is important that the community consider the public safety aspects of installing sidewalks, as well as individual aesthetic concerns.

A number of sidewalk improvements will be provided as part of the Twinbrook ~~Commons~~Station mitigation agreement, as well as through the City's own CIP.

Because of the large amount of missing sidewalks in the City and the costs associated with constructing sidewalks, the City has created a Sidewalk Prioritization Policy. The Rockville Sidewalk Prioritization Policy helps determine in what order the City should construct sidewalks, which is a helpful tool for including sidewalks in the Citywide Capital Improvements Program. Sidewalks are grouped into one of five groups, A through E, with A being the highest range of scores and E being the lowest range of scores. In addition to the missing link's total score, information about available City right-of-way, public support for the construction of the sidewalk, and the potential environmental impacts of constructing the sidewalk will be taken into consideration when determining the timeline for planning, design, and construction of the sidewalk.

The City's Bikeway Master Plan of 2004

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recommended that Veirs Mill Road should be used for a neighborhood and shared use bikeway to link Town Center with Rock Creek Park. The Plan recommends that this decision be reconsidered, especially in light of pending State initiatives at the First Street/Veirs Mill interchange and the Veirs Mill Road BRT.

Mass Transit

Ten separate bus routes serve the Twinbrook neighborhoods. WMATA-operated buses run on the major roads and the Montgomery County Ride-On runs on both major roads and through the neighborhoods. The majority of the routes connect with the City's two Metro stations and residents would like the service extended into the evening hours. However, Montgomery County will not consider expanding service unless the ridership numbers warrant it, and this Plan recommends that the Ride-On routes and service levels be reviewed as Twinbrook ~~Commons~~Station comes on line and the population and amenities in the area increases. The County should also examine whether increasing Ride-On services along Broadwood Drive would be appropriate, now that the signalized intersection at Veirs Mill Road has made safe crossing possible.

The City's DPW considers that there are an adequate number of bus stops provided throughout out the neighborhood to handle the present ridership. However, there is still need for additional shelters to be installed throughout the community (see map) and these should be installed using either developer, or City, funds.

Residents and commuters have expressed concern about poor street lighting levels near the Metro station. The Twinbrook ~~Commons~~Station development project will provide improved lighting in the Metro area as well as on the streets and walkways that will connect back into the neighborhood.

Parking

With redevelopment at Twinbrook Metro (Twinbrook ~~Commons~~Station project), parking in the area will be adequate in terms of City parking requirements and standards. There are existing permit parking areas in residential areas close to the Twinbrook Metro station and these should be monitored over time to ensure that they remain effective. Additional portions of the neighborhood may chose to move to permit parking on their streets, should parking by outside visitors become an issue in the future.

Residents have complained about the number of cars parked on the neighborhood streets and this is a continuing challenge in an area that was constructed without garages, or in many cases, any off-street parking. While the parked cars do act as an informal traffic calming measure, and may serve to slow traffic speeds, as the numbers of cars per household increases, the problem becomes more acute. ~~Consideration should be given to developing incentives for residents to building driveways in an environmentally friendly way.~~ The City should consider developing incentives for residents to build driveways in an environmentally friendly way, using pervious paving materials and adjacent rain gardens to absorb any run-off.

The City can assist property owners in constructing a driveway apron and should consider expanding the successful Driveway Apron Program by encouraging more property owners to participate in it. Property owners can either pay for the apron in full, or have it billed to their property tax bill as a special assessment that can be repaid over a five-year period. More information can be found by calling 240--314-8500, or online in both English and Spanish, at:
http://www.rockvillemd.gov/e-gov/pw/Driveway_Apron_Constr_English.pdf
http://www.rockvillemd.gov/e-gov/pw/Driveway_Apron_Constr_Spanish.pdf

Noise

Highway Noise

~~Please see the City of Rockville Transportation Noise Study Interim Report January 19,~~

~~2005, available on-line at: http://www.rockville-md.gov/residents/traffic/pdf/noise-sudy.pdf. The City's DPW Transportation Division is now working with the Traffic and Transportation and Environmental Commissions to draft a Citywide Comprehensive Transportation Noise Policy.~~

The City of Rockville is covered by the Montgomery County Noise Policy. More information can be found by calling 240-777-7770 and asking to speak with an Environmental Protection Specialist, or on-line at: http://www.montgomerycountymd.gov/deptmpl.asp?url=/content/dep/Noise/home.asp

A study of transportation noise was conducted for the City in 2005, and the final report can be found at: http://www.ci.rockville.md.us/mayor-council/2006/18-06/18-06-item9C-study.pdf or by calling 240-314-8500.

Railroad Noise

While there is little that can be done to reduce the levels of noise that the actual train makes, the U.S. Department of Transportation implemented the "Train Horn" final rule on June 24, 2005, that enables communities to establish "Quiet Zones" where trains will not sound their horns when approaching at-grade crossings providing certain safety conditions are in place. Southbound trains sound their horns when passing through Twinbrook, in the City of Rockville and when approaching the at-grade crossing at Randolph Road in Mont-

gomery County. This means that safety improvements would need to be made in the County in order for City neighborhoods to benefit. Montgomery County has received a "Quiet Zone" request from Kensington and has decided to treat it as a pilot program to determine the feasibility of further applications. They have retained the services of BMI-SG, a consulting company with nation-wide experience, to determine what improvements might be needed in order to apply for the zone to be established. A lengthy and complicated application process involving County, State and Federal agencies, will follow if the County decides to pursue designation. The proposed Montrose Parkway East should eliminate the at-grade crossing at Randolph and may well be underway before all of the necessary applications are completed for the Quiet Zone.

Alleys

The majority of the homes in the Twinbrook planning areas were constructed during the "developer era" of the 1940s, 50s and 60s, when alleys were not considered a desirable neighborhood feature. However, three alleys remain in the Janeta area, which was