

TWINBROOK METRO STATION AREA DESIGN CHARRETTE

September 21-23, 2000

M-NCPPC
Montgomery County, MD

Design Collective, Inc.
Architects and Town Planners

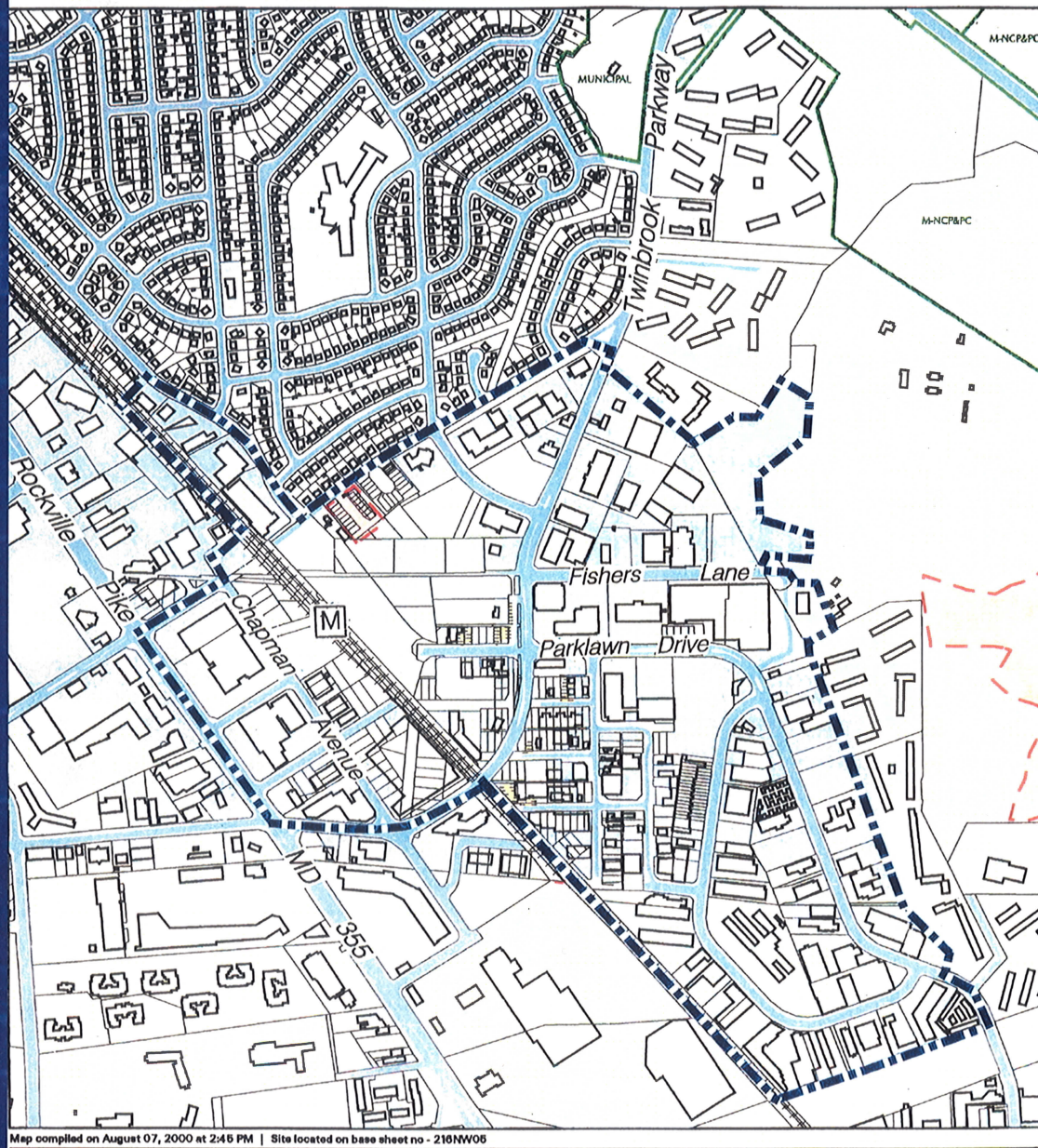


Metro Station Plan Process Overview

- FY 2000 Metro Area Plan Study Initiated by Councilman Andrews
- July 2000 - Select Planning Team
- Aug 2000 - Focus Group Meetings
 - Citizens & Homeowners Assoc.
 - Businesses & Property Owners
 - Tech & BioTech User Groups
 - Public Sector Agencies
- Aug - Sept 2000 Analysis/Research
- Sept 21-23, 2000 Charrette

Thu	9/21	Goals & Issues
Fri	9/22	Concept Plan
Sat	9/23	Plan Refinement
- Feb 2001 Planning Board

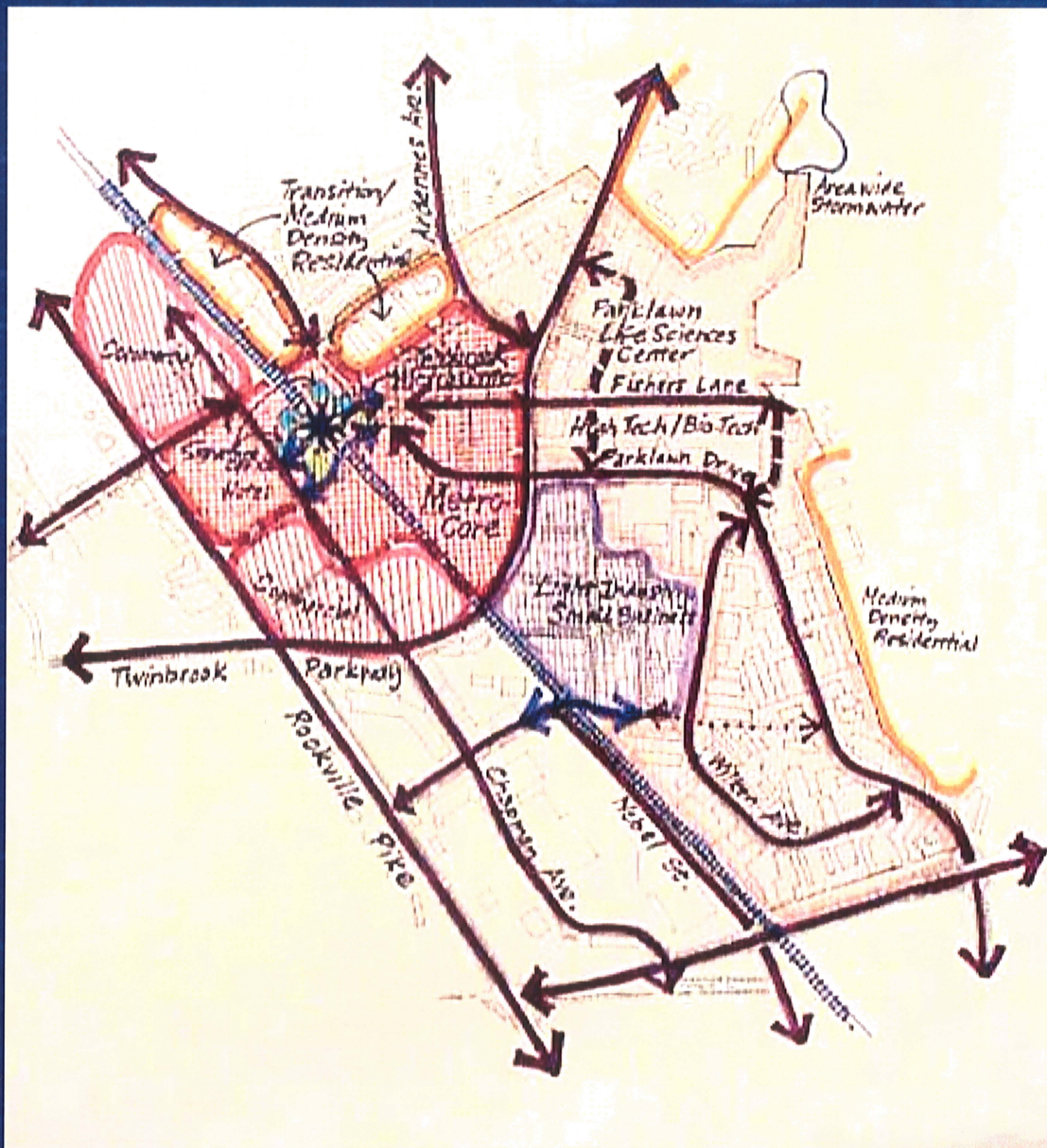
VICINITY MAP FOR
TWINBROOK METRO STATION STUDY AREA



Map compiled on August 07, 2000 at 2:45 PM | Site located on base sheet no - 216NW05

Our Project Mission

- Develop a Vision for the Twinbrook Metro Station Area
- Build Upon the County & City Master / Sector Plans & the State Smart Growth Initiatives
- Facilitate County Citizen, Business and Property Owner Participation with Public Agencies in Defining the Area's Vision
- Provide Quality-of-Life Solutions for Area Problems
- Clearly Illustrate the Vision as a Guide for Future Development
- Identify Plan Implementation Strategies
- Address Development Issues
- Create a Desirable Place to Live, Work & Play

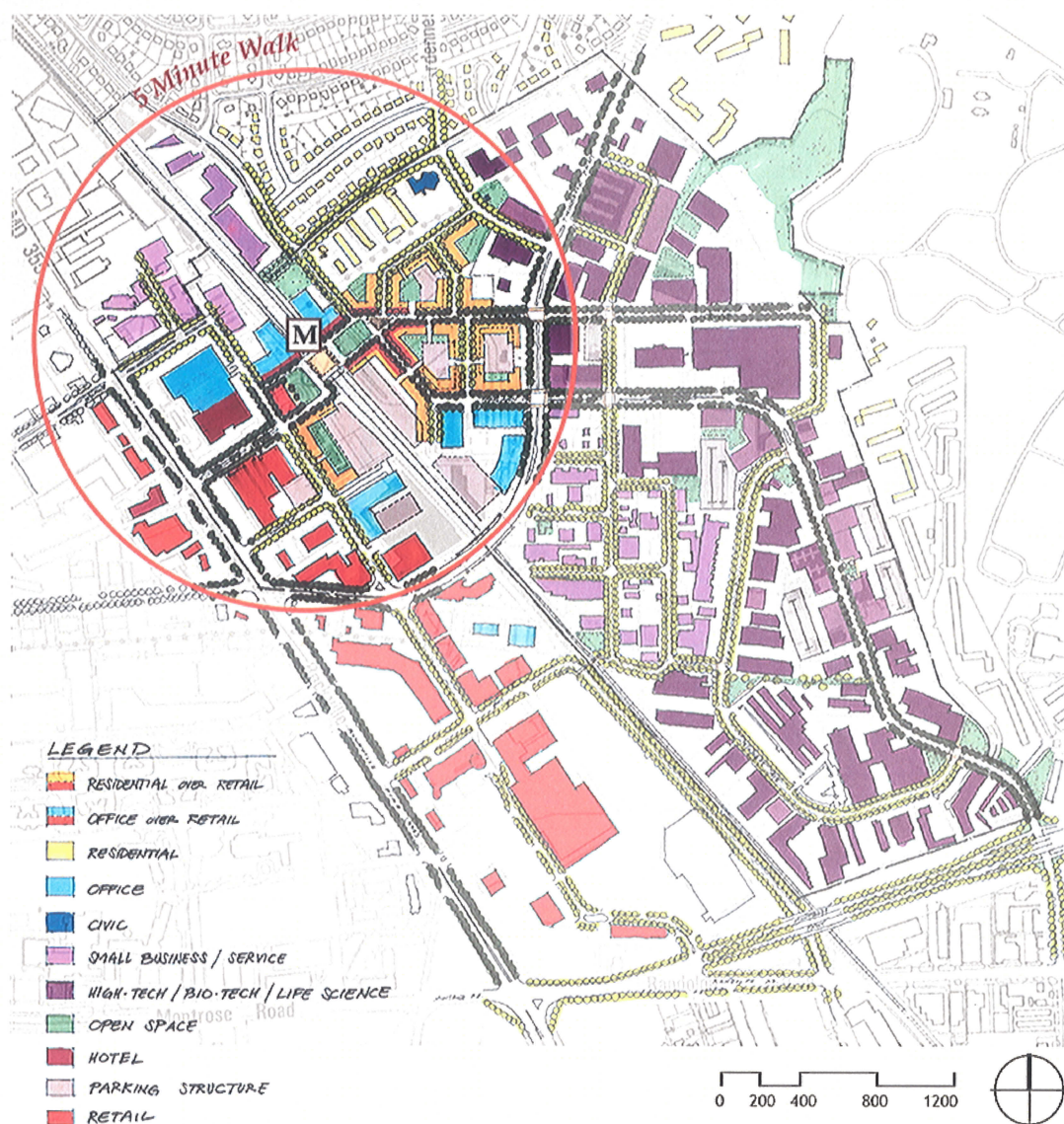


The Concept Plan

- Mixed Use, Transit, Services & Village Center
- Provide More Residential, Office & Retail at Metro Core
 - Highest Density Concentration Around Twinbrook Metro Station
- Decrease Density Along Edges of Metro Station/Village Center
- Encourage BioTech/Life Sciences Development along Fishers Land & Parklawn Drive
 - Synergy Location to Other Industry Businesses
 - Provide Shuttle Service to Metro
 - Create Strong Streetscape & Architectural Identity
- Provide for an Incubator Area for Small Business & Service Component Retail along Washington Avenue

Mixed Use Program For Metro Station Site

- Office
 - 300,000-500,000 SF
 - 1,500-2,000 Employees
- Residential
 - 1,200-1,500 Units
- Hotel
 - 300 Rooms
- BioTech, Lab, R&D
 - 300,000-500,000
- Retail
 - 55,000-75,000 SF
 - » Calculated based upon:
 - » Auto - 16,000 ADT
 - » Transit Commuter - 5,000 Daily
 - » Destination Inflow



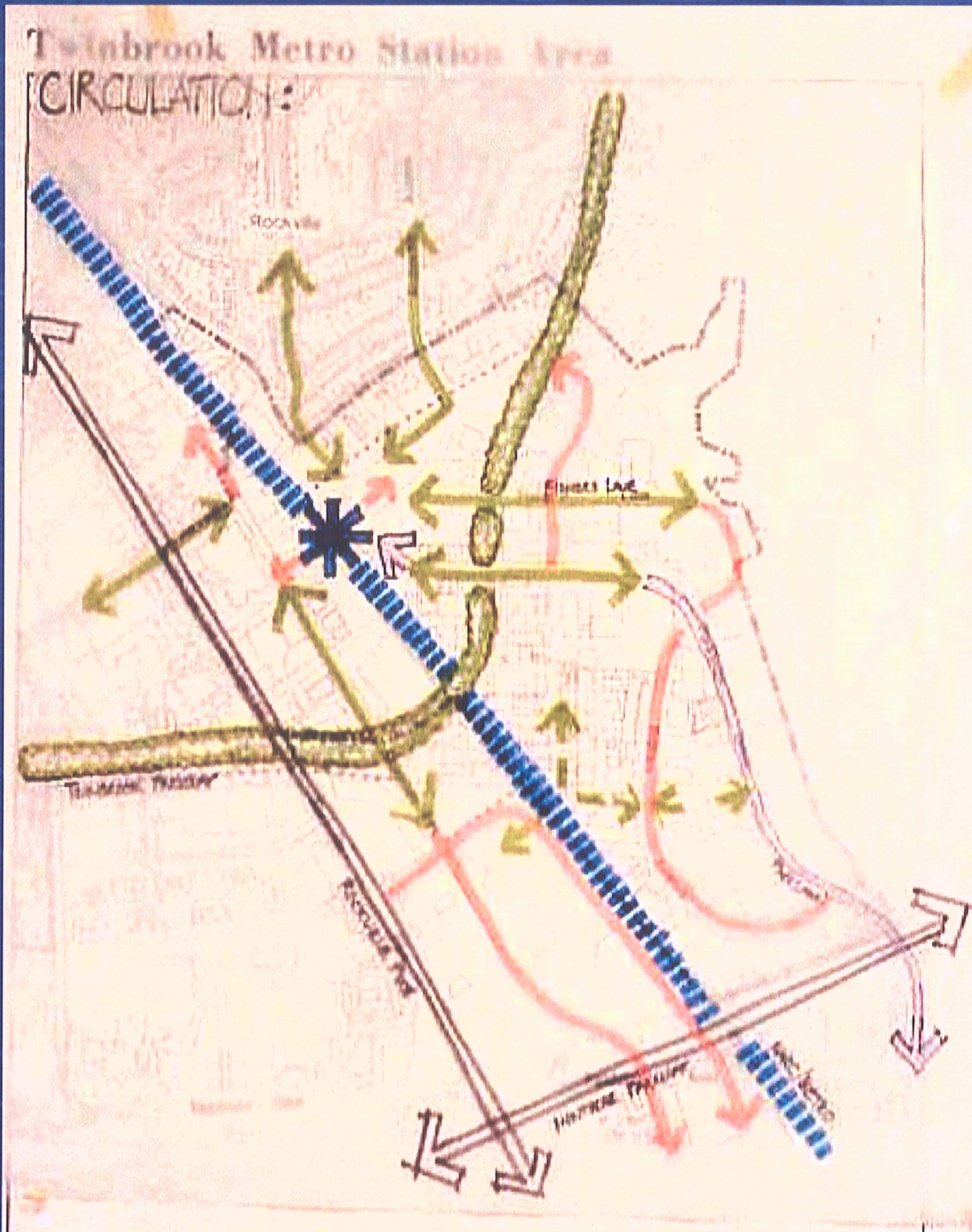
Master Plan

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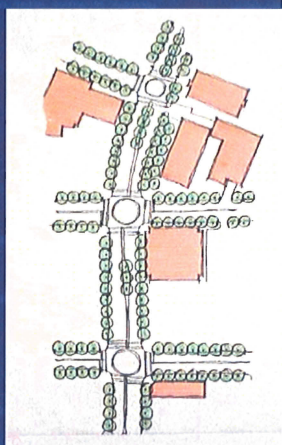
Area Constraints

- Road Network
 - Existing Streets not Pedestrian-Friendly
 - Poor Visibility to Metro
 - Limited Traffic Capacity of Existing Roads
 - Inhospitable Pedestrian Crossings on Major Roads
 - Need for Neighborhood Street Connections to Arterial Roads
 - Existing Rail Acts as a Barrier & Limits Crossings



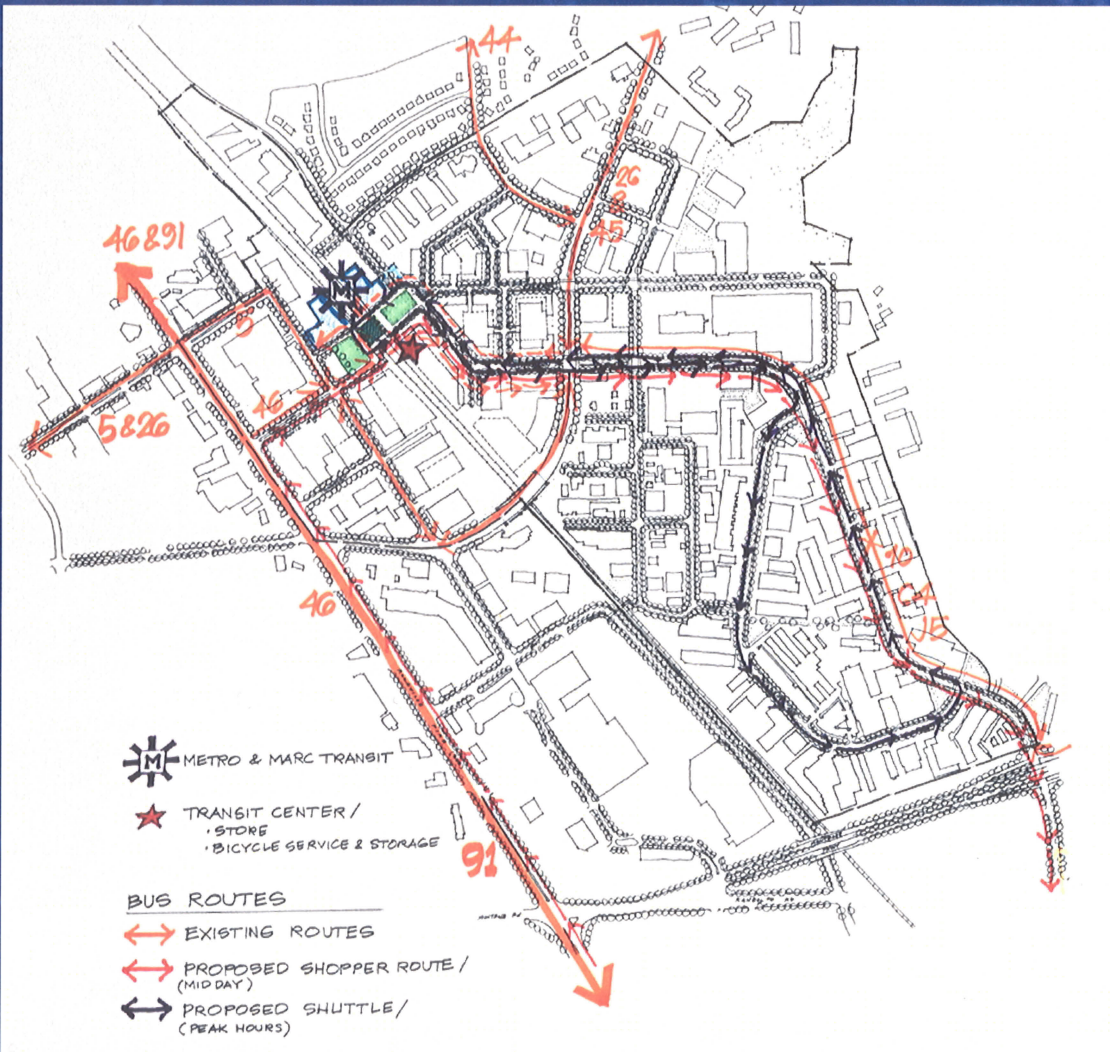
Improve Street Hierarchy Network

- Improve Existing Connections
 - Fishers Lane
 - Parklawn Drive
 - Congressional Lane
 - Other Neighborhood Streets
 - Streetscape & Ground Floor Retail
- New Street Connections for Local Traffic to Alleviate Arterial Congestion
 - Fishers Lane to Parklawn Drive
 - Washington Ave to Nebel Extended & Chapman Ave
- Key Intersection Improvements along Twinbrook & Rockville Pike (character, safety & connections)



East-West Pedestrian Connections

- Transforming Barriers into Seams
 - Provide Additional Vehicular & Pedestrian Crossings Over & Under Metro and Rail Line
 - Integrate Future MARC Rail Station and Metro Station
 - Create Physical & Visual Connections to METRO from Rockville Pike and Twinbrook Neighborhoods
 - Screen Loading Areas
 - Soften Impact of Retaining Walls along Metro Rail Line
 - Direct Bus, Metro & Pedestrian Links



- Make Transit the Mode of Choice
 - Improve Station Identity & Image
 - Provide Signage from Rockville Pike
 - Improve Intermodal Connections to the Station (ie. Bike Service Station)
 - Provide Shuttles (Peak & Mid Day Loops)
 - Improve Connections Between Buses & Trains
 - Improve Bus Shelters, Information & Schedules
 - Provide a Transit Information Center
 - Enhance TM Services - Promotion & Support
 - Encourage Transit Pass Subsidies & Other Incentives
 - In-Lieu of Parking 'Cash Out' Program
 - Guaranteed Ride Home, etc..



Improve Area Quality-of-Life

- Develop a Pedestrian, Bike & Open Space Improvements Plan
- Create New Neighborhood Spaces
- Improve Key Intersections
- Provide Streetscape Improvements

