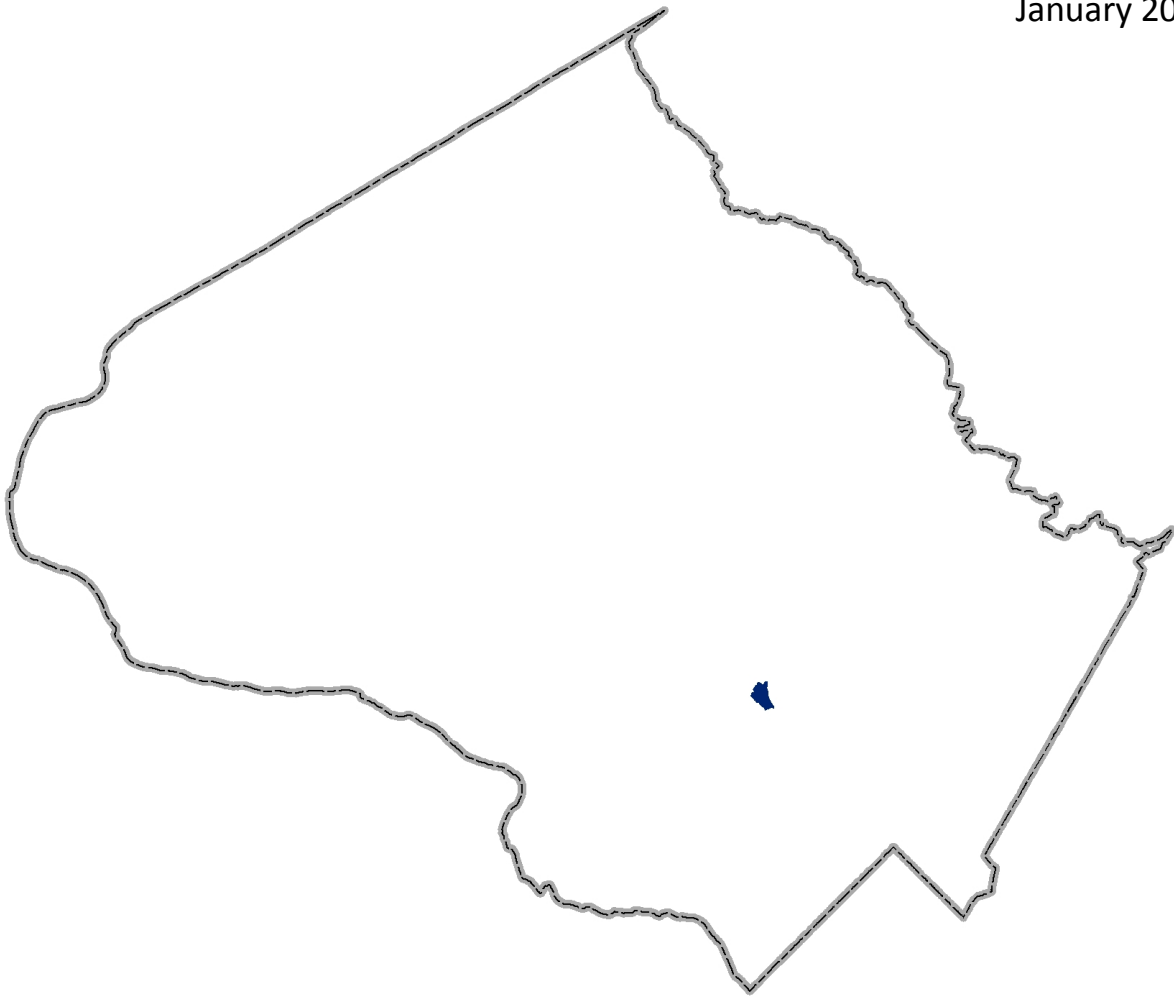


# Master Plan Review

# TWINBROOK

Approved and Adopted  
January 2009



# BACKGROUND

In 2007, the Montgomery County Council directed the Planning Department to undertake a comprehensive zoning ordinance rewrite. Last rewritten in 1977, the current 1,200 + page code is viewed as antiquated and hard to use with standards that have failed to keep pace with modern development practices.

With only about four percent of land in the County available for greenfield development, the new zoning code can play a crucial role in guiding redevelopment to areas like surface parking lots and strip shopping centers. An updated zoning code is important for achieving the kind of growth Montgomery County policymakers and residents want.

Initial sections of the new code were drafted by Code Studio, a zoning consultant. These drafts were subsequently analyzed and edited by planners based on feedback from the Zoning Advisory Panel (a citizen panel appointed by the Planning Board to weigh in on the project's direction), county agency representatives, residents and other stakeholders. In September 2012, planning staff began the release of a draft code in sections accompanied by a report highlighting changes from the current code. The staff drafts were reviewed at length by the Planning Board.



The Planning Board held worksessions and public hearings between September of 2012 and May of 2013. On May 2, they transmitted their draft to the County Council. The Council adopted the text of the new code in March and adopted the new zoning map in July 2014.

The new code and map will go into effect on October 30, 2014.

## ZONE IMPLEMENTATION PROCESS

An important aspect of the Zoning Rewrite process is the potential simplification of 123 existing zones into about 30 proposed zones. While some of the proposed zones are a direct one-to-one translation of existing zones, others are the result of combining existing zones with similar standards. Additionally, existing zones that are not currently mapped or are no longer used in the County have been eliminated from the proposed code. Through the implementation process, Montgomery County aims to simplify the number of zones, eliminate redundancy, and clarify development standards. A full translation table for all zones can be found in the documents section of our website: [www.zoningmontgomery.org](http://www.zoningmontgomery.org).

## Agricultural, Residential, and Industrial Zone Implementation:

For agricultural and rural zones, the existing zones will be translated to proposed zones on a one-to-one basis, with the exception of the Low Density Rural Cluster zone which is not currently used in the County and will be eliminated.

Many of the existing residential zones will remain the same. Other residential zones will be combined with existing zones that have similar development standards. The R-4Plex zone, which is not currently mapped anywhere in the county, will be removed from the proposed code.

Implementation of Industrial zones will combine similar zones (Rural Service, I-1, and R+D) into the proposed Industrial Moderate (IM) zone. The existing heavy industrial zone (I-2) will be renamed as the Industrial Heavy (IH) zone.

### Examples:



## Commercial and Mixed-Use Zone Implementation:

Parcels located in the existing Commercial, Mixed-use, Central Business District (CBD), and Transit Station zones will be translated into one of the proposed Commercial/Residential (CR) or Employment (E) Zones using a two-tiered process.

First, decisions about specific parcels in these zones were based on recommendations within the Master Plan. Planning staff reviewed each Master Plan in the County. When the Master Plan provided specific recommendations about allowed density, height, or mix of uses for individual commercial or mixed-use parcels, those recommendations were used to build the formula of the proposed zone. This ensures consistency with currently allowed density and height, and helps codify Master Plan recommendations in a parcel-specific manner.

Second, if the Master Plan did not make specific recommendations, the current zone changed to a proposed zone on a one-to-one basis or the proposed zone was determined using a specific standardized decision tree (*see example below*). The standardized decision tree translates existing zones by considering each specific parcel's proximity to single-family neighborhoods or other factors. The goal of the implementation decision tree is to retain currently allowed heights and densities and maintain context sensitivity.

### Example: C-1 Convenience Commercial





## PLAN HIGHLIGHTS

The Twinbrook Sector Plan was approved and adopted in January 2009 and provides an amendment to the North Bethesda/Garrett Park Master Plan. The Sector Plan envisions Twinbrook as a community of employment, residential, retail, and technology uses in an urban environment. To support its vision for the community, the Sector Plan establishes seven goals for the development of Twinbrook:

- **Create Twinbrook as a distinct place along the Metro Red Line.** The Plan recommends creation of three districts: The Metro Core Area comprised of mixed uses and focused around the Metro station; The Technology Employment Area, located along Fisher's Lane and Parklawn Drive and features mixed uses and advanced technology activities; and the Light Industrial Area, which includes goods and services businesses in the area around Carroll and Wilkins Avenue.
- **Provide opportunities for housing.** The Plan encourages a range of new housing near Metro and jobs. The Plan recommends housing in the Metro Core area; building on the emerging Twinbrook Station neighborhood.
- **Reduce the impact of development on the natural environment.** The Plan proposes mixed-use development near the Metro Station to create a walkable environment and reduce vehicular trips. Redevelopment will require improved stormwater management techniques, increased requirements for pervious surface, and substantial tree cover.
- **Create a connected road network.** The Plan advocates for creation of a grid street pattern with a range of route options to improve traffic flow and reduce impacts on intersections.
- **Encourage high quality design features.** The Plan recommends providing an upgraded public environment through inclusion of parks, streetscaping, public open spaces, connections, and the natural environment into redevelopment.
- **Establish a development envelope balance with infrastructure capacity.** The mixed uses, road network, and community facilities proposed in the Plan maintain a balance while allowing for redevelopment that will make best use of the Metro system.



*Twinbrook*

# ZONE IMPLEMENTATION

The Twinbrook Planning Area currently has 2 zones: 1 Industrial and 1 Mixed-Use.

## Existing Mixed-Use:

TMX-2: Transit Mixed-Use

## Existing Industrial:

I-4: Light Industrial

## Standard Translation:

The Existing I-4 will be renamed IL (Industrial Light).

The existing TMX-2 zone will be translated to one of the specific proposed CR (Commercial Residential) zones using both the standard translation criteria and specific Master Plan recommendations. Mixed-Use parcels that do not have specific Master Plan recommendations will translate to the proposed zone based on the standard zoning translation table.

Twinbrook					
Existing			Proposed		
Zone	Acres	Percent	Zone	Acres	Percent
TMX-2	65.25	28.89	CR-1.5 C-1.0 R-1.25 H-145 T	1.10	0.88
			CR-1.5 C-1.5 R-1.5 H-145 T	21.19	16.98
			CR-1.75 C-1.75 R-1.5 H-145 T	2.16	1.73
			CR-2.0 C-1.5 R-1.5 H-145 T	14.20	11.38
			CR-2.0 C-1.5 R-2.0 H-145 T	23.07	18.48
			CR-2.0 C-2.0 R-1.5 H-145 T	2.80	2.24
I-4	60.08	47.9	IL-1.0 H-50	60.08	47.9
<b>Grand Total</b>	<b>125.43</b>		<b>Grand Total</b>	<b>125.43</b>	

# NON-STANDARD CONVERSIONS

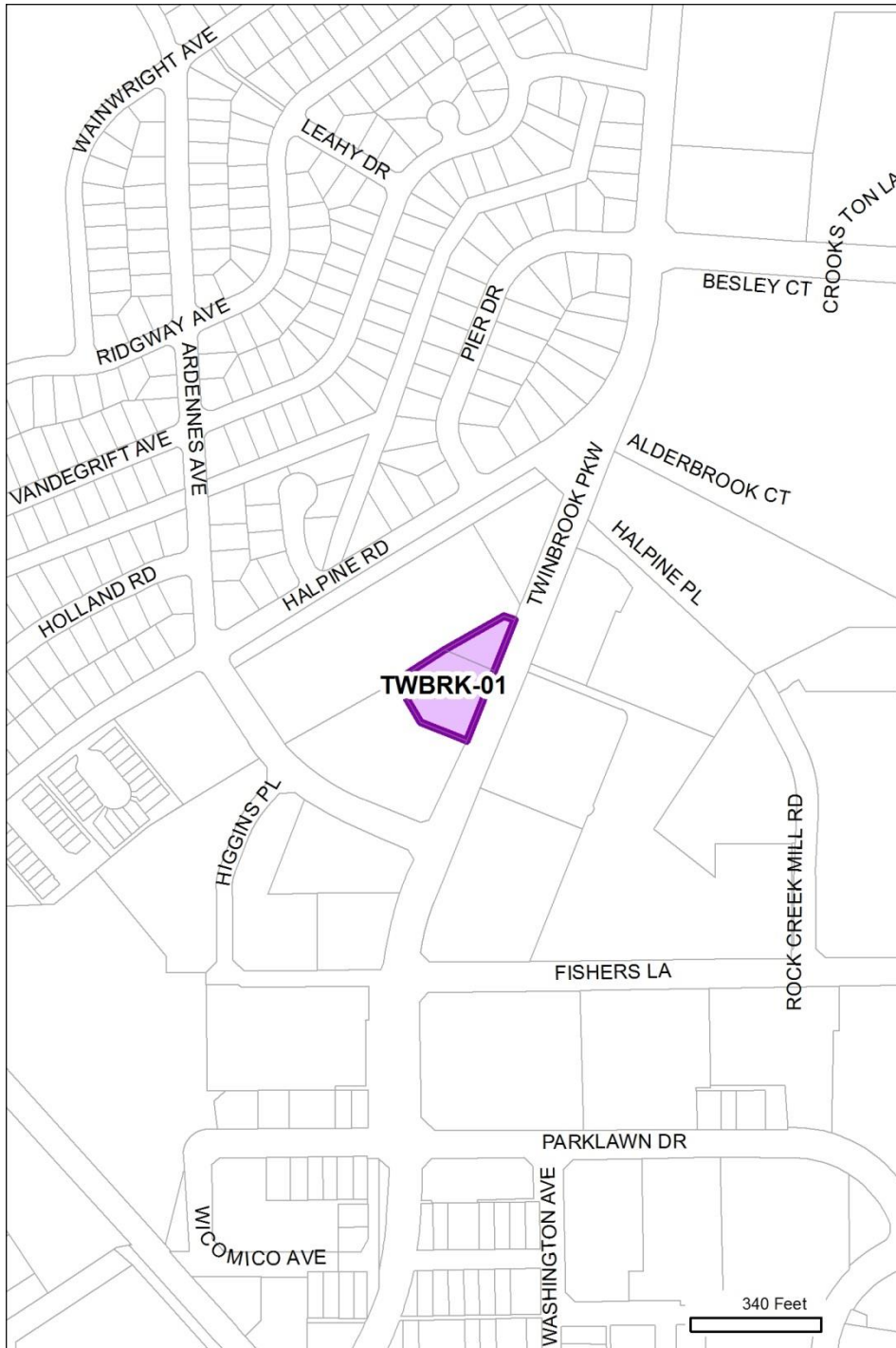
In some cases, properties were not converted using the standard conversions as outlined earlier in the packet.

Generally, this is because the relevant Master or Sector Plan made recommendations regarding the appropriate density, height, or mix of uses on a given site.

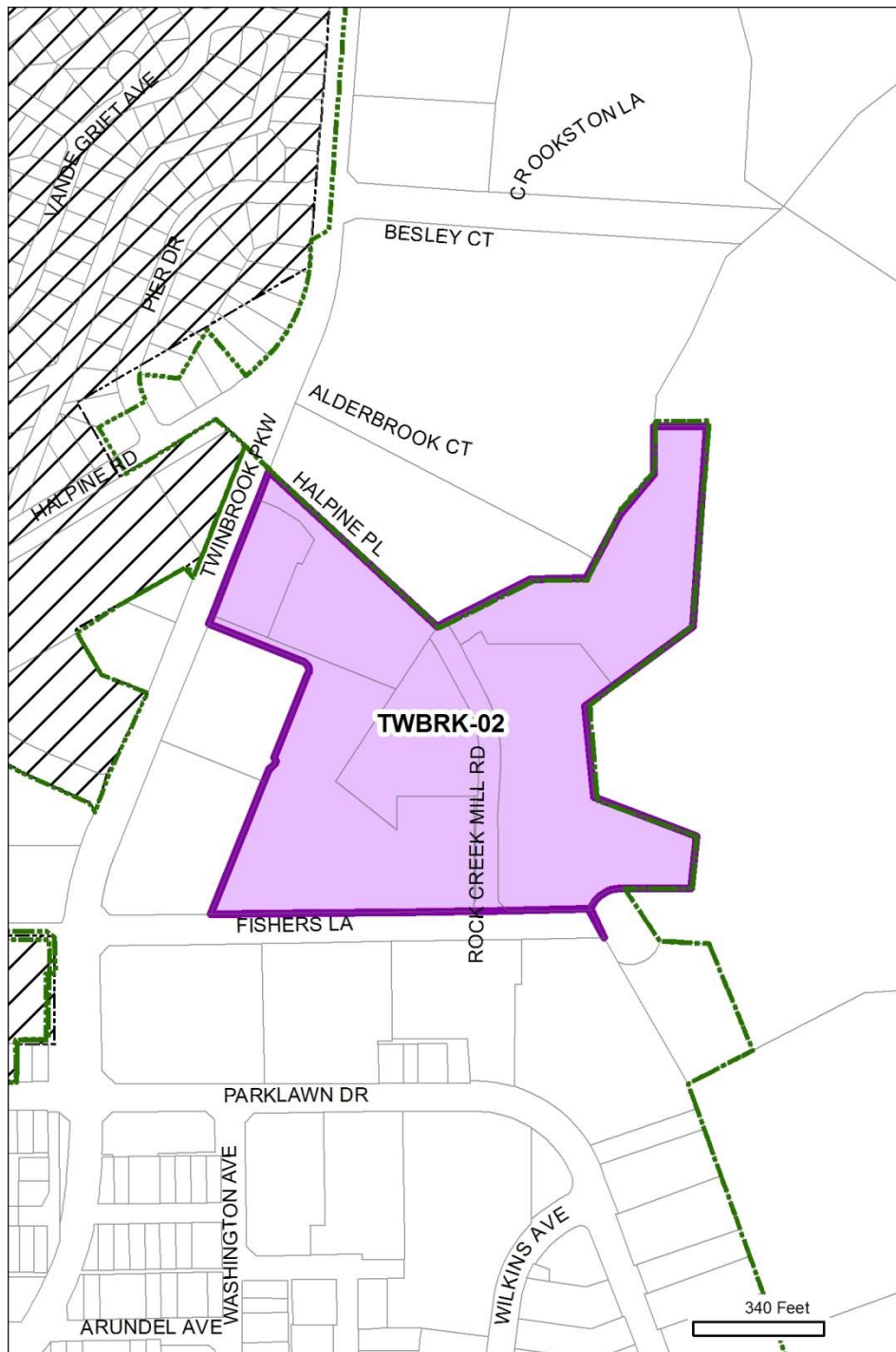
In other cases, the text of the zoning ordinance or an overlay zone can affect the development potential of a site, and therefore affect the conversion given as part of the draft proposed DMA.

Additionally, the PHED Committee instructed that, when requested by a property owner, existing site approvals be reflected in the draft proposed DMA. Non-standard conversions sometimes reflect these project approvals.

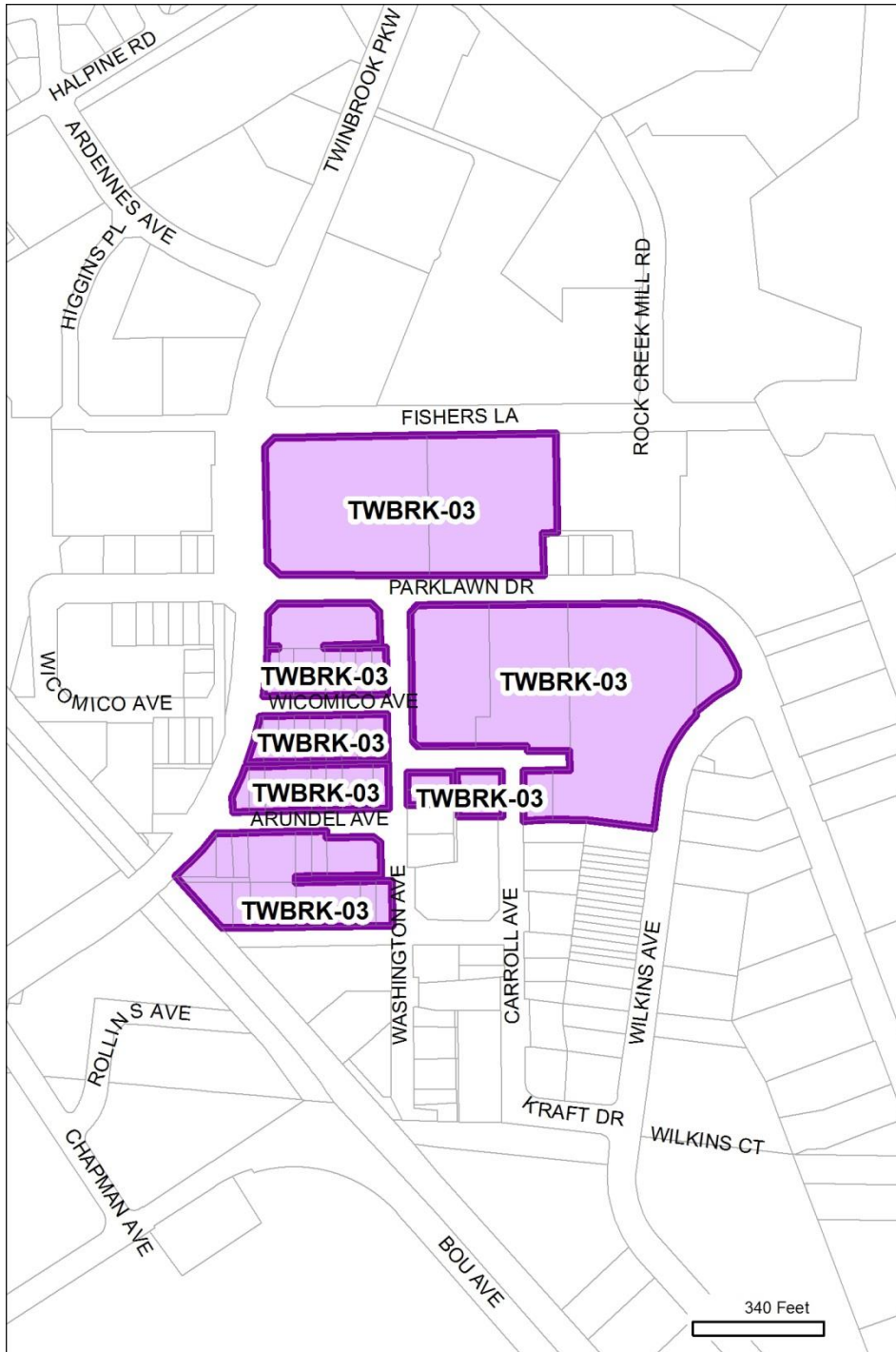
The following pages will give detail on all of the non-standard conversions in this plan area.



<b>MP Number:</b>		TWBRK-01
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		Twinbrook Pkwy & Ardenne Av
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-1.5 C-1.0 R-1.25 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Reduced to 1.5
	<b>Comm'l FAR:</b>	Reduced to 1.0
	<b>Resid'l FAR:</b>	Reduced to 1.25
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
Twinbrook Sector Plan, page 33: <i>"Rezone from O-M to TMX-2 with a 1.5 FAR cap, consistent with uses and densities proposed for adjacent sites in the City of Rockville..."</i> <i>...Limit development to 1.5 FAR with a requirement that at least 25 percent of any optional method development is residential."</i>		

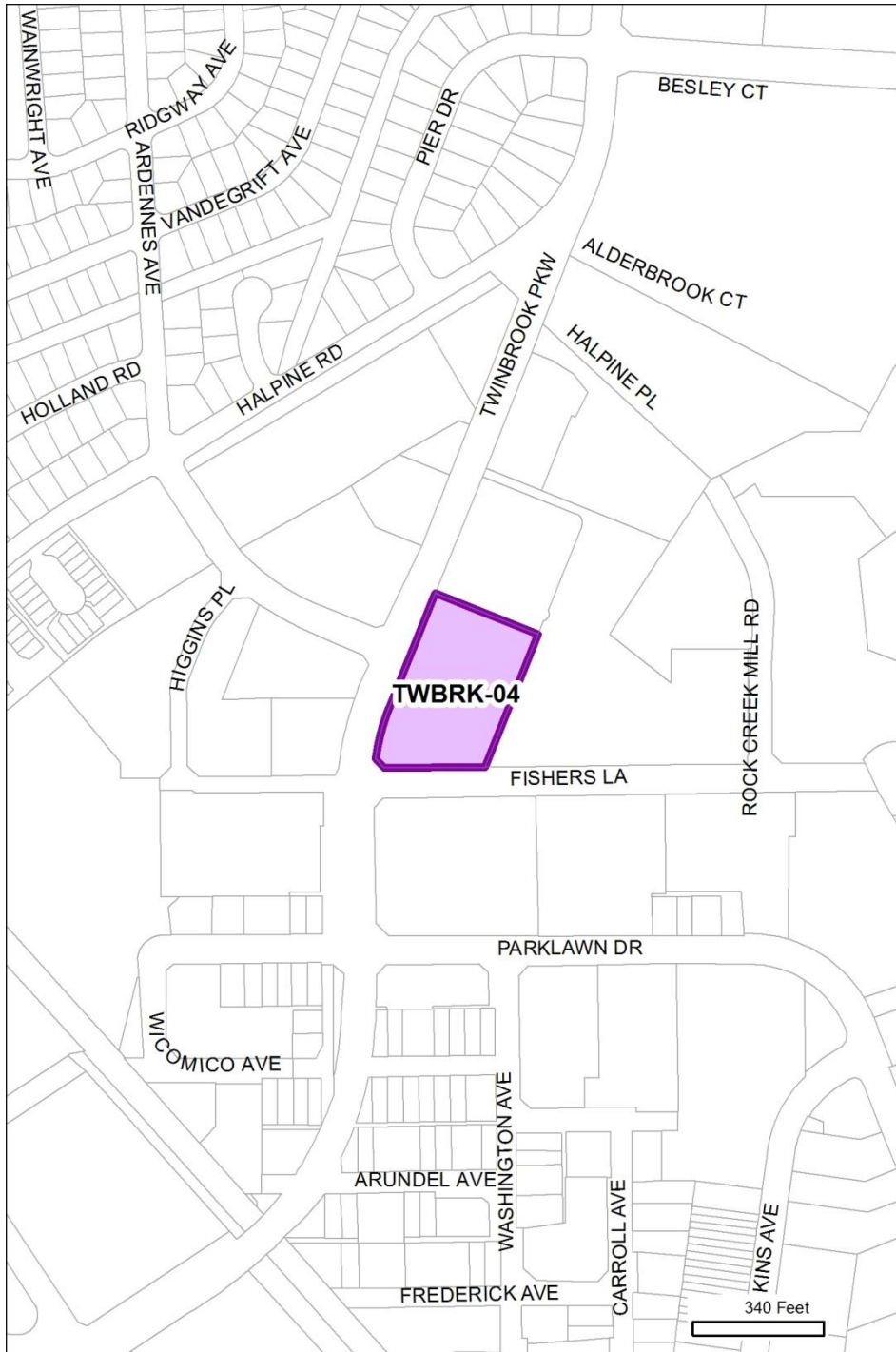


<b>MP Number:</b>		TWBRK-02
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		Fishers Ln & Rock Creek Mill Rd
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-1.5 C-1.5 R-1.5 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Reduced to 1.5
	<b>Comm'l FAR:</b>	Standard
	<b>Resid'l FAR:</b>	Standard
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
Twinbrook Sector Plan, page 36: <i>See density map. All development capped at 1.5 FAR.</i>		

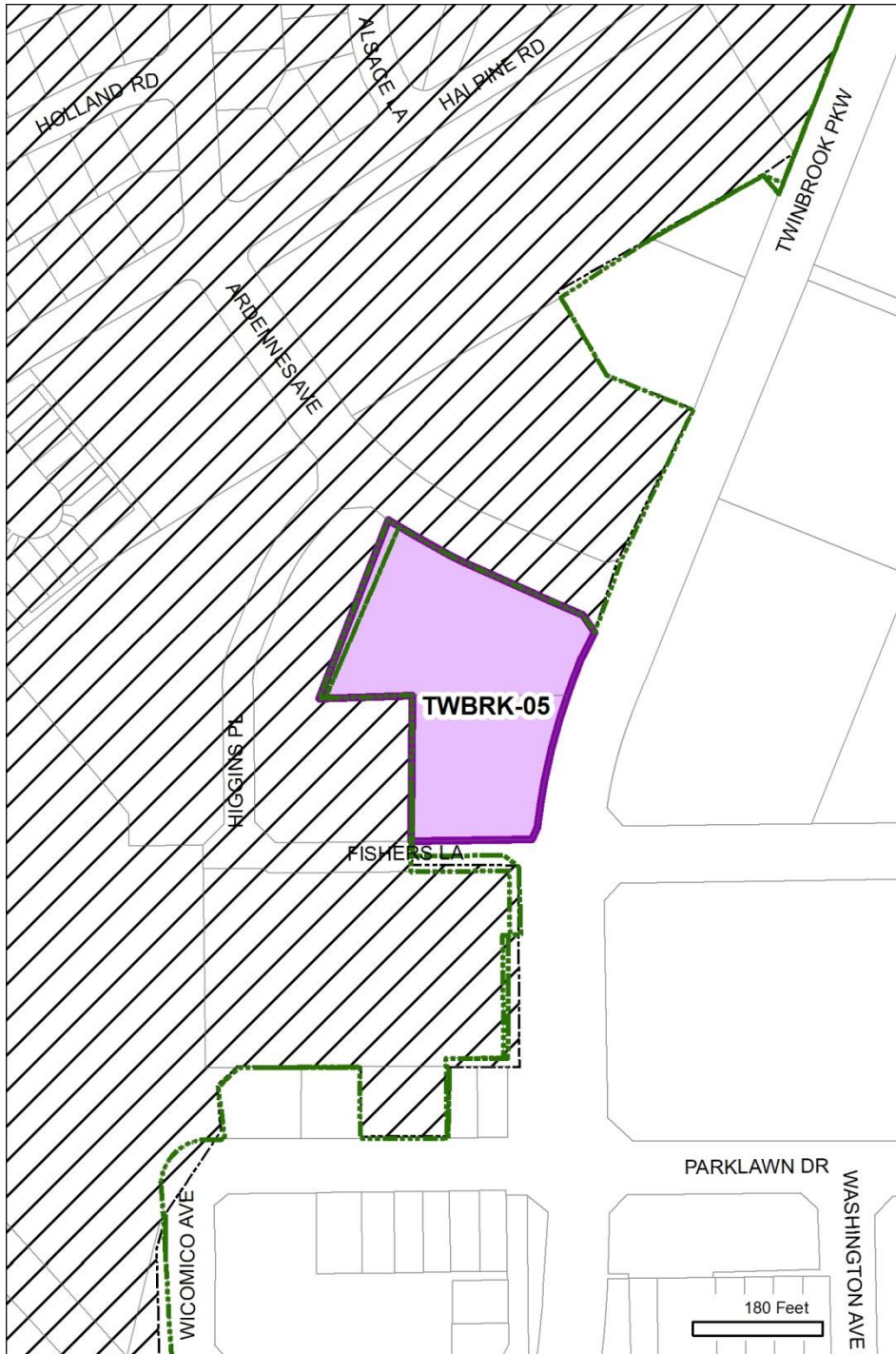


<b>MP Number:</b>		TWBRK-03
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-2.0 C-1.5 R-2.0 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Standard
	<b>Comm'l FAR:</b>	Standard
	<b>Resid'l FAR:</b>	Increased to 2.0
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
Twinbrook Sector Plan, page 40-41: <i>"Rezone from I-1 to TMX-2, with a 1.5 FAR cap on commercial development, with up to 2.0 FAR for residential development."</i>		



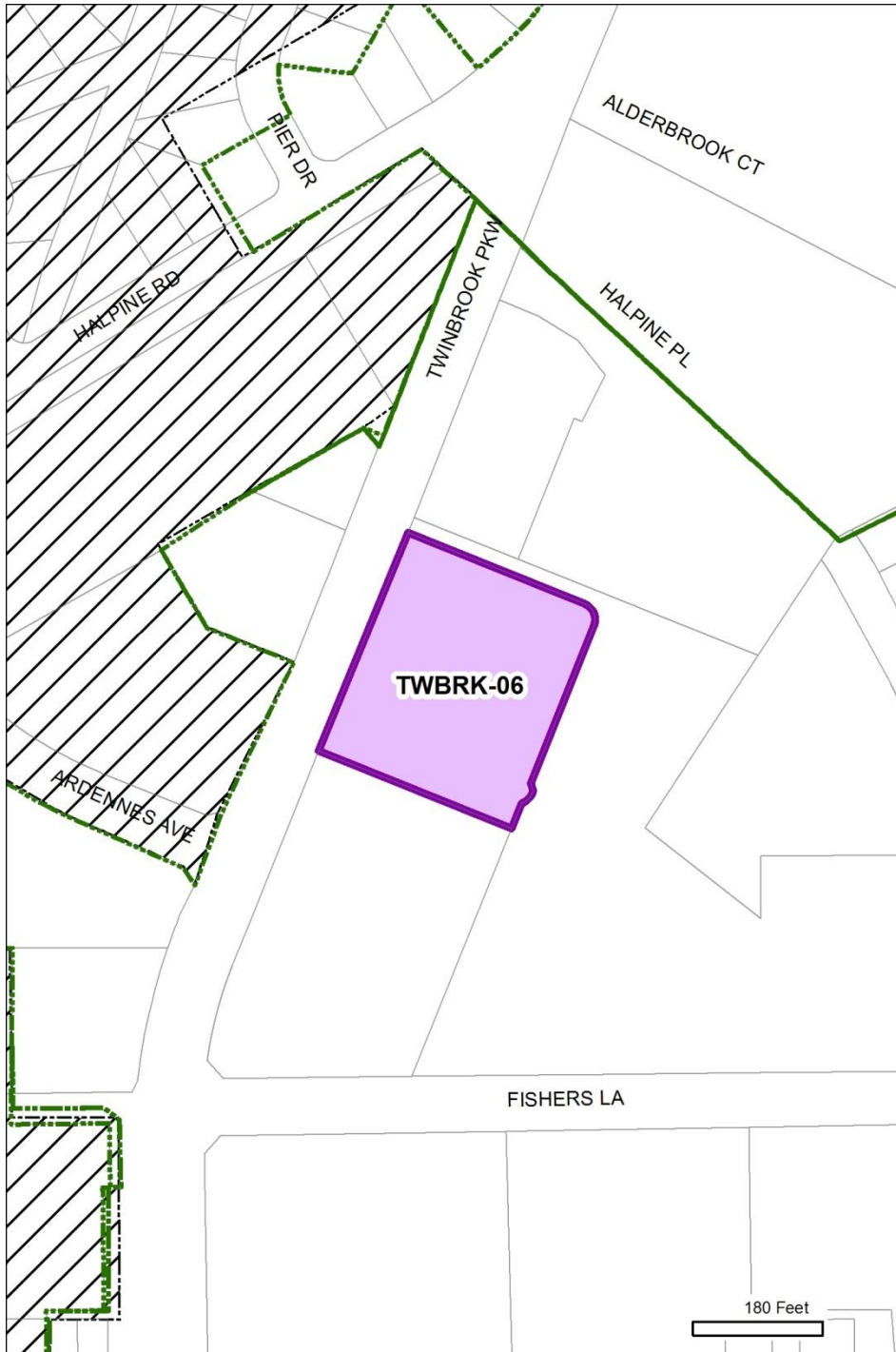


<b>MP Number:</b>		TWBRK-04
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		USP site
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-2.0 C-2.0 R-1.5 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Standard
	<b>Comm'l FAR:</b>	Increased to 2.0
	<b>Resid'l FAR:</b>	Standard
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
Twinbrook Sector Plan, page 38: <i>"Rezone the USP site from C-O to TMX-2 with a 1.85 FAR cap for commercial development reflecting the existing density of construction completed in 2007."</i>		



<b>MP Number:</b>		TWBRK-05
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-2.0 C-1.5 R-2.0 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Standard
	<b>Comm'l FAR:</b>	Standard
	<b>Resid'l FAR:</b>	Increased to 2.0
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
Twinbrook Sector Plan, page 33: <i>"The full 2.0 FAR is appropriate in this area, but any development above 1.5 must be applied to residential uses. The site could also redevelop completely with residential uses at 2.0 FAR..."</i>		

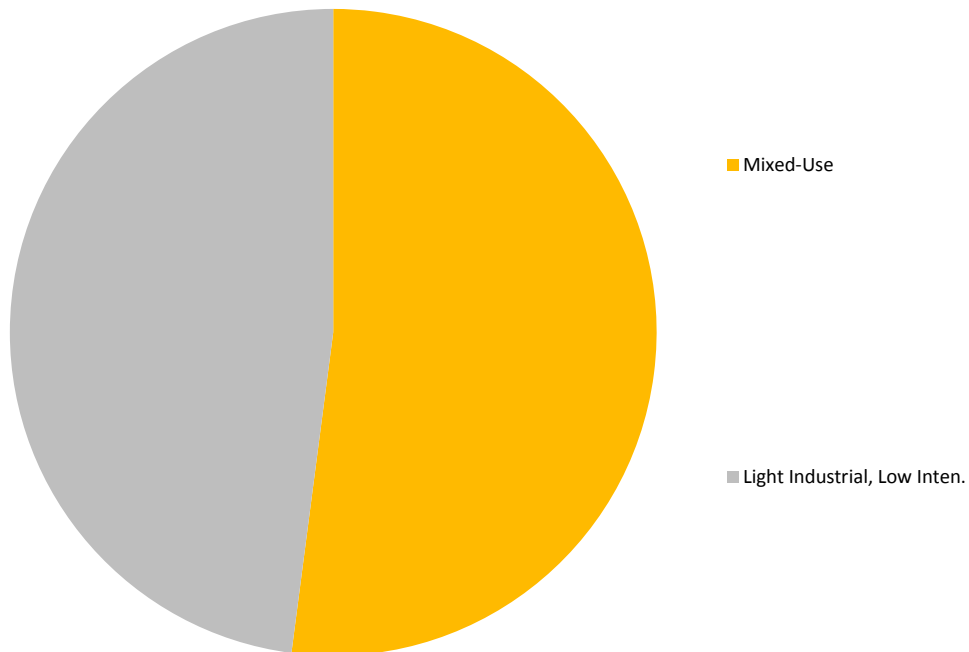




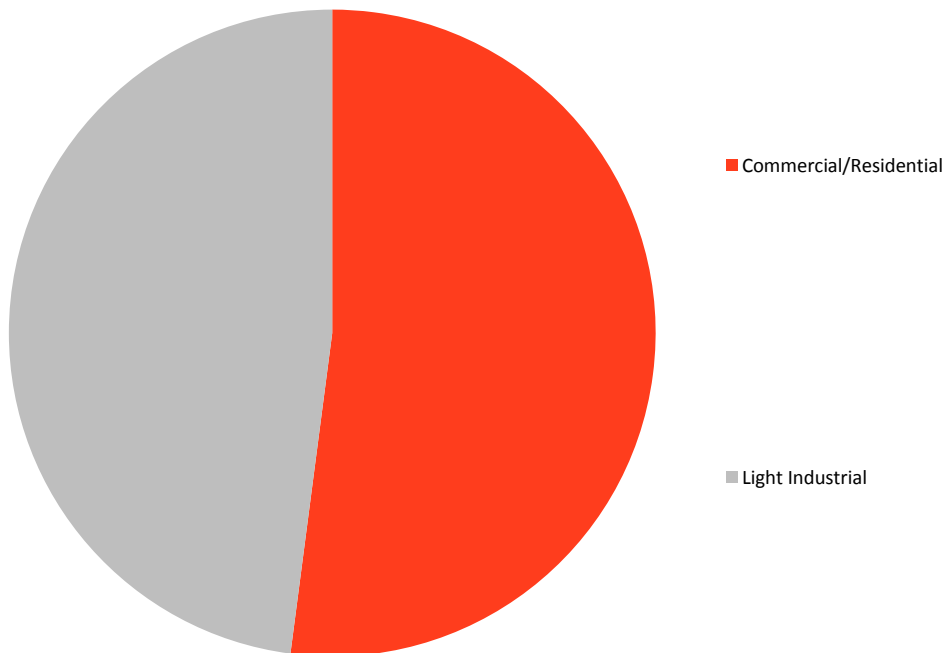
<b>MP Number:</b>		TWBRK-06
<b>Master Plan:</b>		Twinbrook
<b>Location:</b>		
<b>Existing Zone:</b>		TMX-2
<b>Standard Conv:</b>		<del>CR-2.0 C-1.5 R-1.5 H-145 T</del>
<b>Proposed Conv:</b>		CR-1.75 C-1.75 R-1.5 H-145 T
<b>Modifications</b>	<b>Zone Group:</b>	Standard
	<b>Overall FAR:</b>	Reduced to 1.75
	<b>Comm'l FAR:</b>	Increased to 1.75
	<b>Resid'l FAR:</b>	Standard
	<b>Height:</b>	Standard
<b>Reason for non-standard conversion:</b>		
<p>Match Development Approvals:</p> <p><i>This property is approved for 150,000 SF of office, which is approximately 1.58 FAR on this site. The owner contacted the department to request that their approved (but unbuilt) FAR be granted.</i></p> <p><i>This property is subject to site plan <b>82001025B</b>.</i></p>		

# ZONE IMPLEMENTATION

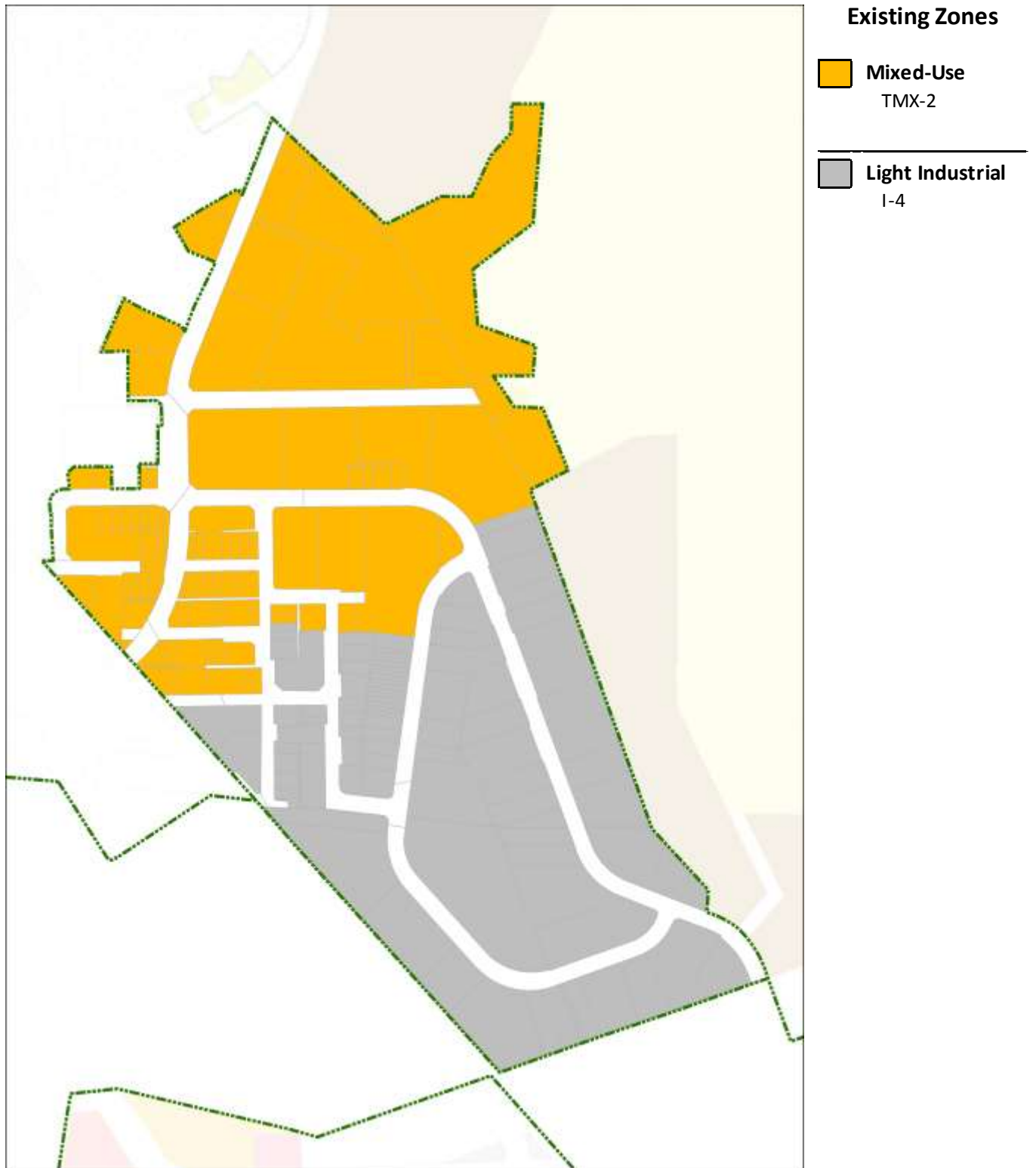
**Twinbrook: Existing Zoning**



**Twinbrook: Proposed Zoning**



# EXISTING ZONING MAP



# PROPOSED ZONING MAP

## Proposed Zones

- Commercial/  
Residential**  
CR
- 
- Light Industrial**  
IL



# PLANNING AREA CONTEXT

