



MONTGOMERY COUNTY PLANNING

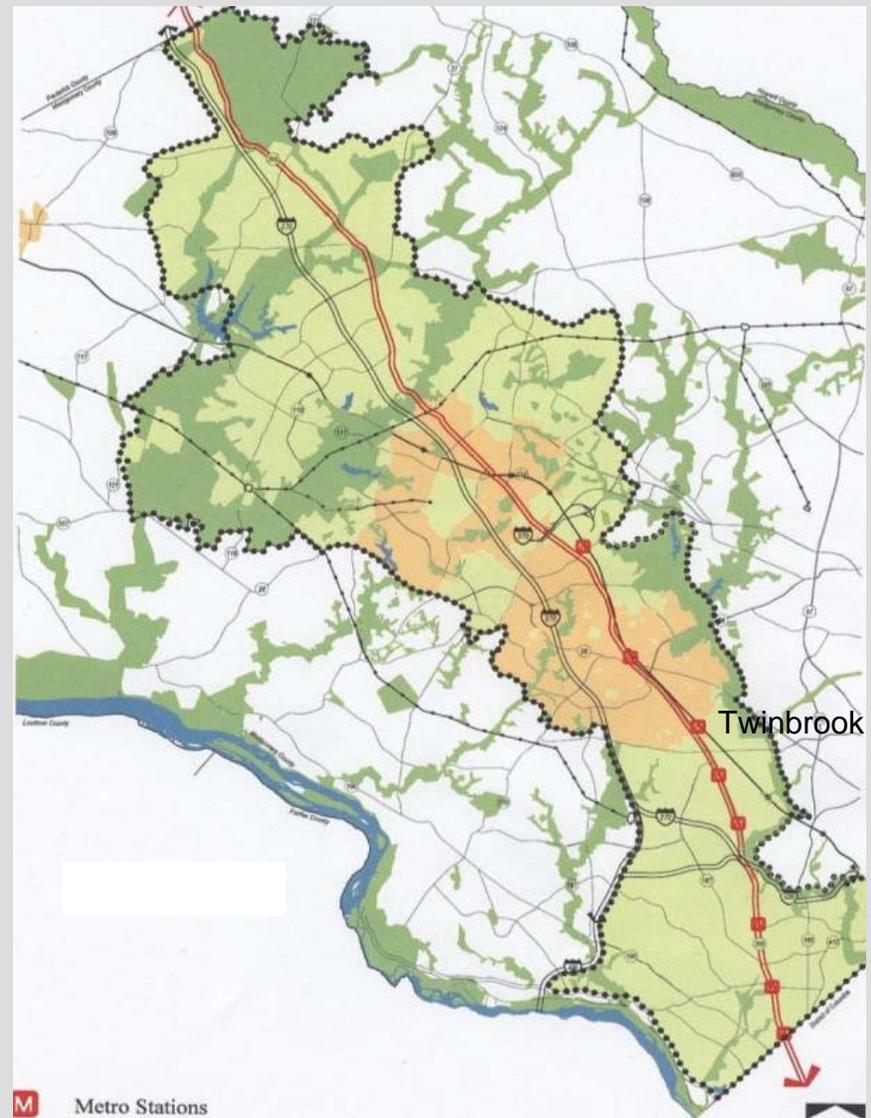
County, Corridor, Community, and Zone

Metropolitan Development Policy Committee Meeting
Metropolitan Washington Council of Governments

September 10, 2008

Outline

- **County:**
Centers and Boulevards
- **Corridor:**
MD 355/I-270 Corridor
- **Community:**
Twinbrook Sector Plan
- **Zone:**
TMX and I-4 Zones



COUNTY CONTEXT: CENTERS AND BOULEVARDS



Planning Objectives

Planning in the 21st Century:

- Extensive community discussions
- Incorporate recommendations from the Transportation Policy Report (TPR)
- Emphasis on development of existing centers instead of “greenfield” development
- Improve pedestrian and vehicular access
- Focus on quality design



Protect Neighborhoods

Augment and Enhance Existing Neighborhoods:

- Emphasis on a strong Growth Policy
- Emphasis on providing open space and community spaces
- Emphasis on street design
- Identification of tools and processes needed to achieve high quality design



Transportation Policy Report

County Council Transportation Goals:

- **Reduce cross county trips by 18 percent :**
 - More jobs in the east
 - More housing in the west
- **Increase transit use by 45 percent**
 - Create mixed use centers at Metro stations, and along the Corridor Cities Transitway
- **Increase jobs and housing within ½ mile of transit**



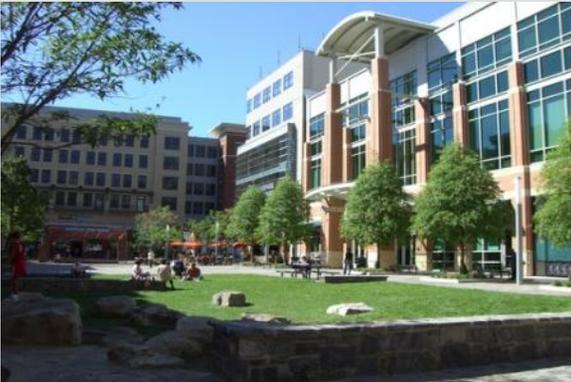
Work Program

Integrated Planning Program:

- Growth Policy
- I-270 Corridor Framework
- Master Plan Program:
 - Corridor Plans (Twinbrook, White Flint, Gaithersburg West, and Germantown plans)
 - Wheaton and Glenmont Metro Station areas
 - Takoma/Langlely, Kensington and Westbard plans
- Zoning Code revisions (e.g. TMX and I-4 in Twinbrook)
- Design Guidelines



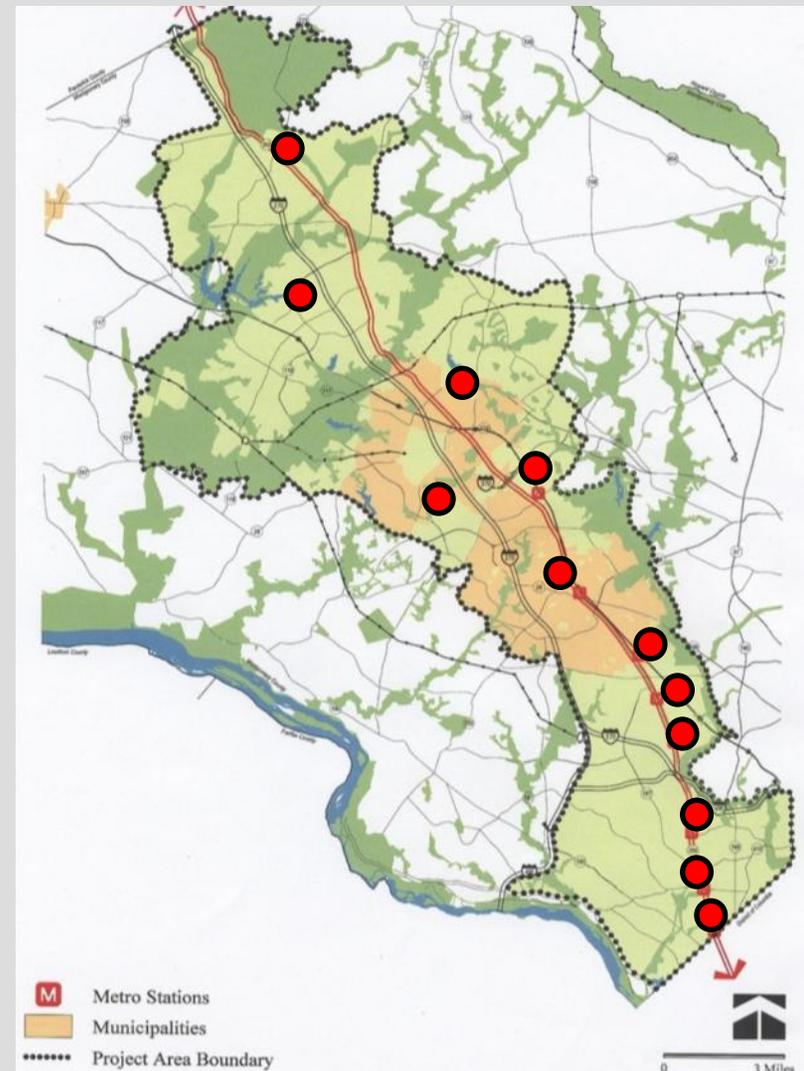
CORRIDOR FRAMEWORK: GUIDING THE FUTURE OF MD 355/I-270



Outline

- **Introduction**
- **Analysis**
- **Recommendations:**
 - Enhancing the Centers
 - Connecting the Corridor
 - Design and MD 355
- **Implementation:**
 - Master Plans and Sector Plans
 - New Zones
 - Urban Design Guidelines

Study Area

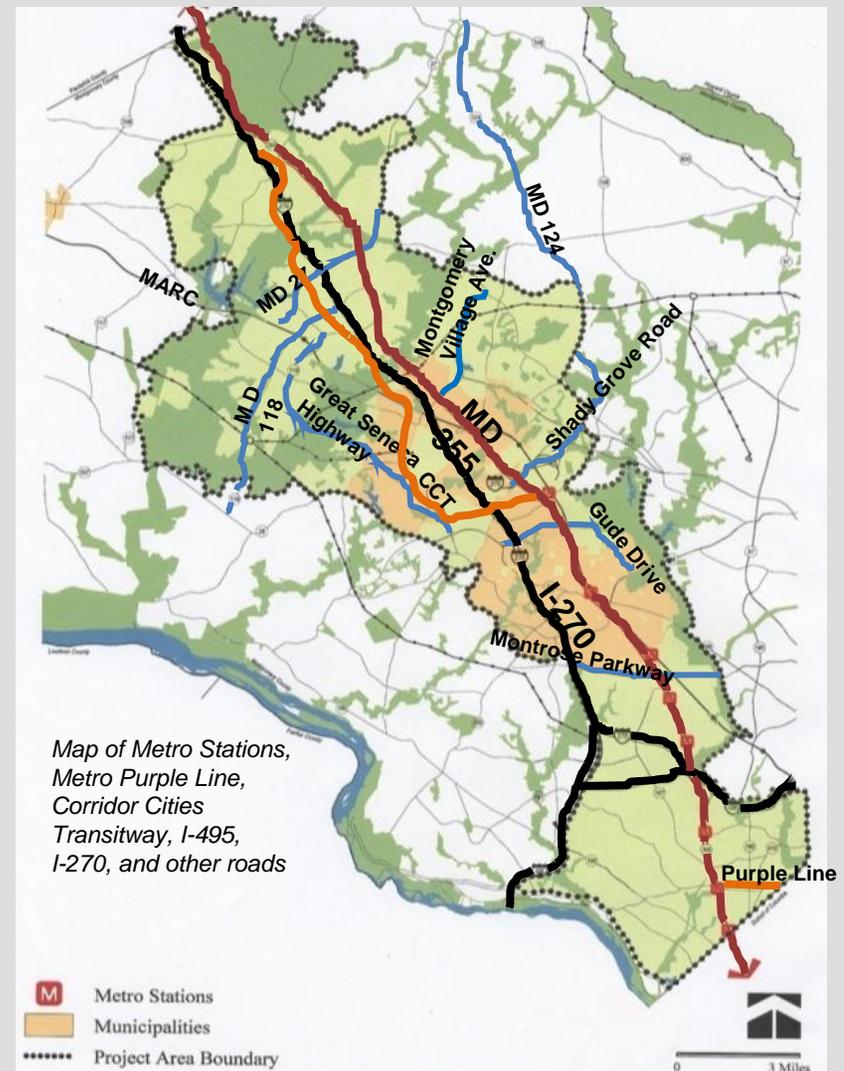


Introduction

Planning for the MD 355/I-270 Corridor:

- Respond to global and local forces that will shape the Corridor in the 21st Century
- Transform the existing centers into a group that functions together
- Connect the centers
- Establish MD 355 as a Boulevard

Corridor Access



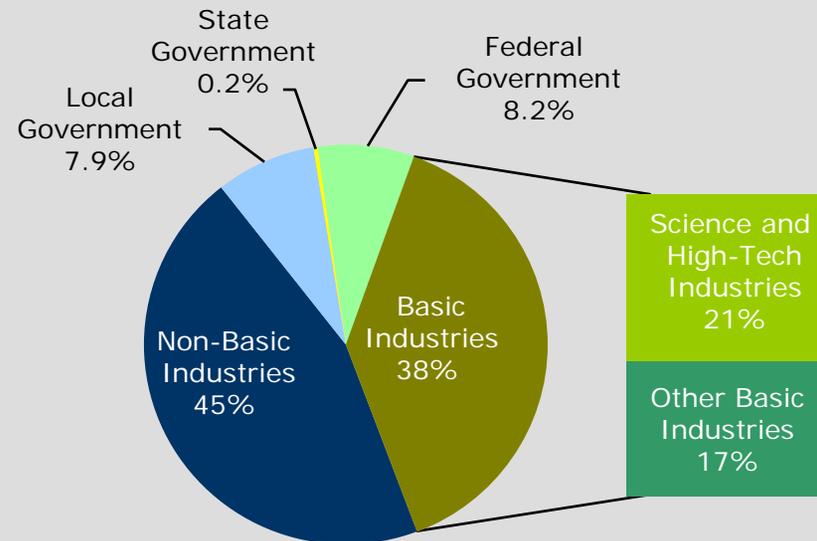
Analysis

Global Forces

- Global competition
- Technological innovation
- Clusters of industries
- Energy costs

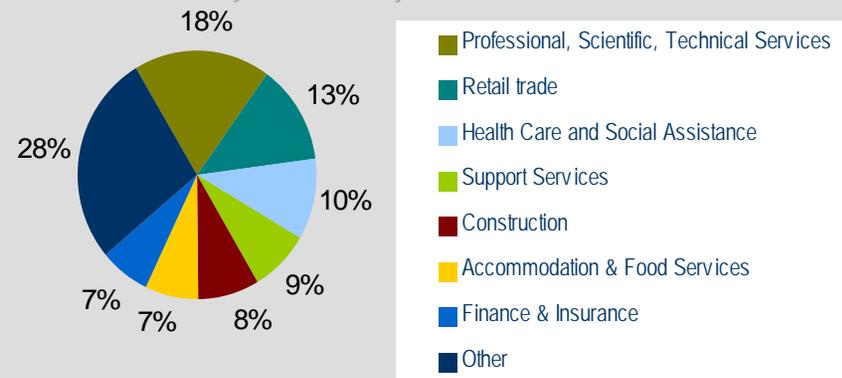
Local Forces

- Population changes
- Availability of land
- Affordable housing
- Research industry
- Access
- Recreational and cultural facilities
- Support services
- Federal facilities



Corridor employment base

Source: M-NCPPC analysis of 2004 County Business Pattern data

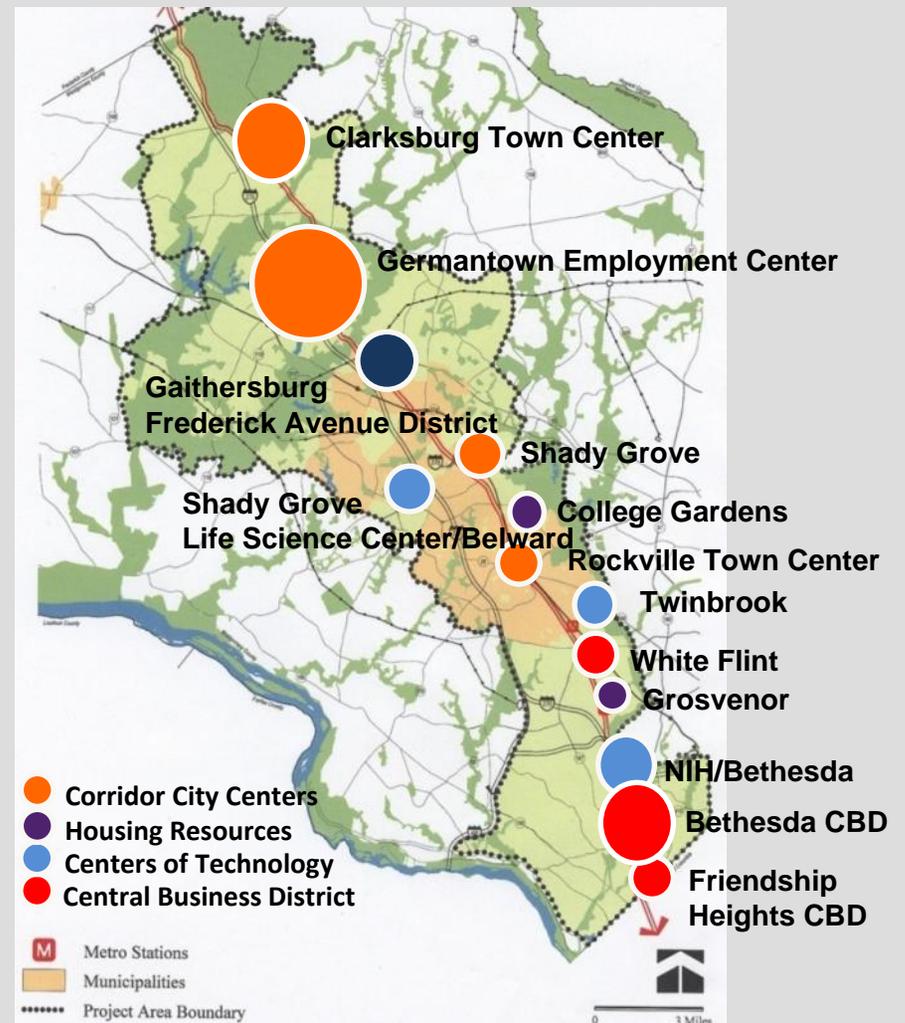


Recommendations

VISION

Transform the Corridor into a coordinated series of connected, enhanced, and livable centers.

- **Enhancing the Centers**
- **Connecting the Corridor**
- **Establishing MD 355 as a Boulevard**



MD 355/I-270 Corridor

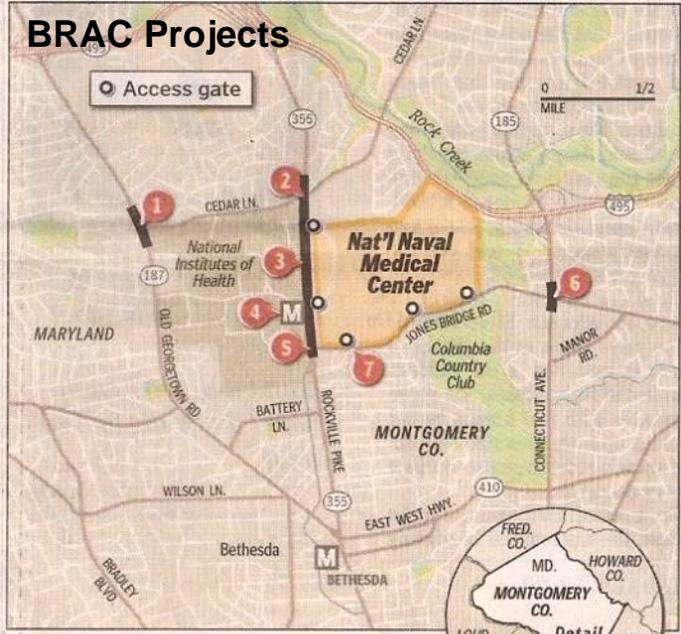
Bethesda



Bethesda

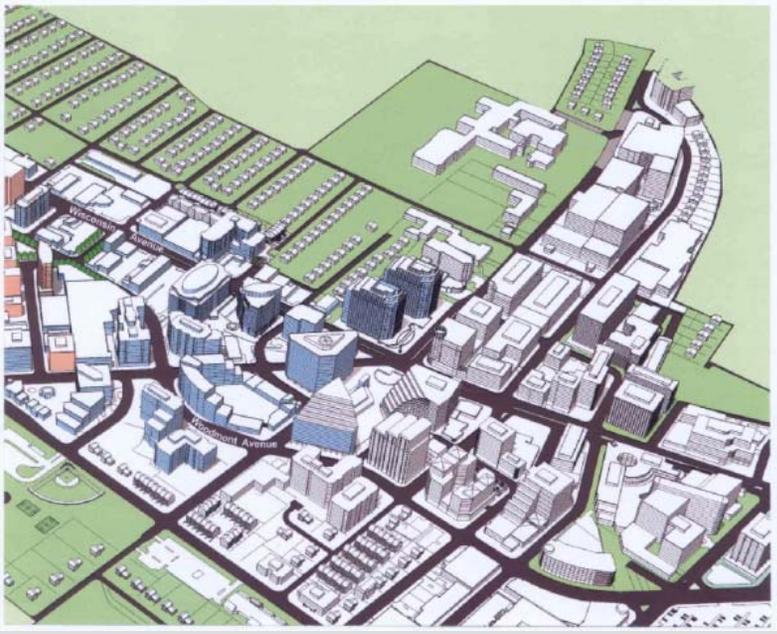


Bethesda



- Old Georgetown Road**
1. Add turn lanes at Cedar Lane.
- Rockville Pike**
2. Add turn lanes at Cedar Lane, study possible interchanges.
 3. Add a lane between Jones Bridge Road and Cedar Lane.
 4. Build bridge or tunnel for pedestrians to cross from Metro station to hospital.
 5. Restripe to create turn lanes at Jones Bridge Road.
- Connecticut Avenue**
6. Add turn lanes at Jones Bridge Road.
- Hospital access gates**
7. Ways to reduce lines that form from the main roads at all five entry gates will be studied. Possible actions include adding traffic lights and expanding lanes.

MAP BY LARIS KARNLIS — THE WASHINGTON POST

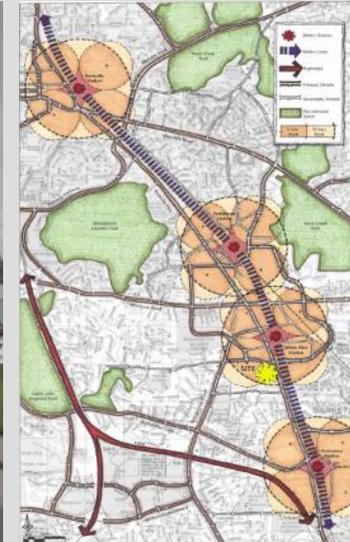
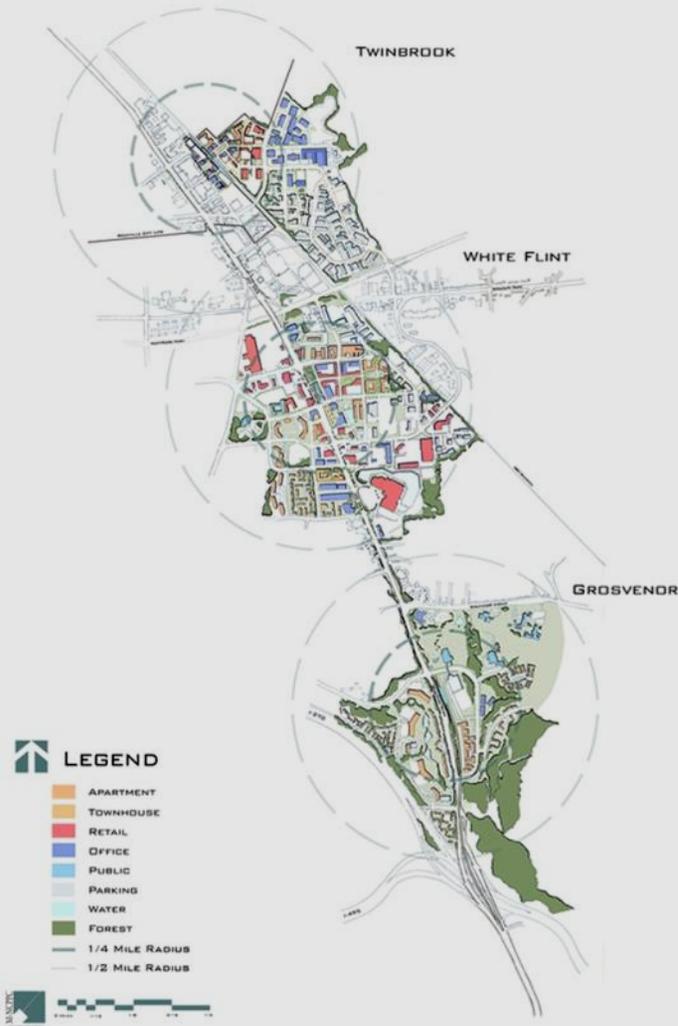


Bethesda

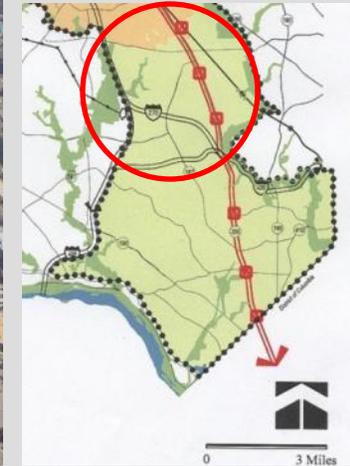


North Bethesda

MD 355: NORTH BETHESDA



North Bethesda



North Bethesda

Centers:

- Grosvenor
- White Flint
- Twinbrook



North Bethesda



MD 355/I-270 Corridor

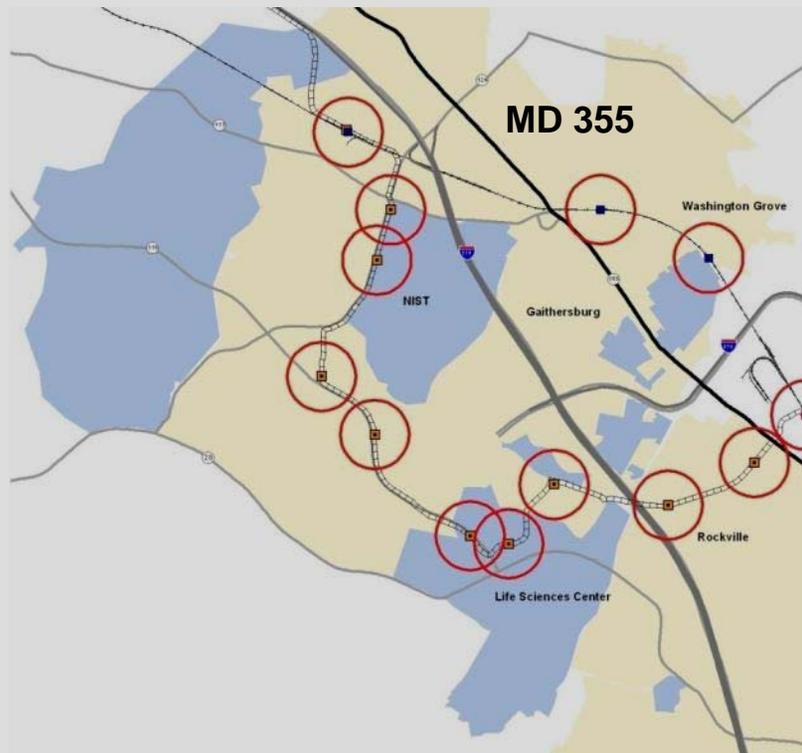
Rockville



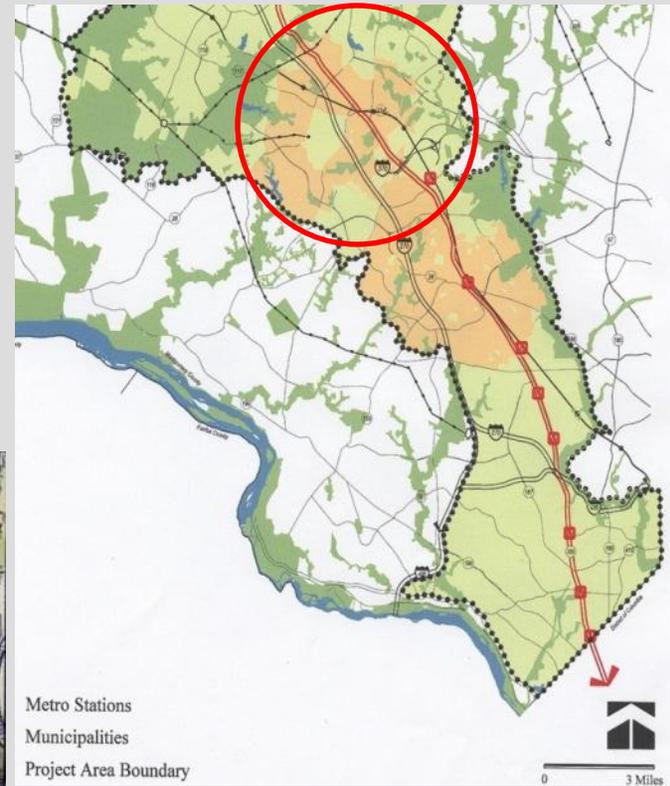
Rockville



Gaithersburg/Shady Grove



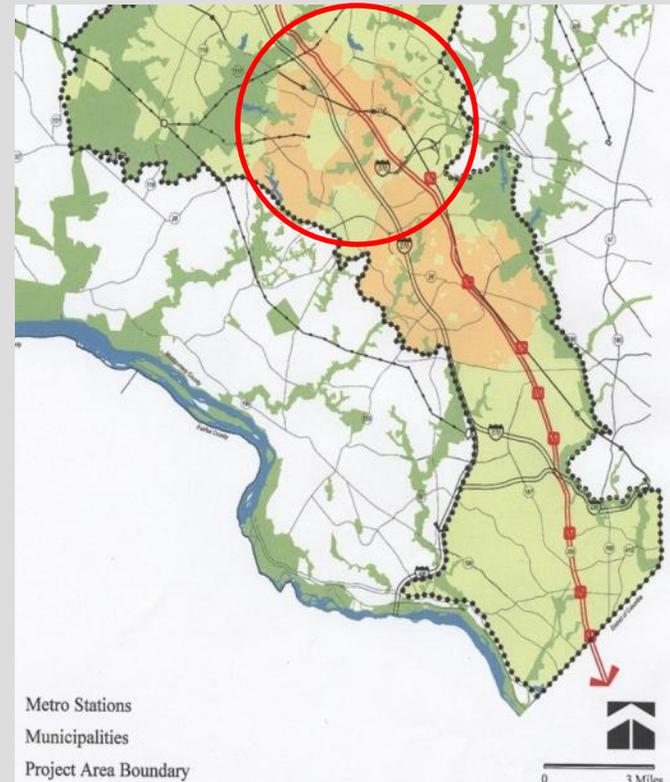
Gaithersburg/Shady Grove



Gaithersburg/Shady Grove

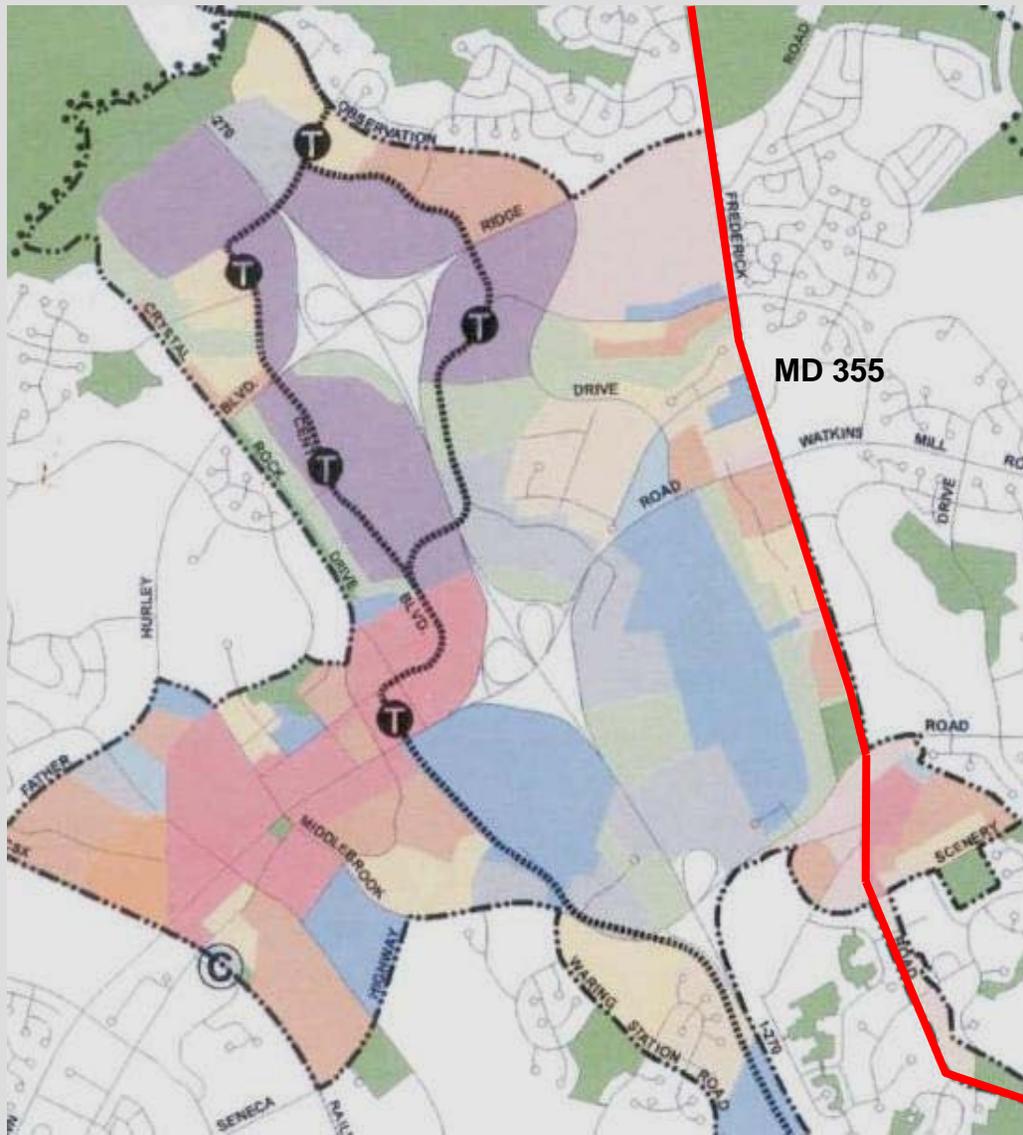


Gaithersburg/Shady Grove

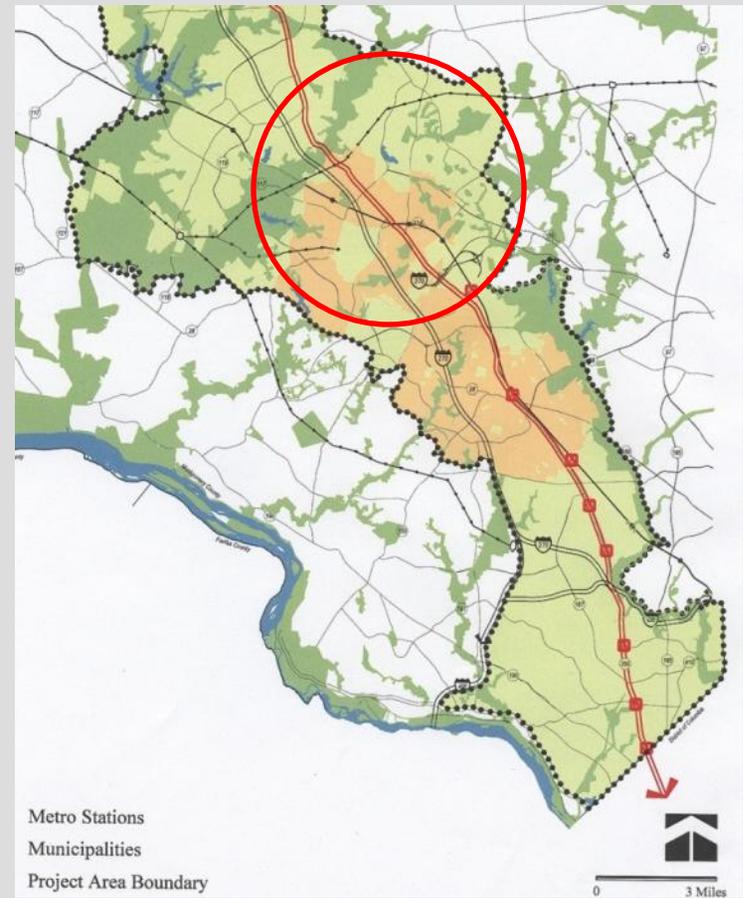


MD 355/I-270 Corridor

Germantown



Germantown

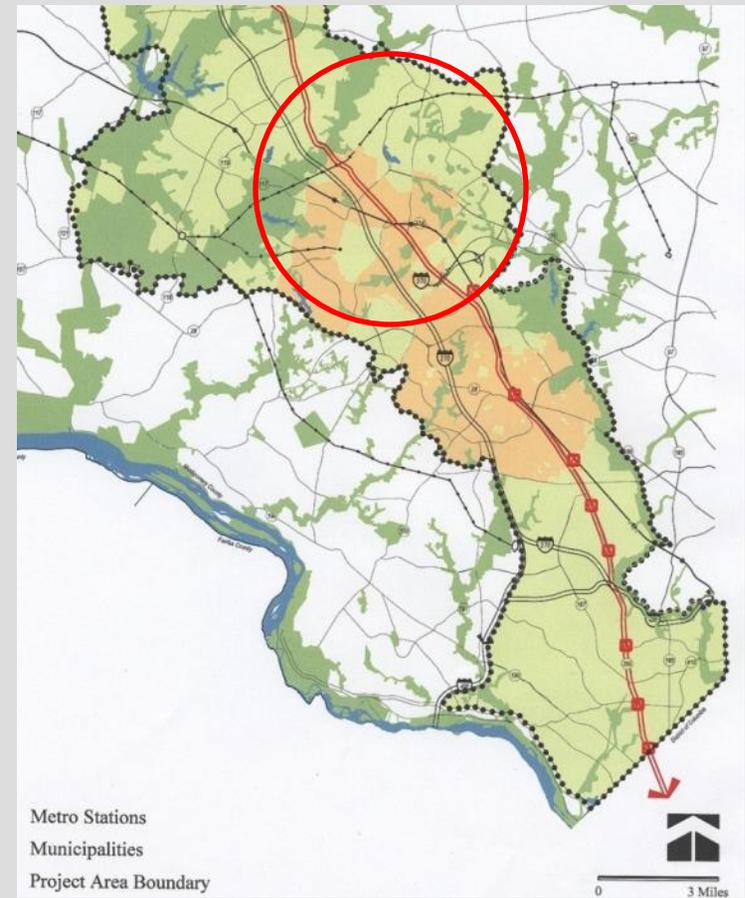


MD 355/I-270 Corridor

Germantown



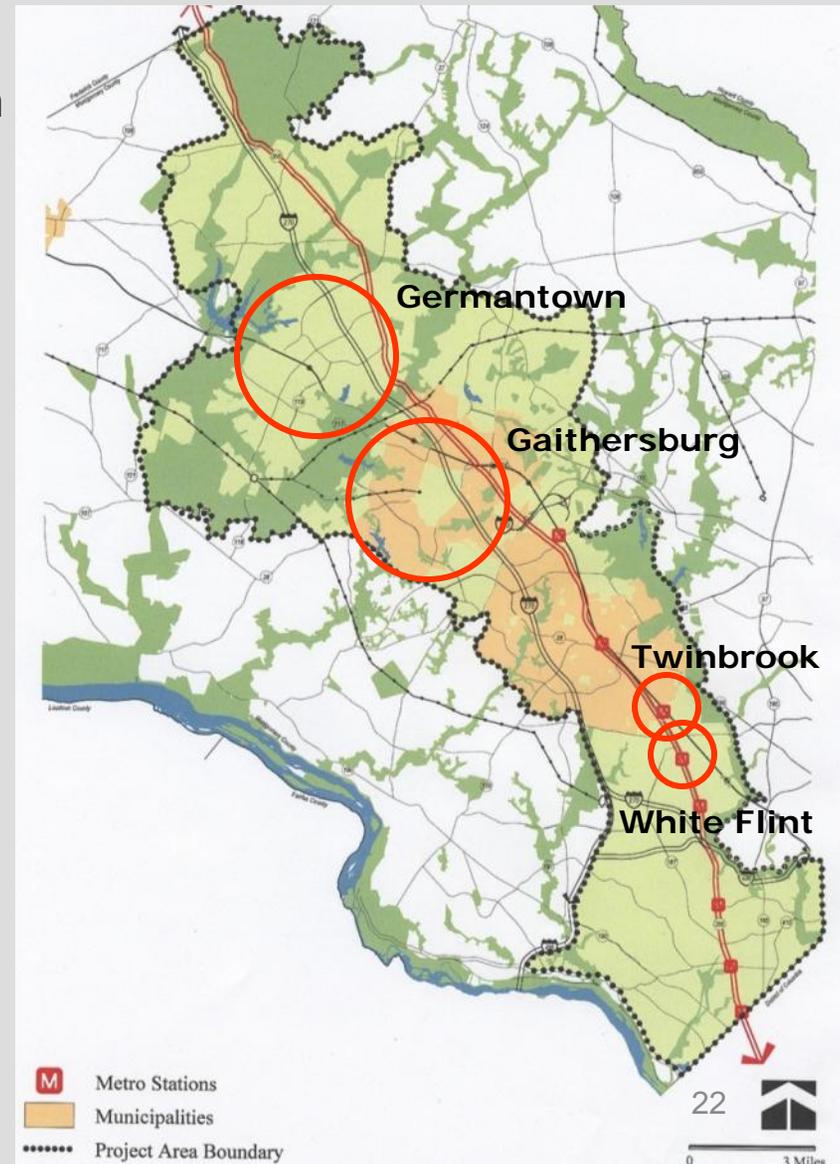
Germantown



Implementation

Master Plans and Sector Plans: Planning for a Variety of Centers with Identifiable Functions and Roles:

- **Twinbrook:**
 - Mixed-use neighborhood at Metro
 - Advanced technology center
 - Light industrial services
- **White Flint:**
 - North Bethesda downtown
 - Retail focus
 - Mixed-use including housing
- **Gaithersburg Vicinity West:**
 - Advanced technology center
 - Medical focus
 - Housing
- **Germantown Employment Corridor**
 - Signature employment sites
 - Mixed-use, including housing

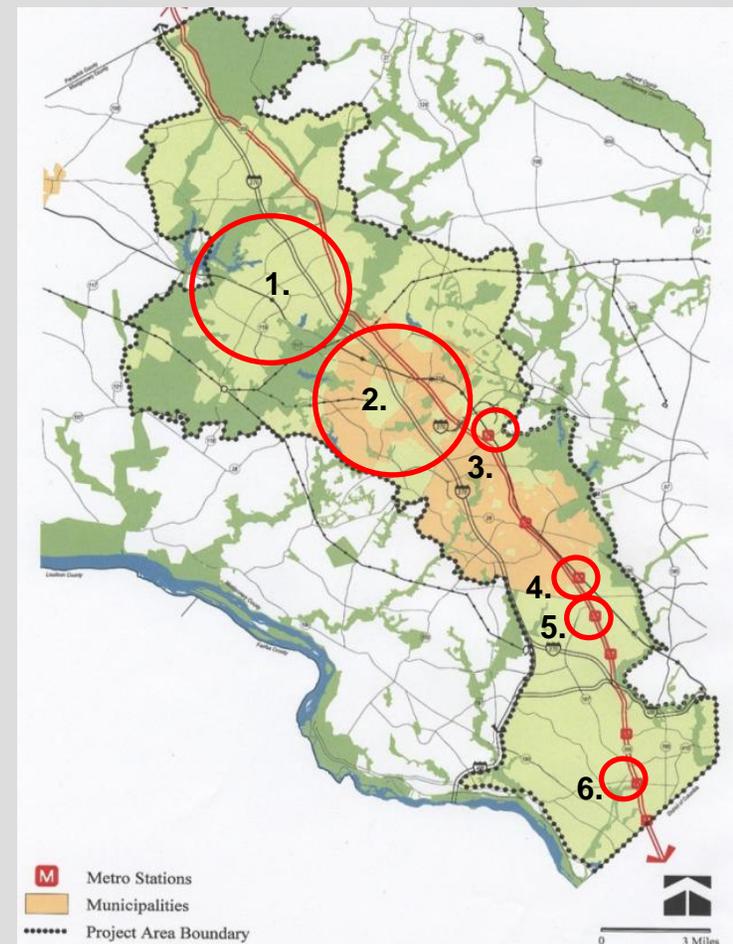


Implementation

Implement a better balance of jobs and housing through Master Plans and Sector Plans.

Table of Job to Housing Ratios:

Name of Center	Existing	Existing Master Plans	Pending or Approved Master Plans
1. Germantown	3.19	10.24	4.66
2. Gaithersburg West	6.42	10.01	8.51
3. Shady Grove	32.55	10.62	1.44
4. Twinbrook	9.45	9.19	5.69
5. White Flint	8.43	4.81	2.87
6. Woodmont	2.50	2.10	1.33
I-270 Totals	2.48	2.18	2.05



Twinbrook Sector Plan



Outline

Introduction:

- Twinbrook's Role in the I-270 Technology Corridor
- Concepts

Districts:

- Metro Core
- Technology Employment Area
- Light Industrial Area

Analysis:

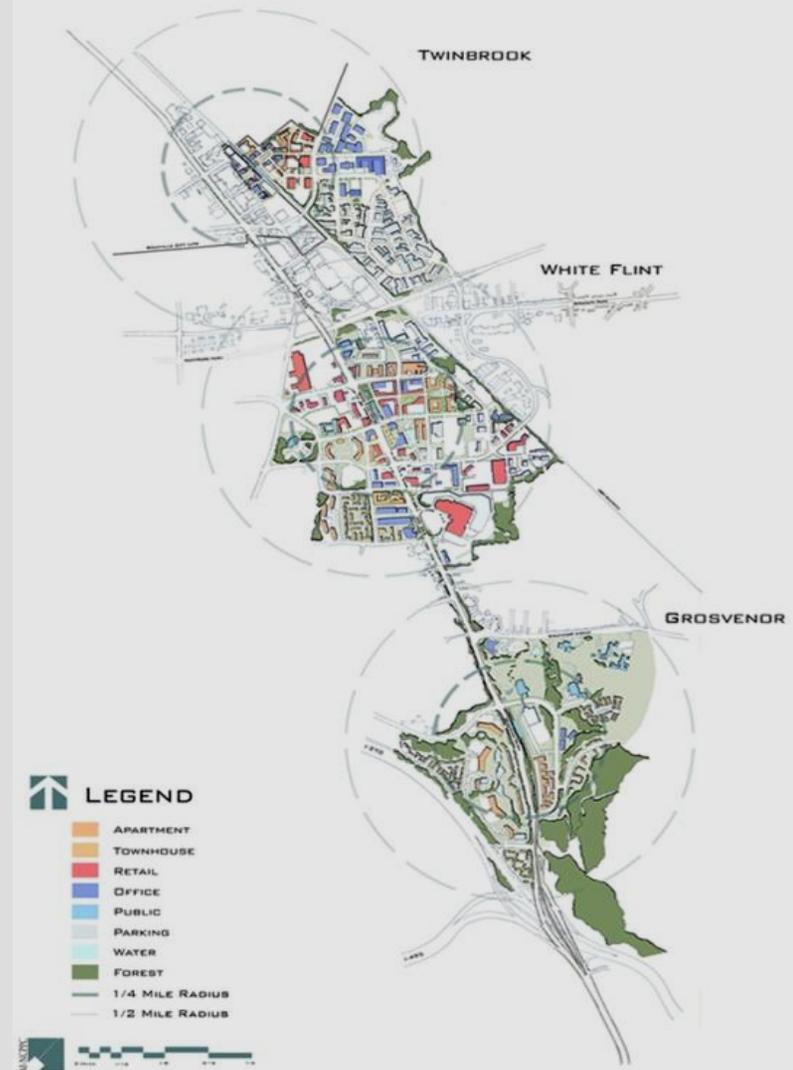
- Relationship to the City of Rockville
- Housing
- Parklawn Building
- Industrial Area
- Connections
- Open Space

Introduction

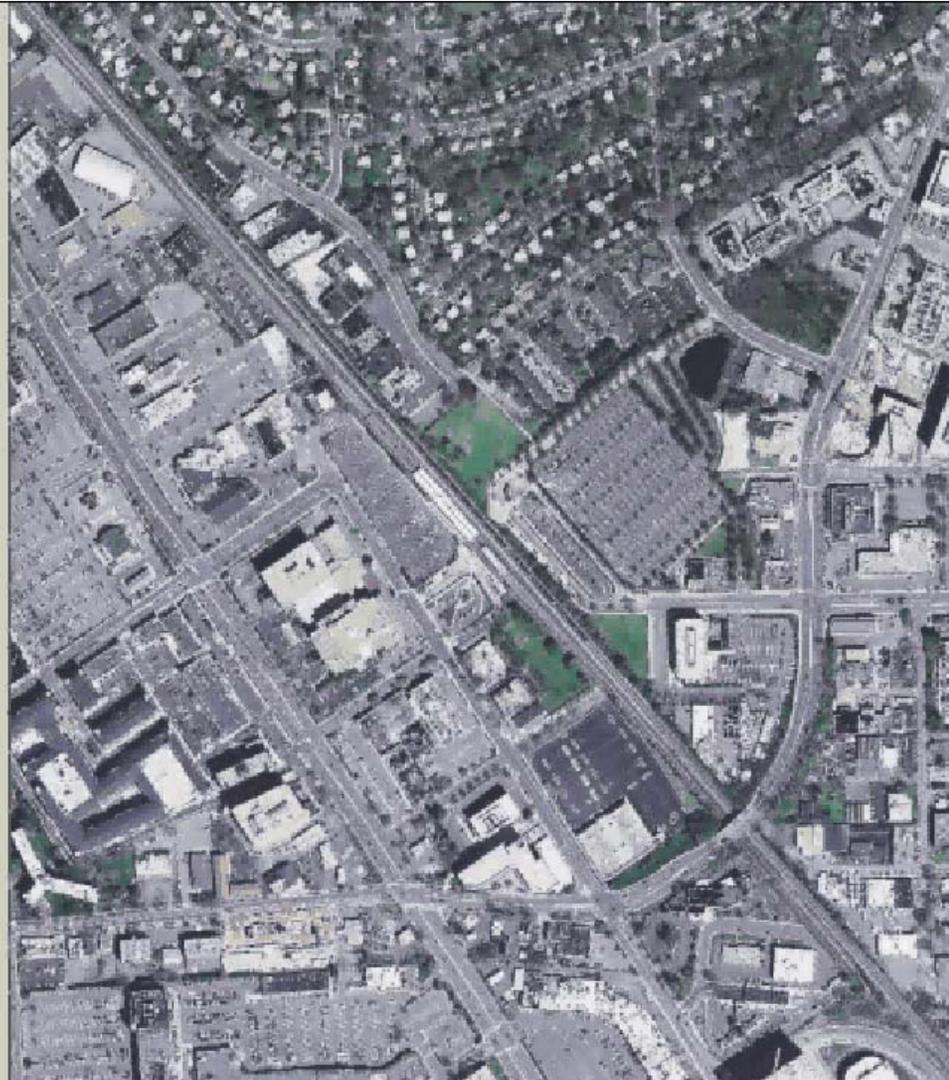
Role in the MD 355/I-270 Corridor Along the Metro Red Line:

- Metro oriented mixed-use neighborhood
- Housing resource
- Convenient, additional space for NIH, other federal agencies, and national organizations
- Center for the advanced technology and biotechnology industries
- Place for small business and industrial uses
- Spin-offs in light industrial area

MD 355: NORTH BETHESDA



Existing Conditions



Twinbrook Animation

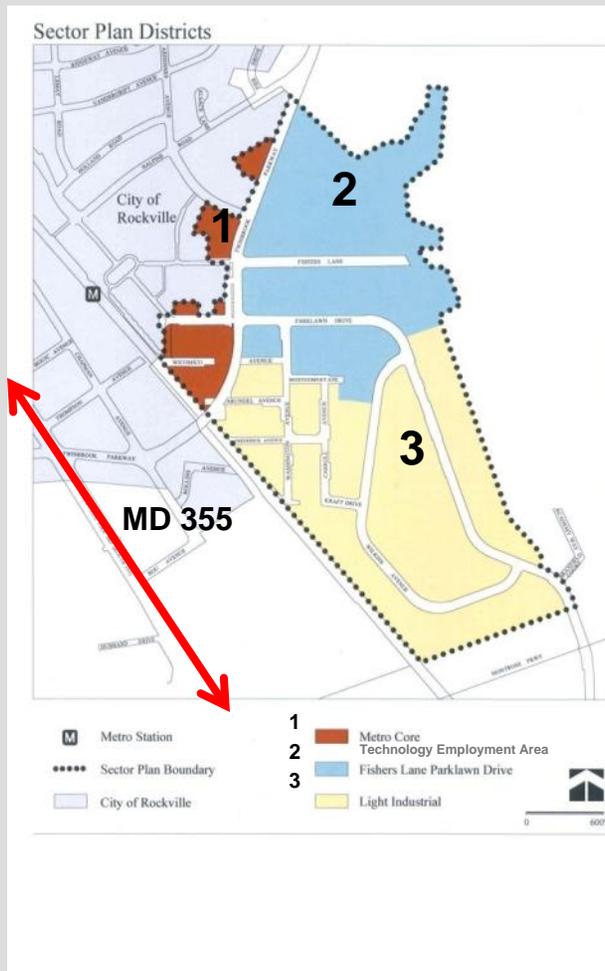
Twinbrook Sector Plan

Concept



Districts

Twinbrook Sector Plan Districts



- 1. Metro Core Area:**
Provides a mixed-use neighborhood including housing, office and retail



- 2. Technology Employment Area:**
Builds on existing advanced technology and biotechnology uses, and creates high quality public spaces



- 3. Light Industrial Area:**
Provides services for the Twinbrook area and for Montgomery County

Metro Core Area

Mixed-Use:

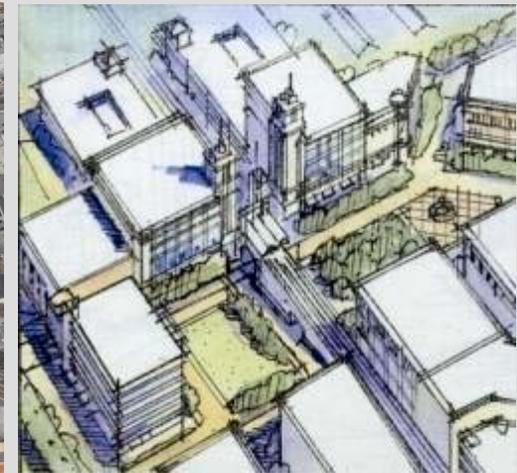
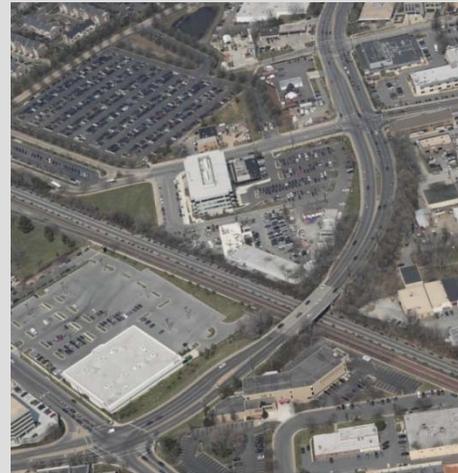
- Housing
- Office
- Retail

Compatible:

Twinbrook Station (under construction)

Development Standards:

- TMX Zone
- Varied building heights
- 2.0 - 2.6 FAR maximum
- Emphasis on pedestrian connections to Metro
- Optional Method with attention to design quality





Twinbrook Sector Plan
Housing

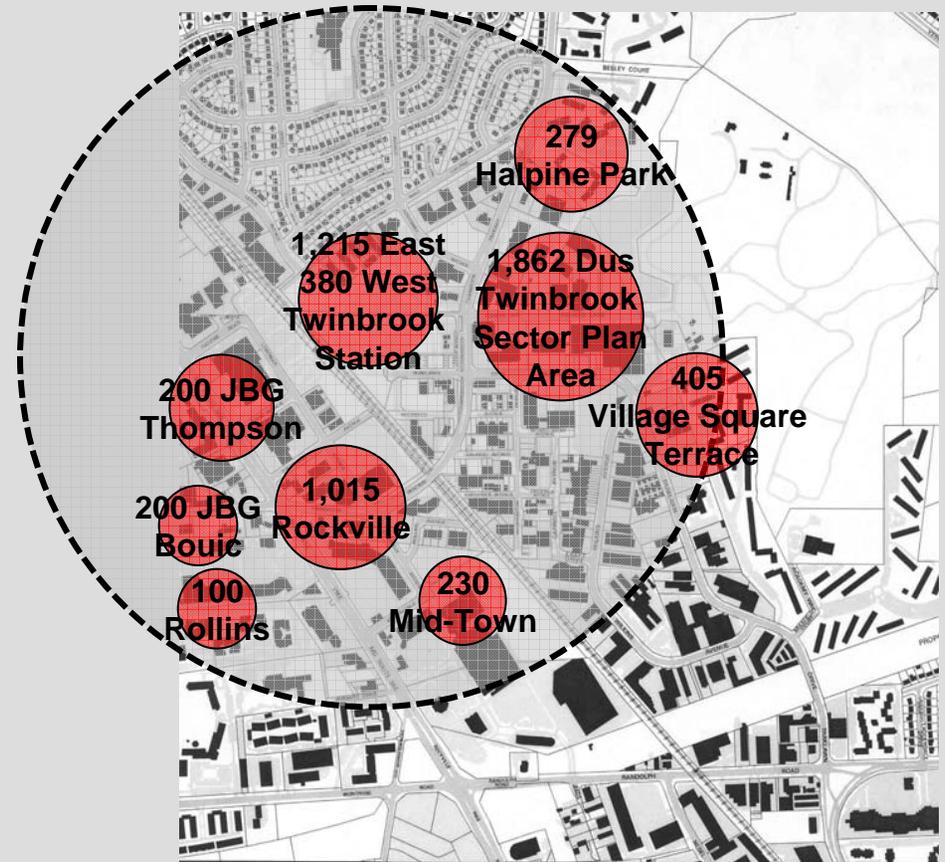
• **East of Metro/CSX Tracks:**

- Twinbrook Sector Plan Area	1,862
- Twinbrook Station	1,215
- Halpine Park	279*
- Village Square	<u>405*</u>
Total	3,761

• **West of Metro/CSX Tracks:**

- Twinbrook Station	380
- Rockville Pike	1,015
- Mid-Town	230*
- Rollins	100*
- Bouic Avenue	200*
- Thompson	<u>200*</u>
Total	2,125

Note: *Existing Housing



○ Approx 1/2 mile radius from Twinbrook Metro Station

Totals: 5,886 multi-family housing units, and 200+ single family detached units and townhouses within 1/2 mile of Metro

Technology Employment Area

Mixed-Use:

- Emphasis on advanced technology and biotechnology employment
- Housing
- Retail

Step Down in Density:

From the Metro Core Area and the City of Rockville

Development Standards:

- TMX Zone
- 1.5 - 2.6 FAR maximum
- Varied building heights
- Emphasis on pedestrian connection to Metro
- Optional Method with attention to design quality





Light Industrial Area

Mixed-Use:

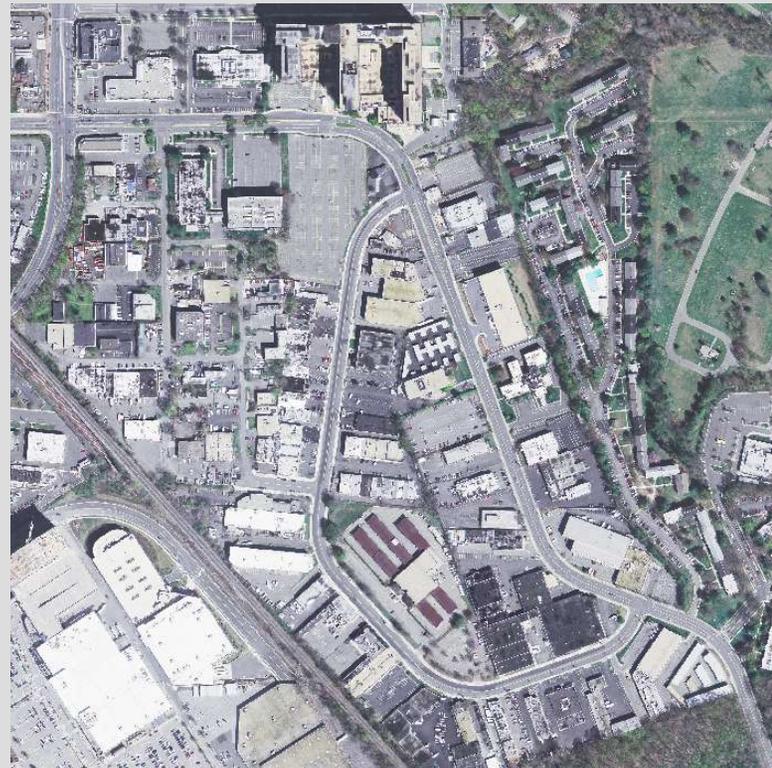
- Light industrial uses
- Limited housing
- Retail and office

Step Down in Density:

From the Metro Core Area and the Technology Employment area

Development Standards:

- I-4 Zone
- Varied building heights
- 1.0 FAR maximum
- Emphasis on pedestrian connections to Metro



Twinbrook Sector Plan Industrial Area

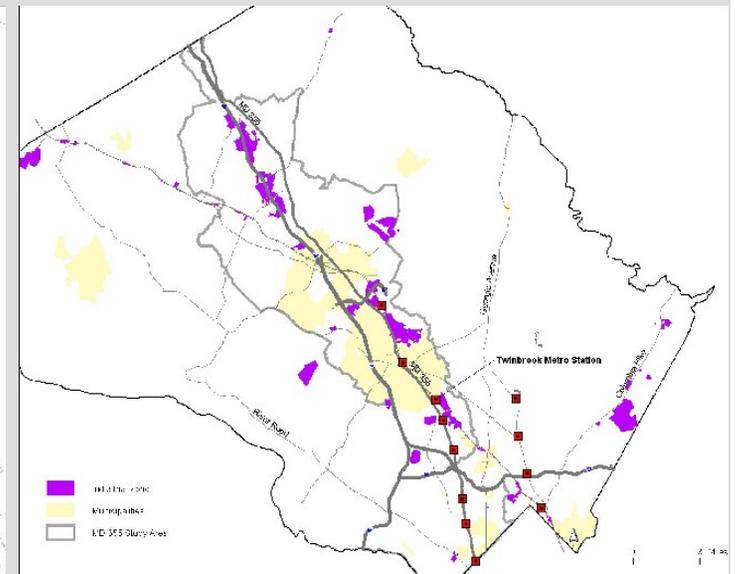
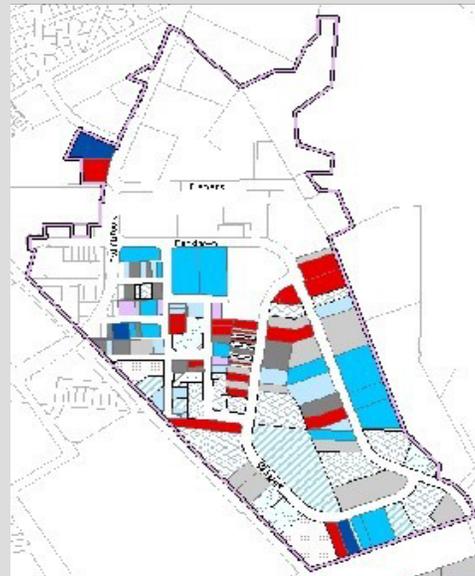
National Trends:

- Industrial uses are changing
- Industrial land no longer competes with housing and institutional uses
- Provides “good” skilled jobs
- Communities are developing strategies to retain and enhance industrial land



Twinbrook Opportunities:

- Flexible and varied uses
- Ownership and rental opportunities
- Varied jobs accessible to Metro
- Convenient to residential and business customers
- Need to amend the I-4 Zone



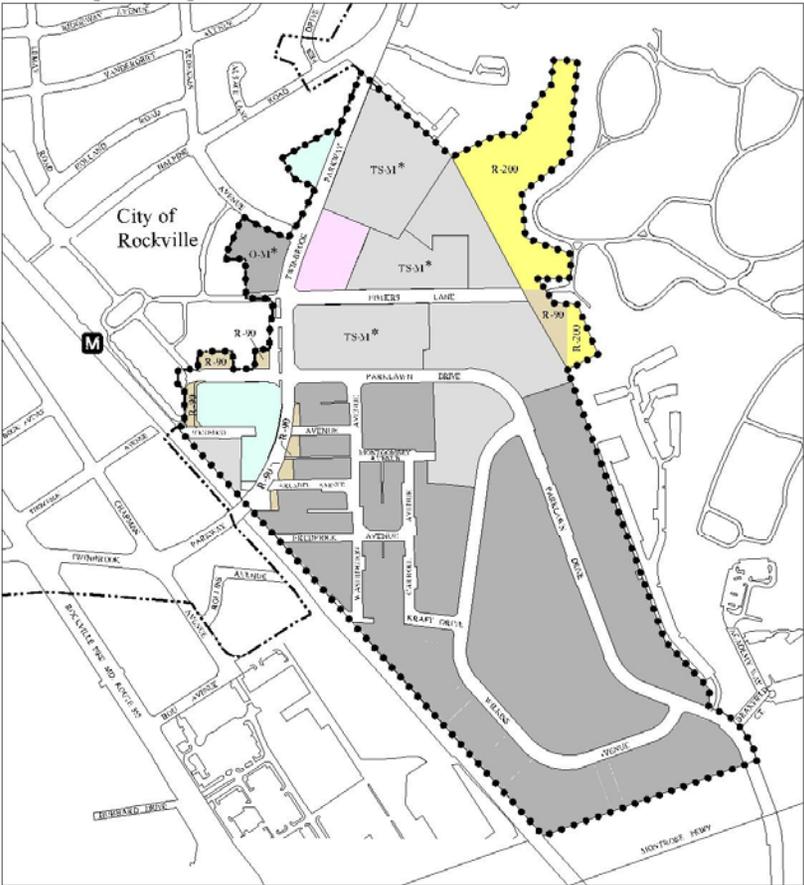


Zones: TMX and I-4 Twinbrook Sector Plan



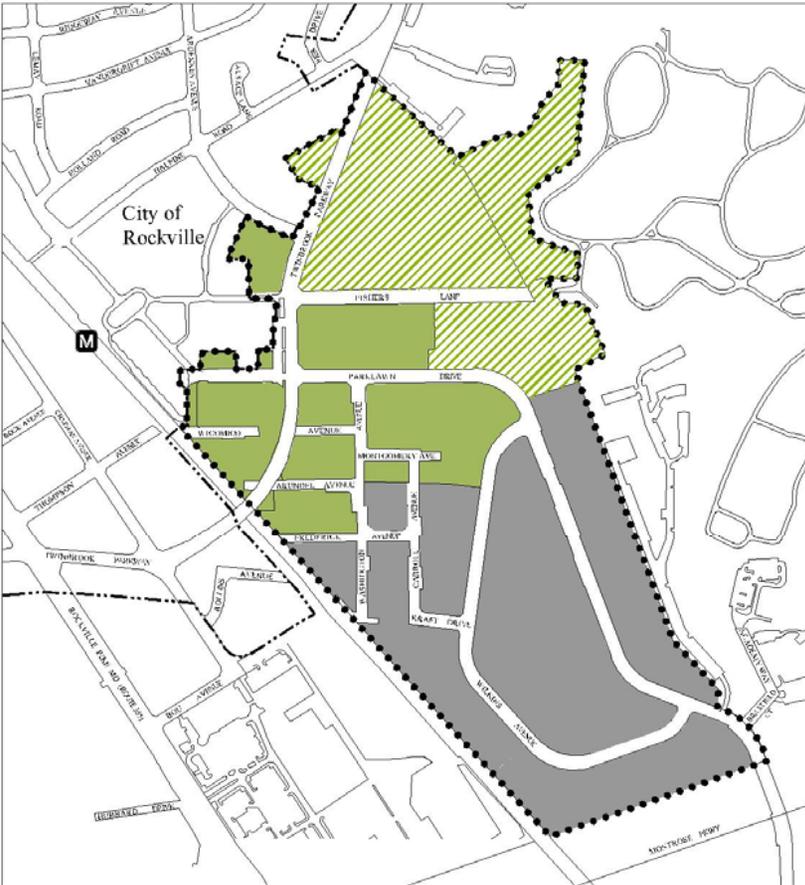
Zoning Comparison

Existing Zoning



R-200 Residential, One-Family	I-4 Light Industrial, Low Intensity
R-90 Residential, One-Family	O-M* I-4 Light Industrial, Low Intensity/Recommended for O-M
M Metro Station	I-1 Industrial
--- City of Rockville	TS-M* I-1 Industrial/Recommended for TSM
..... Sector Plan Boundary	O-M Office Building, Moderate Intensity
	C-O Commercial Office Building

Proposed Zoning



M Metro Station	TMX (2.0 FAR) Transit-Oriented Mixed Use
--- City of Rockville	TMX (1.5 FAR) Transit-Oriented Mixed Use
..... Sector Plan Boundary	I-4 Light Industrial, Low Intensity

Proposed Zoning

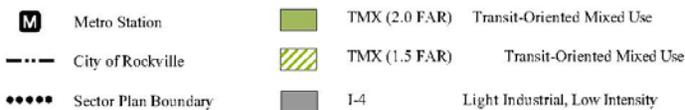
TMX Zone:

- Mix of uses including affordable housing
- Provides a step down from the Twinbrook Metro Station area
- Revised review process
- Requires the use of the BLT program
- Requires master plan conformance
- Emphasizes high quality design and amenities

I-4 Zone (amendment):

- Small lot development
- Accessory housing

Proposed Zoning



Twinbrook Sector Plan

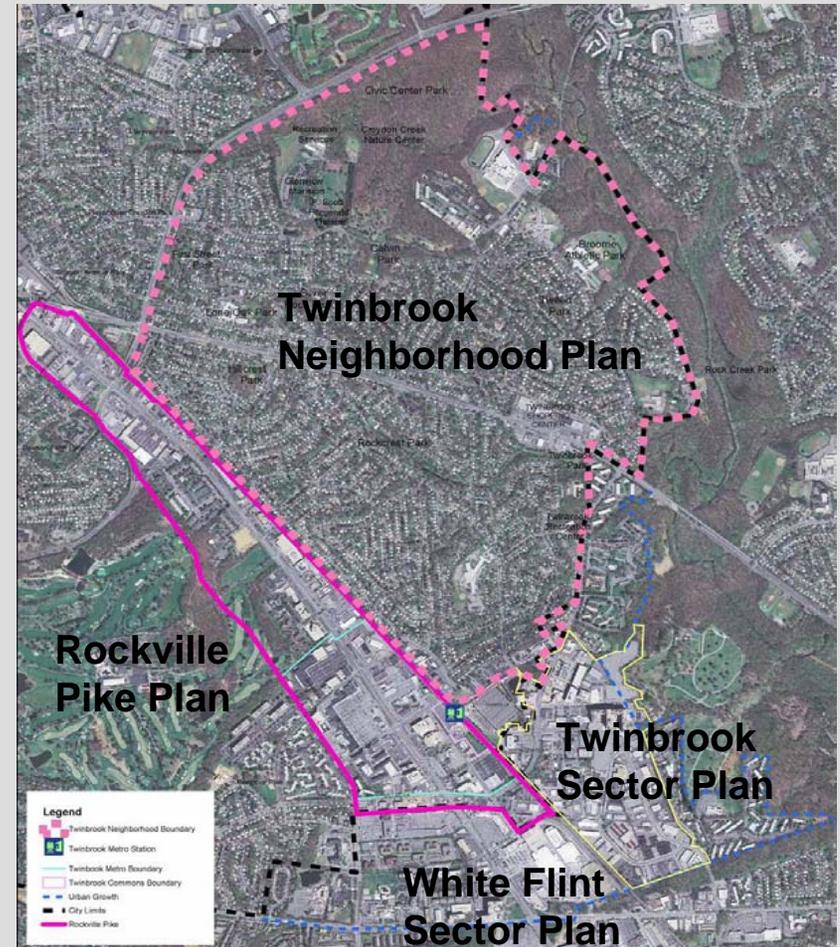
Concept





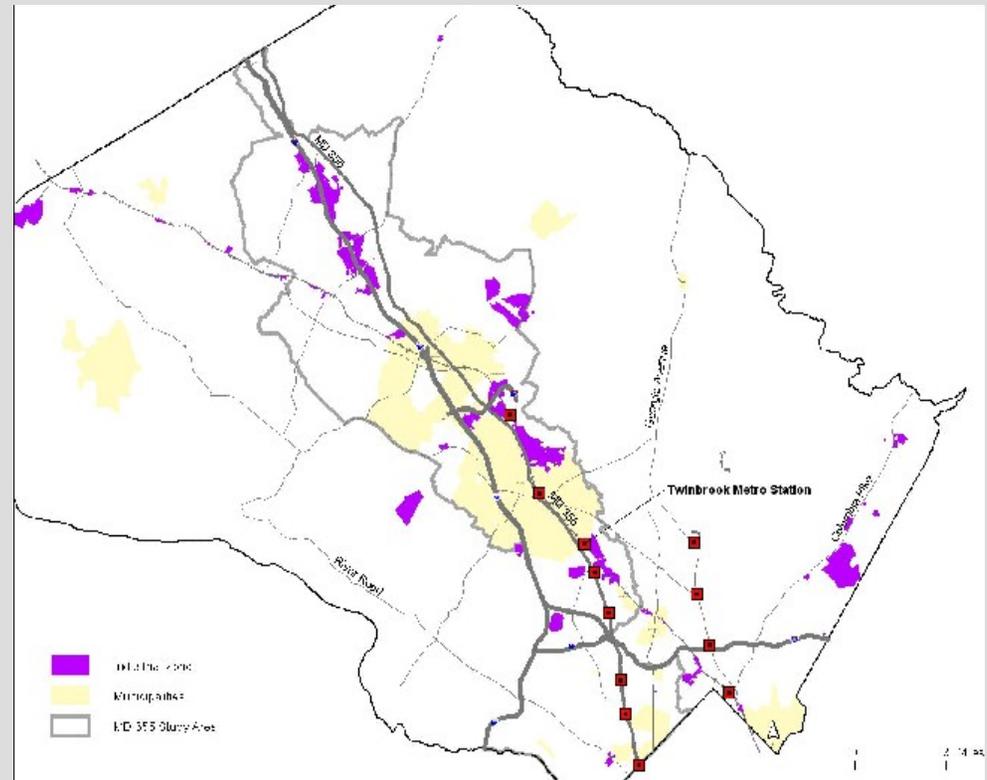
Relationship to Rockville

- On-going Area Plans:
 - Twinbrook Neighborhood Plan
 - Rockville Pike Plan
 - Twinbrook Sector Plan
 - White Flint Sector Plan
- Patterns of density and variety of proposed uses
- Densities that step down from the Metro Station and the adjacent neighborhoods in the City of Rockville
- Connections to transit and the park system
- Compatible uses



Industrial Area

- **I-1 Light Industrial:**
Area of offices and laboratories
- **I-2 Heavy Industrial:**
More than half devoted to
Dickerson
- **I-3 Office Park:**
Medium-density corporate offices
park-like
- **I-4 Low-Intensity, Light
Industrial Areas:**
Traditional industrial goods and
services



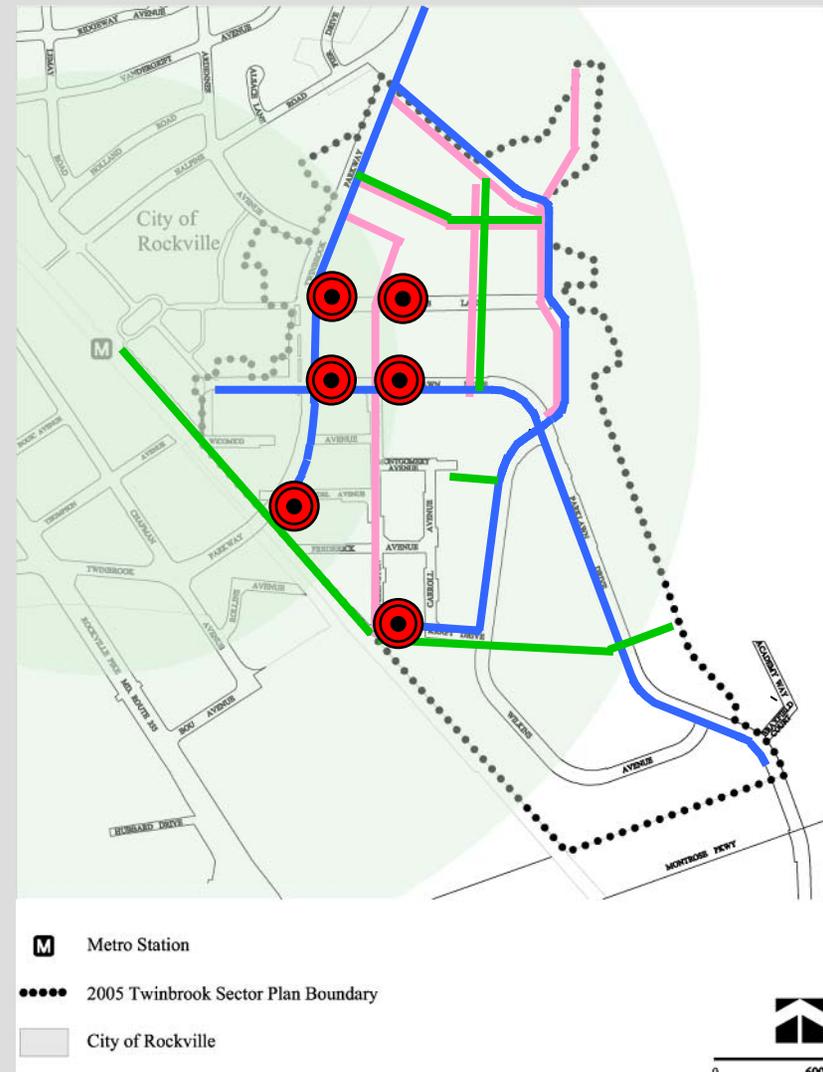
Connections

Improving Access:

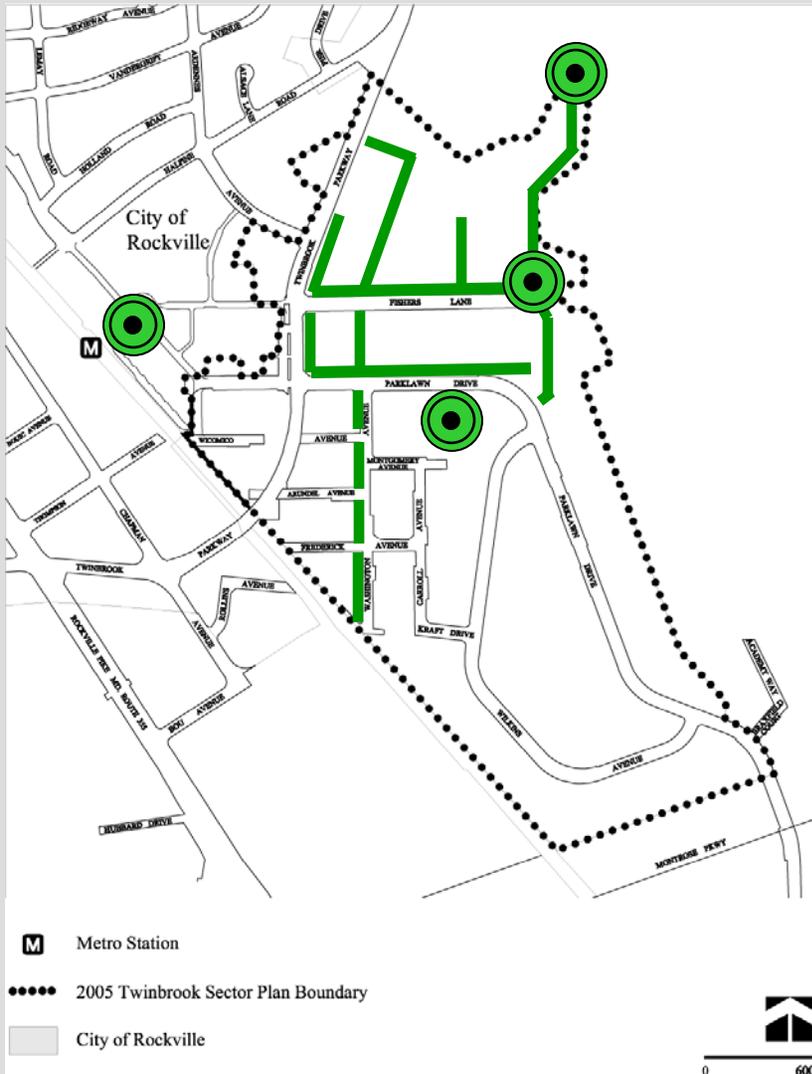
- Streetscape
- Connections:
 - New streets and sidewalks
 - Major streets
 - Bike routes and pathways
 - Intersections



Intersection of Fishers Place and Washington street



Open Space



Open Space System:

- A linked system of green spaces
- Pedestrian routes

Open Space Development Opportunities:

- Fishers Lane
- Parklawn Drive
- Trail connection to Rock Creek Park
- Streetscape
- Other open space

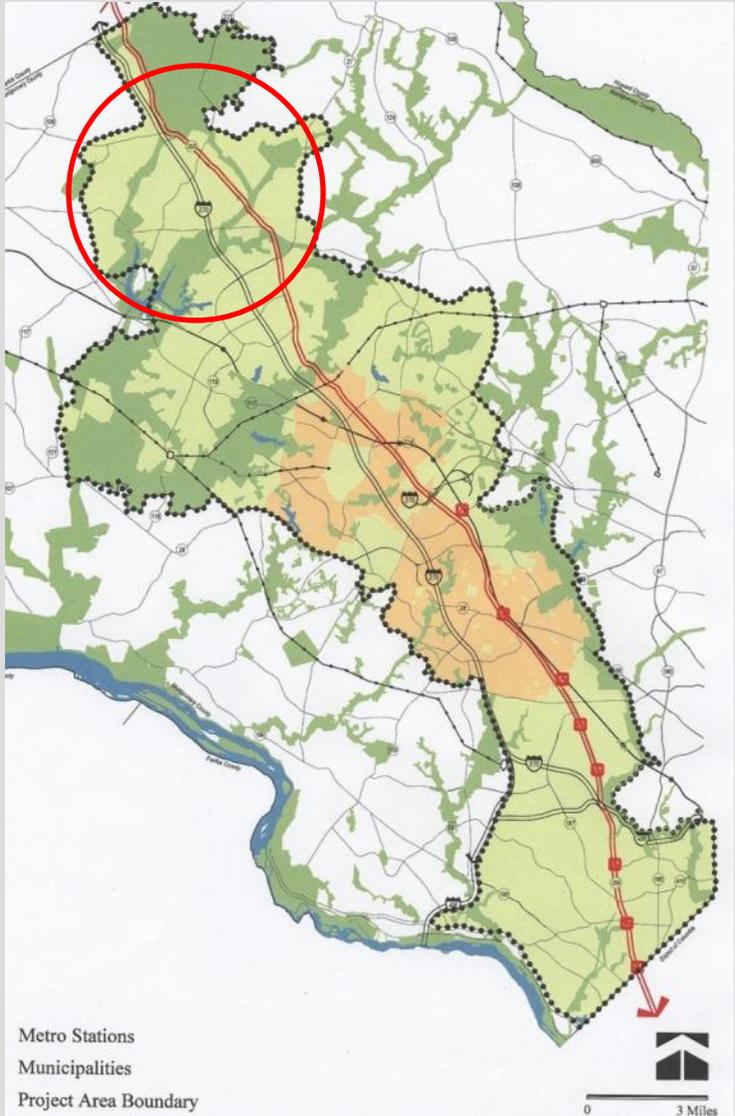
Parklawn Building



- Fully tenanted building retains an active population near the Metro station
- Renovated building adds potential for mixed use, including housing
- Renovated building under TMX generates:
 - Pedestrian/bike/trail connections
 - Park space
 - Streetscape
 - Retail frontage
 - Road connections
- Density and height are grandfathered

MD 355/I-270 Corridor
Clarksburg

Clarksburg



Metro Stations
Municipalities
Project Area Boundary

