

12500 Ardennes Avenue, Sketch Plan No. 320180200



Amy Lindsey, Planner Coordinator, Area 2 Division, amy.lindsey@montgomeryplanning.org, 301.495.2189



Patrick Butler, Supervisor, Area 2 Division, Patrick.Butler@montgomeryplanning.org, 301.495.4561

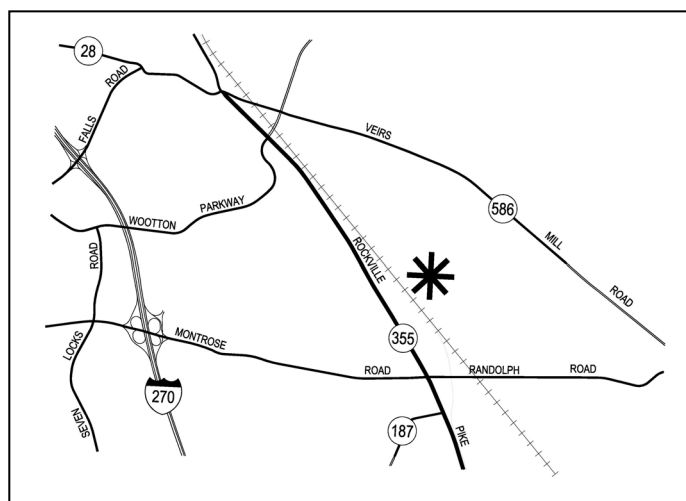


Carrie Sanders, Chief, Area 2 Division, Carrie.Sanders@montgomeryplanning.org, 301.495.4653

Completed: 7/08/2019

Proposed residential project with up to 198,718 square feet of residential uses, with associated public benefits to support incentive density.

Location: 12500 Ardennes Avenue.
Master Plan: 2009 *Twinbrook Sector Plan*.
Zones: CR-2.0, C-1.5, R-2.0, H-145T.
Size: 1.32-acre tract.
Applicant: Ardennes Partners, LLC.
Acceptance Date: June 8, 2018.
Review Basis: Chapter 59, Sketch Plan.



Summary

- Staff recommends approval with conditions.
- The proposed public benefits are in the following categories:
 - Transit Proximity
 - Connectivity and Mobility
 - Diversity of Uses and Activities
 - Quality Building and Site Design
 - Natural Environment Protection and Enhancement
- Project proposes to provide 15% Moderately Priced Dwelling Units (MPDUs) and 10% Work Force Housing Units (WFHUs).
- A National Champion Crabapple tree is located on-site and will be relocated to a nearby property.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATION AND CONDITIONS 3

SECTION 2: SITE DESCRIPTION 5

SECTION 3: PROJECT DESCRIPTION 6

SECTION 4: PROJECT ANALYSIS AND FINDINGS 16

SECTION 5: CONCLUSION 21

SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of 12500 Ardennes Avenue, Sketch Plan No. 320180200, a residential development on approximately 1.32 tract acres, zoned CR-2.0, C-1.5, R 2.0, H-145T. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

1. Maximum density and height;
2. Approximate locations of lots and public dedications;
3. General type, location, and extent of open spaces;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Preliminary and Site Plan.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 198,718 square feet of residential development, including 15% Moderately Priced Dwelling Units (MPDUs) and 10% Work Force Housing Units (WFHUs), on the Subject Property. The maximum number and distribution of residential dwelling units will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 100 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Transit Proximity, achieved through Property's location within ¼ mile of the Twinbrook Metro Station (level 1).
- b. Connectivity and Mobility, achieved through providing a minimum amount of parking.
- c. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs.
- d. Quality of Building and Site Design, achieved through exceptional design, public art, structured parking.
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations and a cool roof.

4. Public Spaces

The Applicant must provide the open space as conceptually shown on the Sketch Plan that will be privately owned and maintained. While this space must be in the approximate location and size, as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

5. Future Coordination for Site Plan(s)

In addition to any other requirements for Site Plans under Chapter 59, the following must be addressed when filing a Site Plan:

- a. Exact location and details of the relocation of the National Champion Crabapple tree.
- b. Dedication of five (5) feet on Twinbrook Parkway.
- c. Design of proposed public art.
- d. Design of the Public Open Space that should be accessible and inviting to the public.
- e. Building amenities to help activate the public open space.
- f. Appropriate architectural treatments to the southern façade.
- g. Prominent architectural treatment of the northeastern corner.
- h. Safe and efficient vehicular entry to the parking garage.
- i. Motor Vehicle System Adequacy Test with Traffic Impact Study.
- j. Traffic Mitigation Agreement (TMAg) with the Planning Board and MCDOT.
- k. ADA compliance.
- l. Protected intersection at Ardennes Avenue and Twinbrook Parkway.
- m. Bike lanes on Twinbrook Parkway.
- n. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15).
- o. Bike sharing station(s).

SECTION 2: SITE DESCRIPTION

Vicinity

The Subject Property ("Subject Property" or "Property"- outlined in red in Figure 1 below) is described as Lot 3, Block A, Spring Lake Park Halpine and located at 12500 Ardennes Avenue in Rockville, at the southwest corner of the intersection of Ardennes Avenue and Twinbrook Parkway. The Subject Property is within a quarter of a mile of the Twinbrook Metro Station and is located within the Metro Core Area 2 of the Sector Plan. The Property is surrounded by the City of Rockville on the north, west, and part of the southern property line.

To the north, across Ardennes Avenue, the Subject Property confronts Twinbrook Place, an office building in the City of Rockville. To the east, across Twinbrook Parkway, is United States Pharmacopeia, an office development. The Subject Property is adjacent to an Exxon gas station to the south. To the west and southwest is The Alaire, a mixed-use development which is part of the Twinbrook Station project, in the City of Rockville.

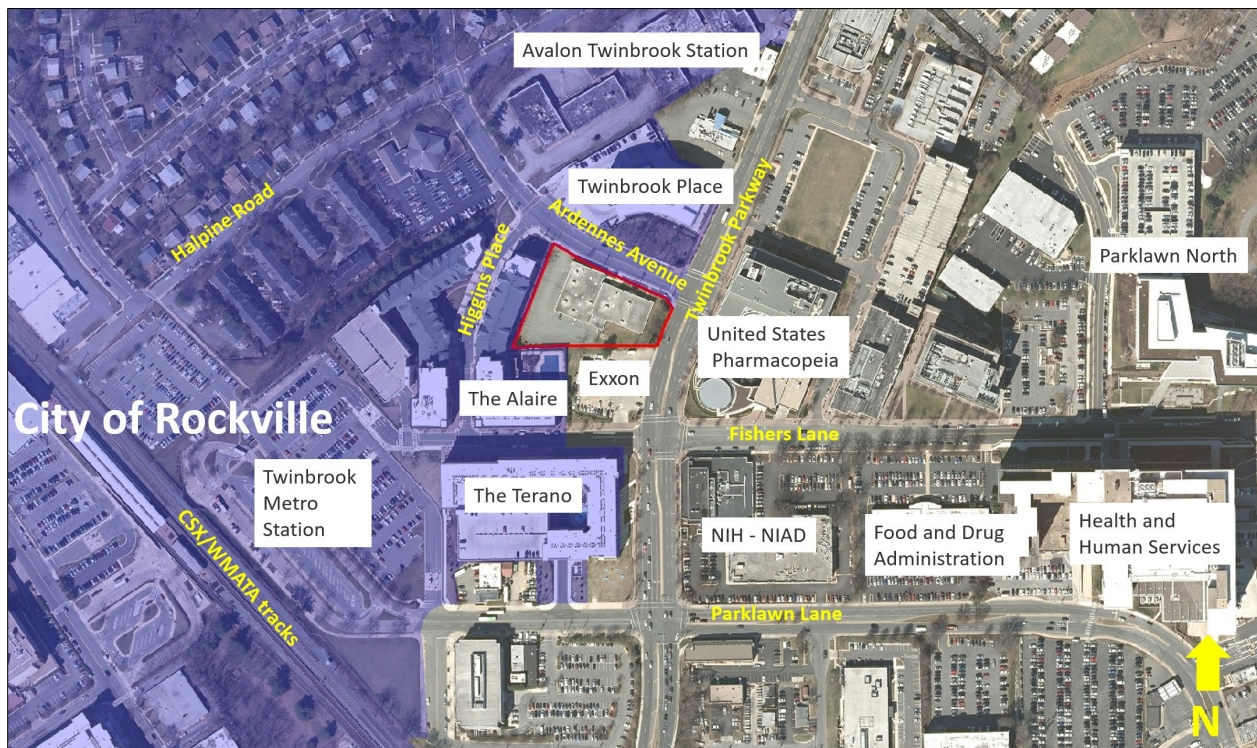


Figure 1 Vicinity Map (Property outlined in red)

Site Analysis

The Property is comprised of approximately 75,272 square feet (1.73 acres) of gross tract area, which is the basis for density calculation, and approximately 57,240 square feet (1.32 acres) of net lot area and is zoned CR-2.0, C-1.5, R-2.0, H-145T. The Property currently has a one-story office building with approximately 21,700 square feet of above-grade area and surface parking.

There is a twelve (12) foot grade change from the southeast corner to the northeast corner of the Property. While there is no forest or other environmental features on the Property, the National Champion Southern Crabapple (*Malus angustifolia*) is located in the greenspace adjacent to the Twinbrook Property.



Figure 2 Subject Property (outlined in red)

SECTION 3: PROJECT DESCRIPTION

Prior Approvals

The Property is an existing subdivision lot of record, which is identified on a plat entitled "Spring Lake Park Halpine Subdivision" recorded in the Land Records of Montgomery County as Plat No. 10000 on August 23, 1971.

Proposal

The Applicant proposes to redevelop the Subject Property into a multi-family building of 198,718 square feet of residential development with up to 225 residential units and internal structured parking. Fifteen percent (15%) of the residential density will be Moderately Priced Dwelling Units (MPDUs) and ten percent (10%) of the residential density will be Work Force Housing Units (WFHUs). A street-activating public open space will be located at the corner of Twinbrook Parkway and Ardennes Avenue, with a complementary private amenity use opening into it. Pedestrian and vehicular entrances are located on Ardennes Avenue. The proposed development takes advantage of the elevation change on the Subject Property by burying a floor of parking into the slope. An outdoor amenity space is located on top of the parking garage, level with the third floor and oriented to the south to maximize sun exposure. The proposed FAR is at the maximum residential density of 2.64 FAR, which includes the bonus density allowed for the provision of MPDUs and WFHUs pursuant to Section 59.4.5.2.C of the Zoning Ordinance. The proposed maximum height is 100 feet.

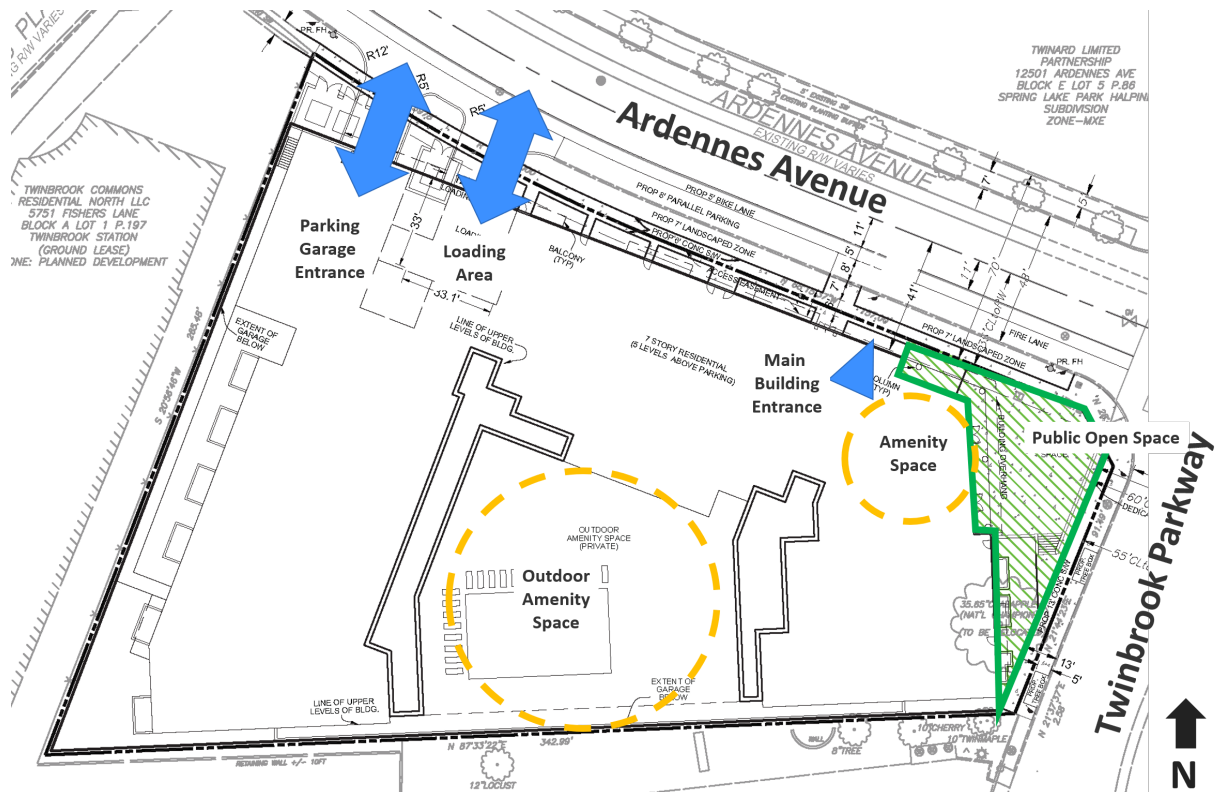


Figure 3 Sketch Plan



Figure 4 Illustrative Massing

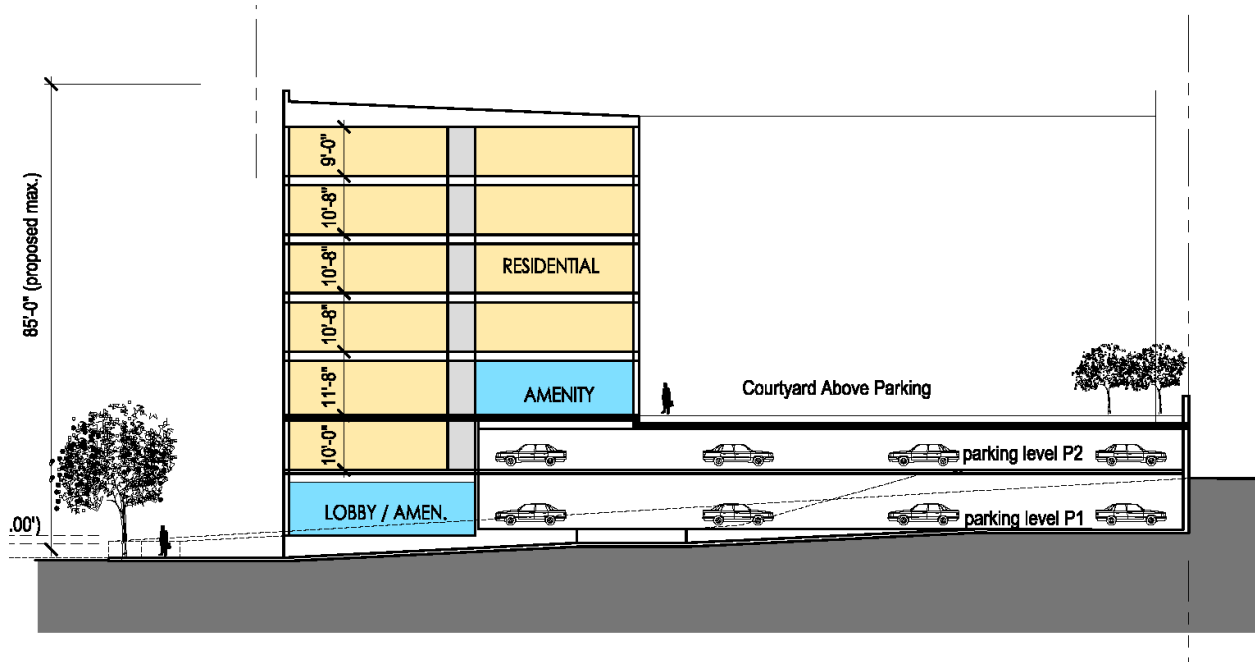


Figure 5 Cross-section

Per Section 59.4.5.4.B.3 of the Zoning Ordinance, setbacks for principal buildings, accessory structures, and parking are established by the Site Plan approval process. Per Section 59.4.5.4.B.4 of the Zoning Ordinance, form standards are established by the Site Plan approval process and must address, at a minimum, transparency, blank walls, and active entrances. Therefore, building placement and form, including parking placement, as shown on the Sketch Plan drawings, are conceptual, and must demonstrate compliance with the Zoning Ordinance and the *Twinbrook Sector Plan*. The following precedent images demonstrate expectations for architectural details in subsequent Site Plan applications.

As shown in Figure 6 below, subsequent Site Plan applications should use a corner expression to add interest and emphasis and articulation of the building façade to break up the massing.



C: The Parker, Huntington VA



B: The Parker, Huntington VA



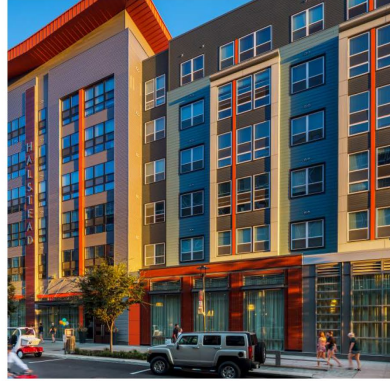
A: Modera Mosaic, Merrifield VA

Figure 6 Corner Expression Precedents

In addition, future building designs should create a cohesive hierarchy of elements that create depth and interest, as shown in Figure 7.



C: The Escher, Rockville MD



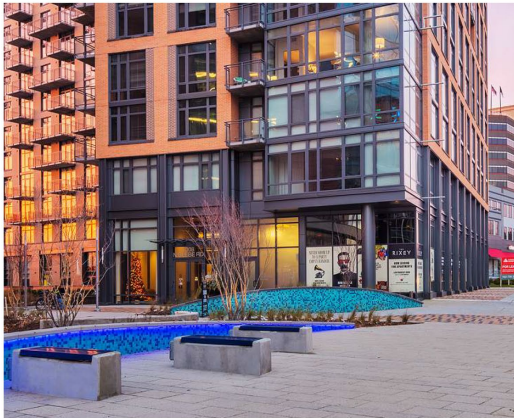
B: Halstead, Merrifield VA



A: Fenwick Station, Silver Spring MD

Figure 7 Facade Hierarchy Precedents

Future Site Plan applications should connect building lobby and amenity spaces to public open space to activate the space as shown in Figure 8.



C: The Rixey, Ballston VA



B: Bainbridge, Bethesda MD



A: The Belle Pre, Alexandria VA

Figure 8 Open Space Activation Precedents

And finally, future Site Plan applications should animate wall facades and courtyard spaces to provide interest as shown in Figure 9, and treat blank walls, as shown in Figure 10.



E: Halstead, Merrifield VA
(Open Courtyard above Elevated Deck)

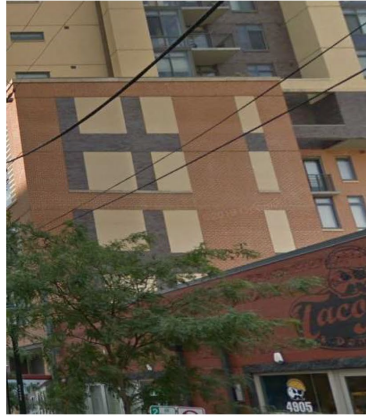


F: Halstead, Merrifield VA
(Open Courtyard above Elevated Deck)

Figure 9 Wall Facade Precedents



C: Modera Midtown, Atlanta GA
(Artistic Opportunities)



B: Bainbridge, Bethesda MD
(masonry patterns)



A: The Maxwell, Arlington VA
(masonry patterns)

Figure 10 Blank Wall Precedents

Open Space and Recreation

The Applicant is required to provide 5% of the Site, or 2,862 square feet, as Public Open Space. The Applicant is proposing up to 3,207 square feet of open space at this time. The public open space is located at the northeast corner of the site, at the intersection of Ardennes Avenue and Twinbrook Parkway. The public open space will be designed using a mixture of hardspace and greenspace and will provide a welcoming transition from the busy intersection. While access from adjacent sidewalks is facilitated and encouraged, the site elements provide buffering from passing traffic while negotiating the necessary change in grade.

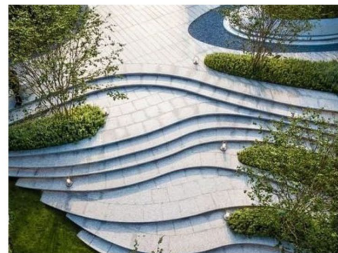
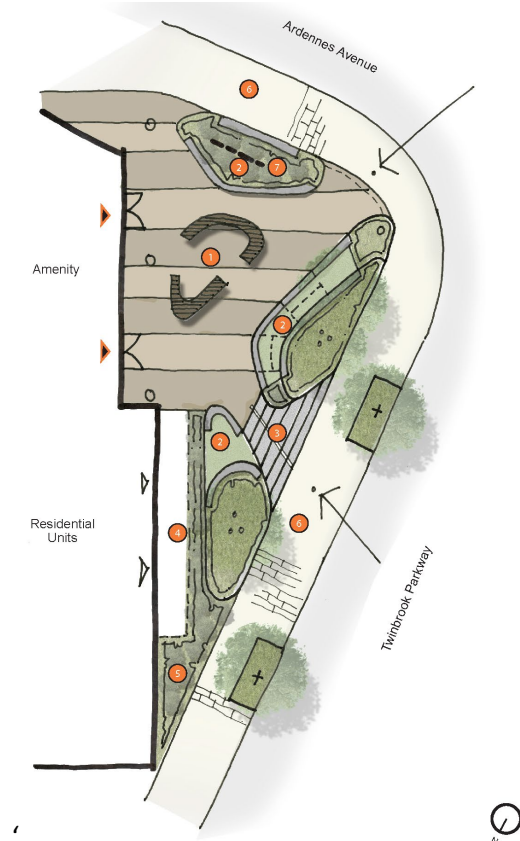


Figure 11 Precedent Open Space Concepts and Images

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan.

Transportation

Vehicular Circulation and Access Points

Vehicular access to the site is proposed from Ardennes Avenue, with separate garage entrances for private vehicles and loading and service access; no vehicular access is proposed from Twinbrook Parkway.

Master-Planned Roadways, Bikeways, and Transitways

Per the 2009 *Twinbrook Sector Plan* the right-of-way on Twinbrook Parkway is 120-feet. Thus, the Applicant must dedicate up to 60-feet from the centerline of Twinbrook Parkway.

The 2018 *Bicycle Master Plan* recommends two-way separated bike lanes on the west side of Twinbrook Parkway, fronting the Subject Property. Two-way separated bike lanes are 10-12 feet wide and are separated from travel lanes by raised buffers (3-6 feet wide).

Existing Transit Service

The Subject Property is located one-quarter mile from the Twinbrook Metro Station, which is served by Metrorail's Red Line. The Red Line provides inbound service to NIH, Bethesda, downtown Washington, D.C., Union Station, and Silver Spring, and to Rockville and Shady Grove in the outbound direction. Metrorail service operates from 5 a.m. to 11:30 p.m. Monday-Thursday, from 5 a.m. to 1 a.m. on Friday, from 7 a.m. to 1 a.m. on Saturday, and from 8 a.m. to 11 p.m. on Sunday.

Two Ride On routes operate on Twinbrook Parkway with stops just north of the site:

- **Route 26:** Operates service from the Glenmont Metro Station to the Montgomery Mall Transit Center, with stops at the Twinbrook and White Flint Metro stations. Route 26 operates 30-minute frequencies on weekdays, Saturday, and Sunday.
- **Route 45:** Operates service from the Rockville Regional Transit Center to the Twinbrook Metro Station, with stops at the Rockville Metro Station and the Montgomery College Rockville Campus. Route 45 operates 30-minute frequencies on weekdays and Saturday; service does not operate on Sunday.

Additional bus service is available at the Twinbrook Metro Station, with connections to Metrobus C4 and Ride On 5, 10, 44, 46, and 93.

Pedestrian and Bicycle Facilities

The Applicant is proposing a shared 13-foot pedestrian and bicycle path on Twinbrook Parkway and a 13-foot sidewalk and landscape zone on Ardennes Avenue. The Applicant is proposing 95 long-term bicycle parking spaces. Long-term bicycle parking is intended for residents and employees and should provide sheltered and secured bicycle storage. A minimum of five short-term bicycle parking spaces (inverted u-racks) should be located near or at the building's primary pedestrian entrance.

Twinbrook is a designated Urban Road Code area. Thus, lane widths should be reduced to 10-feet, with curb lane widths reduced to 11-feet; corner curb radii should be reduced to 15 feet to shorten pedestrian crossing distance and reduce exposure.

In accordance with the Twinbrook Urban Design Guidelines, the intersection of Ardennes Avenue and Twinbrook Parkway should include a perpendicular curb ramp with detectable warning surfaces (truncated domes); ramps should align with the path of pedestrians crossing Ardennes Avenue and Twinbrook Parkway.

The 2018 *Bicycle Master Plan* recommends two-way separated bike lanes on the west side of Twinbrook Parkway, fronting the Subject Property. A protected intersection should be constructed at the intersection of Ardennes Avenue and Twinbrook Parkway to ensure the smooth transition of bicycle facilities. If the bike lanes on Twinbrook Parkway are not deemed feasible at this time due to a lack of logical end points or connection, the Applicant must pay a pro rata share of the two-way separated bike lanes and protected intersection construction costs. An interim concept must be provided that ensures adequate access for people walking and biking, while allowing for the planned facility to be constructed at a future date. Additionally, a concept plan (30% engineering design) should be provided for the eventual bike lanes and protected intersection.

Ardennes Avenue is maintained by the City of Rockville and is classified as a Business District Type II with bike lanes (5.5 feet wide). The Applicant should coordinate with the City of Rockville regarding modifications to Ardennes Avenue, including the protected intersection.

Transportation Adequate Public Facilities (AFP) Review

The development includes 225 new dwelling units. Combined, the development is expected to generate approximately 76 morning peak hour vehicle trips and approximately 96 evening peak hour vehicle trips. As the total number of peak-hour vehicle trips serving the site exceeds 50 trips per peak hour, the Applicant is required to complete the Motor Vehicle System Adequacy test, including a Traffic Impact Study.

Transportation Management District

The Subject Property is in the North Bethesda Transportation Management District (TMD). As such, the Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation to participate in the North Bethesda TMD and assist in achieving and maintaining non-auto driver mode share goal for residents and for employees within the TMD.

Environment

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this property was approved on November 20, 2018 (NRI/FSD No. 420182320). The tract area for the NRI/FSD is 1.73 acres. The site contains no streams or stream buffers, wetlands or their buffers, forested areas, 100-year floodplains, hydraulically-adjacent steep slopes, or known occurrences of Rare, Threatened, and Endangered species. This property drains to the Lower Rock Creek watershed, which is a Maryland Use Class I-P stream. The site currently contains one significant tree, a 35.65-inch (d.b.h.) Crabapple tree, which is listed as the National Champion.

In preliminary discussions regarding disposition of the National Champion Crabapple tree, the Applicant investigated the potential for relocating the tree in order to make room for the development proposed

in the Sketch Plan. The Applicant proposes that this is a viable option for preserving the tree. Staff requested that the following items be addressed to ensure the viability of this option:

- Applicant to have suitable location for the transplanting of the national champion crabapple tree;
- Applicant to show that the soil on the relocation site will promote the tree's growth and survival; and
- Applicant to provide a transplantation plan and a 5-year maintenance plan to maximize the possibility of a successful transplant.

The Applicant has indicated that this information will be provided and incorporated into the Forest Conservation Plan that must be submitted with the Site Plan.

The Site Plan must also demonstrate compliance with the Environmental Resources recommendations in the Twinbrook Sector Plan. In particular, it will be important to design a landscape that includes a substantial tree canopy wherever possible. Staff also recommends that the Applicant explore options for solar energy generation on the rooftops.



Figure 12 National Champion Crabapple

The initial stormwater management concept plan proposes the use of both microbioretention facilities and some green roof areas to manage runoff. The Public Benefits proposal includes the purchase of Building Lot Terminations and the use of a cool roof where a green roof is not present.

Sector Plan

The Subject Property is located within the 2009 *Twinbrook Sector Plan* (Sector Plan), at the southwest corner of the intersection of Twinbrook Parkway and Ardennes Avenue. It is within a quarter of a mile of the Twinbrook Metro Station and is located within the Metro Core Area 2 of the Sector Plan.

The 1992 *North Bethesda/Garrett Park Master Plan* recommended this site for the O-M floating zone on an 1-4 base zone. The 2009 Sector Plan rezoned the site to TMX-2. The Property is currently zoned CR-2.0, C-1.5, R-2.0, H-145T pursuant to the Countywide District Map Amendment, approved on July 15, 2014 and effective on October 30, 2014. The Sector Plan provides the following guidance for properties within Metro Core Area 2:

“Redevelopment density and mixed-uses should continue the Twinbrook Station pattern of buildings oriented to the street and create pedestrian connections. 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 and provide MPDUs and workforce housing. (Sector Plan, p.33)”

The Sector Plan also recommended that development within the Metro Core Area 2 should continue the neighborhood pattern of street fronting buildings, provide pedestrian connections to the adjacent Twinbrook Station project and be compatible with the adjacent development within the City of Rockville.

The Application is consistent with the Sector Plan's vision for the Property as it represents redevelopment of this underutilized site with residential uses, including both MPDUs and WFHUs, and orients the proposed building to the adjacent streets. The Project's design will place the street activating private amenity spaces along Ardennes Avenue and at the intersection of Ardennes and Twinbrook Parkway. The Application will also include streetscape improvements along Twinbrook Parkway and Ardennes Avenue that will enhance the pedestrian experience. The Project's public open space is proposed to be oriented to the corner to maximize visibility and will be designed to be attractive not only to the residents of the Project but also to other area residents commuting to and from the nearby Metro station.

The Sector Plan provided additional design guidance regarding appropriate building heights, promoting structured and shared parking, enhancing pedestrian connections and providing a mix of uses. The proposed building is within the prescribed height limits. Its massing is compatible with the massing of adjacent buildings within the Twinbrook Station Development and its layout screens a 2-level parking structure with residential units and amenities lining the streets.

Staff finds the sketch plan application to be in conformance with the Sector Plan.

During the future stages of regulatory review, Staff will work with the applicant to ensure the following:

- The design of the public open space is usable and welcoming.
- Transformers and utilities are located away from public view.
- Adequate buffer is designed between the development and existing buildings to the west and south.
- The ground floor of the building has residential units and amenities that open on to the street.
- The streetscape creates a comfortable walking environment along Twinbrook Parkway and Ardennes Avenue.
- The architecture expresses a dynamic building form that responds to the context and adds to the character of the neighborhood. The following strategies may be explored:
 - A more dynamic roof line with, accentuating key corners and important vistas.
 - Locating certain amenities on the roof and making it accessible to residents.
 - A more refined corner element at the intersection of Twinbrook Parkway and Ardennes Avenue.
 - Further emphasizing the entrance to the building along Ardennes Avenue.
 - Including balconies facing the street into the design of the elevations.
 - Providing human scale elements along the ground floor along both streets.
 - Designing the amenities along Twinbrook Parkway in a way that integrates the amenities and the Public Open Space seamlessly.
 - Providing amenities on the ground floor that are open to the public.
 - Making the end facades facing Twinbrook Parkway and Ardennes Avenue more attractive through massing variation, additional fenestrations, public art etc.
 - Appropriately screening exposed parking garage facades.

Community Outreach

On April 26, 2018, the Applicant held a pre-submittal public meeting at Twinbrook Elementary School in Rockville. The Applicant has complied with all submittal and noticing requirements. Staff has received correspondence related to the National Champion Crabapple located on the Property (Attachment 3). The Applicant submitted the necessary documentation and the review of the Application is proceeding on schedule.

SECTION 4: PROJECT ANALYSIS AND FINDINGS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC Zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59-7.3.3.E of the Zoning Ordinance states: "To approve a sketch plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at site plan. The sketch plan must:"

1. *meet the objectives, general requirements, and standards of this Chapter;*

Section 4.5.4 of the Zoning Ordinance sets forth the development standards for the Optional Method of Development within the CR Zone. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone, with the exact figures to be determined at the time of Site Plan.

Table 1- Development Standards and Parking Requirements

Section	Description	Required/Permitted	Provided
Density and Height			
4.5.4.B.2.b	Maximum Density	Total 150,544 SF Commercial 112,908 SF Residential 150,544 SF	Residential 198,718 SF ¹
4.5.4.B.2.b	Maximum Building Height (H)	145 feet	100 feet
Open Space and Parking			
4.5.4.B.1	Minimum Open Space	5% of site area (2,856 sf)	Approx. 5.6% of net tract area (3,207 sf)
6.2.4.B	Minimum Parking Permitted/Maximum Parking Allowed	Minimum: 198 spaces Maximum: 248 spaces	200 spaces
6.2.4.C	Bicycle Parking Residential	Min. 0.5 spaces/unit, max. 100 spaces	100 spaces

The Sketch Plan meets the development standards of Section 59-4.5.4, as shown in the Table 1 above. The Application will provide the minimum required number of bicycle parking spaces for residents and visitors, which will be determined at the time of Site Plan(s). The number of vehicular parking spaces will be determined at Site Plan(s) based on the square footage of non-residential uses, and number and type of residential dwelling units.

The Sketch Plan conforms to the intent of the CR Zone as described below.

¹ 150,544 SF base density + 33,119.68 SF 22% MPDU bonus density + 15,054.4 SF 10% Work Force Housing bonus density = 198,718 SF

a) Implement the recommendations of applicable master plans.

As described in the Sector Plan section of this report, the proposed development implements the recommendations of the *Twinbrook Sector Plan*.

b) Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.

The Property is currently comprised of an aging office building with an ancillary surface parking lot. The Application proposes redeveloping the site into a pedestrian-friendly project that will incorporate activating ground-floor private amenity uses and multi-family dwelling units adjacent to the Twinbrook Metro Station in accordance with this objective.

c) Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.

The Project will include market-rate, MPDU and WFHU residential units in a variety of unit types (studios, one-bedrooms, and two-bedrooms). As a result, the Project will provide different housing opportunities for a range of demographics and incomes. The Application will also allow for important streetscape improvements that enhance pedestrian and bicycle connectivity in and around the Property. No parking is proposed between the building and street frontages.

d) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.

The proposed building height of up to 100 feet will be compatible with the adjacent buildings. Surrounding buildings on Higgins Place are between five (5) and six (6) stories in height and the Twinbrook Place office building to the north is seven (7) stories in height. In addition, the Subject Property is approximately eight (8) feet lower in grade than adjacent properties, further ensuring height compatibility.

e) Integrate an appropriate balance of employment and housing opportunities.

The development of multi-family residential uses on the Property will create a more balanced mix of uses along Twinbrook Parkway. There are a number of commercial office and industrial uses in the vicinity of the Property that generate employment opportunities. Given the proximity of well-established employment uses near the Property, the additional housing provided by the Project will create an opportunity for individuals to live, work, and play in the Twinbrook area. The Project will also offer a variety of housing options through the provision of market-rate units, MPDUs and WFHUs.

f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit. Per Section 4.7.3.D.6.e, one less category is required if greater than 15% MPDUs are being provided.

2. *substantially conform with the recommendations of the applicable master plan;*

As discussed in the Sector Plan section of this report, the Project substantially conforms to recommendations of the *Twinbrook Sector Plan*.

3. *satisfy any development plan or schematic development plan in effect on October 29, 2014;*

The Sketch Plan is not subject to a development plan or schematic development plan.

4. *under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;*

The Property's zoning classification on October 29, 2014 was not a result of a Local Map Amendment.

5. *achieve compatible internal and external relationships between existing and pending nearby development;*

The Sketch Plan successfully achieves compatibility with the varied uses in its immediate vicinity. The surrounding development (with the exception of the Exxon gas station adjacent to the south) is a mixture of mixed use and commercial developments of similar heights. The proposed building will be wrapping the main level of the parking with dwelling units and amenities facing the street. The building will be set back from the neighboring apartment building to the west and will wrap the second internal partial parking level with dwelling units and a green space to shield the parking from view. The main courtyard level will be elevated facing south and the two wings of the residential typical floors will be set back slightly from the south property line with minimal fenestration so as not to impact future development nor conflict with the existing amenity spaces of the neighboring building to the southwest.

6. *provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

As described in the Transportation section of this report, the Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. All vehicular access to the Project will be from Ardennes Avenue. The structured parking garage is proposed in the center of the block in accordance with the Sector Plan recommendations. The placement of vehicular and loading access along the western portion of the Property's Ardennes Avenue frontage will allow for an uninterrupted pedestrian through zone along the remainder of the Property's Ardennes Avenue and Twinbrook Parkway frontages. Additionally, the Application is proposing a shared pedestrian and bike path along Twinbrook Parkway. The Sketch Plan proposes up to 3,207 square feet of public open space that will supplement the proposed streetscape improvements and contribute to an enhanced pedestrian experience with immediate connections to the Twinbrook Metro Station.

7. *propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Master Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, Staff finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For a development of this size in the CR Zone, the Zoning Ordinance requires 100 points in at least four categories. However, per Section 4.7.3.D.6.e, one less category is required if 15% or greater MPDUs are being provided so only three categories are required. Although at the time of Sketch Plan review, only the categories need to be approved, the following table shows both the categories and points for public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient public benefit points. The final calculations and benefit points earned will be further refined and ultimately determined at subsequent Site Plan(s). Table 2 shows the Applicant's proposed public benefits in the following four categories: Transit Proximity, Connectivity and Mobility, Quality Building and Site Design, and Protection and Enhancement of the Natural Environment. Staff supports the proposed public benefits at this time, with a more detailed review and the final number of points to be determined at site plan.

Table 2 – Proposed Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
59.4.7.3.B: Transit Proximity		
Full Site within ¼ mile of Level 1 Transit Station	40	40
59.4.7.3.C: Connectivity and Mobility		
Minimum Parking	10	9
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Art	10	10
Structured Parking	20	10
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)*	30	1
Cool Roof	10	10
Total	-	120

*Required for optional method CR projects

Transit Proximity

The entire Property is located one-quarter mile from the Twinbrook Metrorail (level 1) Station and the Applicant requests 40 points as allowed in the Zoning Ordinance.

Connectivity and Mobility

Minimum parking. The Project will provide fewer parking spaces than the maximum allowed under the Zoning Ordinance. Thus, the Applicant anticipates achieving 9 points in this public benefit category. Maximum allowed spaces are 247 and the minimum allowed is 198 spaces. Staff supports the Applicant's request based on the following calculation:

$$[247 \text{ maximum} - 200 \text{ proposed}] / [247 \text{ maximum} - 198 \text{ minimum}] * 10 = 9 \text{ points.}$$

Diversity of Uses and Activities

Moderately Priced Dwelling Units: The Applicant seeks to gain approval for 30 points for providing 15% MPDUs. The project will provide 15% MPDUs, 2.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points}$$

Quality of Building and Site Design

Exceptional Design: The Applicant requests 10 points for building or site design whose visual and functional impacts exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 10 points are appropriate for development that meets all six design criteria for building or site design. The Applicant explains that the Project will meet all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and serves as a landmark.
- Enhancing the public realm in a distinct and original manner.
- Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
- Designing compact infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

Design details will be further explored at the time of Site Plan. Precedent images (figures 6-10) show the quality of design proposed.

Public Art: As part of the sketch plan review process, the Applicant is exploring the incorporation of public art into the project, achieving 10 points in this public benefit category. While the art will likely be wall mounted and/ or included within the architecture, further details will be available as part of the next review cycle and refined at the time of Site Plan.

Structured Parking: The Applicant seeks 10 points for structured parking. All of the 200 parking spaces to be provided in an above-grade garage.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT): The Applicant requests 1 point permitted for the purchase of approximately 0.27 BLTs. Staff supports the Applicant's request for 1 point at this time based on the following calculation:

(150,544 (optional method density in square feet) – 37,636 (standard method density in square feet)) x 7.5% (percentage of incentive density floor area) / 31,500 (square feet of gross floor area required per BLT) x 9 (points per BLT purchased) = 0.27 BLTs & 2.4 points. The Applicant is only requesting 1 point at this time.

8. *establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The Applicant intends to follow this Sketch Plan application with a Site Plan application and construct in one phase. Thus, phasing is not necessary for this development.

SECTION 5: CONCLUSION

The Sketch Plan application satisfies the findings under Section 59-4.5.4 of the Zoning Ordinance and substantially conforms to the recommendations of the *Twinbrook Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

1. Sketch Plan
2. Agency Approval Letters
3. Correspondence



12500 Ardennes Avenue

APPLICANT:

Ardennes Partners, LLC
1630 Davidson Road
McLean, VA 22101
PH: 703.932.6666
Contact: John Davis

CONSULTING TEAM:

Architect:
SK+I ARCHITECTURE
4600 East-West Highway, Suite 700
Bethesda, MD 20814
PH: 301.654.9300
Contact: Dennis Connors, AIA

Land Use Attorney:
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814
PH: 301.961.5153
Contact: Erin E. Girard

Civil Engineer / Landscape Architect:
DEWBERRY ENGINEERS LLC.
2101 Galther Road Suite 340
Rockville, MD 20850
PH: 301.337.2857
Contact: Meredith Byer, RLA

Traffic Engineers:
Wells + Associates
1110 Bonfant Street, Suite 210
Silver Spring, MD 20910
PH: 301.971.3415
Contact: Nancy Randall, AICP

Net Lot Area:	57,240 sf (inside property lines)
Gross Tract Area:	75,272 sf
Zone:	CR-2.0,C-1.5,R-2.0,H-145T
FAR per Zone:	2.0
FAR bonus:	32%
FAR:	150,544
FAR bonus:	48,174
FAR Total:	198,718

Open
Space: 2,862 sf (5% net lot area)

Proposed Mix per Plans			
1 BR JR	1 BR	2 BR JR	2 BR

	Gross	Service	Units
7th	32,365		36
6th	32,365		36
5th	33,235		36
4th	33,235		36
3rd	33,785		33
2nd	18,925		20
Ground	8,500	3,755	7

4	19	1	12
4	19	1	12
4	19	1	12
4	19	1	12
4	17	1	11
2	12	1	5
4	3	0	0

Total 192,410 3,755 204

26 108 6 64

Required Parking per Zoning		
EFF	1.00 per du	0
1 BR	1.25 per du	175
2 BR	1.50 per du	96
Total Required		271
Proposed as per Plans		
P2	27,360 sf	80
P1	40,035 sf	120
Total Parking Provided		200

PP#: 320180200

No.	DATE	BY	Description

REVISIONS

SHEET TITLE

ZONING INFORMATION AND MASSING DIAGRAMS

PROJECT NO. 50101977

07-SKETCH1-320180200-000

SHEET NO.

12500
Ardennes
Avenue

APPLICANT:

Ardennes Partners, LLC
1630 Davidson Road
McLean, VA 22101
PH: 703.932.6666
Contact: John Davis

CONSULTING TEAM:

Architect:
SK+I ARCHITECTURE
4600 East-West Highway, Suite 700
Bethesda, MD 20814
PH: 301.654.9300
Contact: Dennis Connors, AIA

Land Use Attorney:
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814
PH: 301.961.5153
Contact: Erin E. Girard

Civil Engineer / Landscape Architect:
DEWBERRY ENGINEERS LLC.
2101 Gaither Road Suite 340
Rockville, MD 20850
PH: 301.337.2857
Contact: Meredith Byer, RLA

Traffic Engineers:
Wells + Associates
1110 Bonifant Street, Suite 210
Silver Spring, MD 20910
PH: 301.971.3415
Contact: Nancy Randall, AICP

PP#: 320180200

No.	DATE	BY	Description

REVISIONS

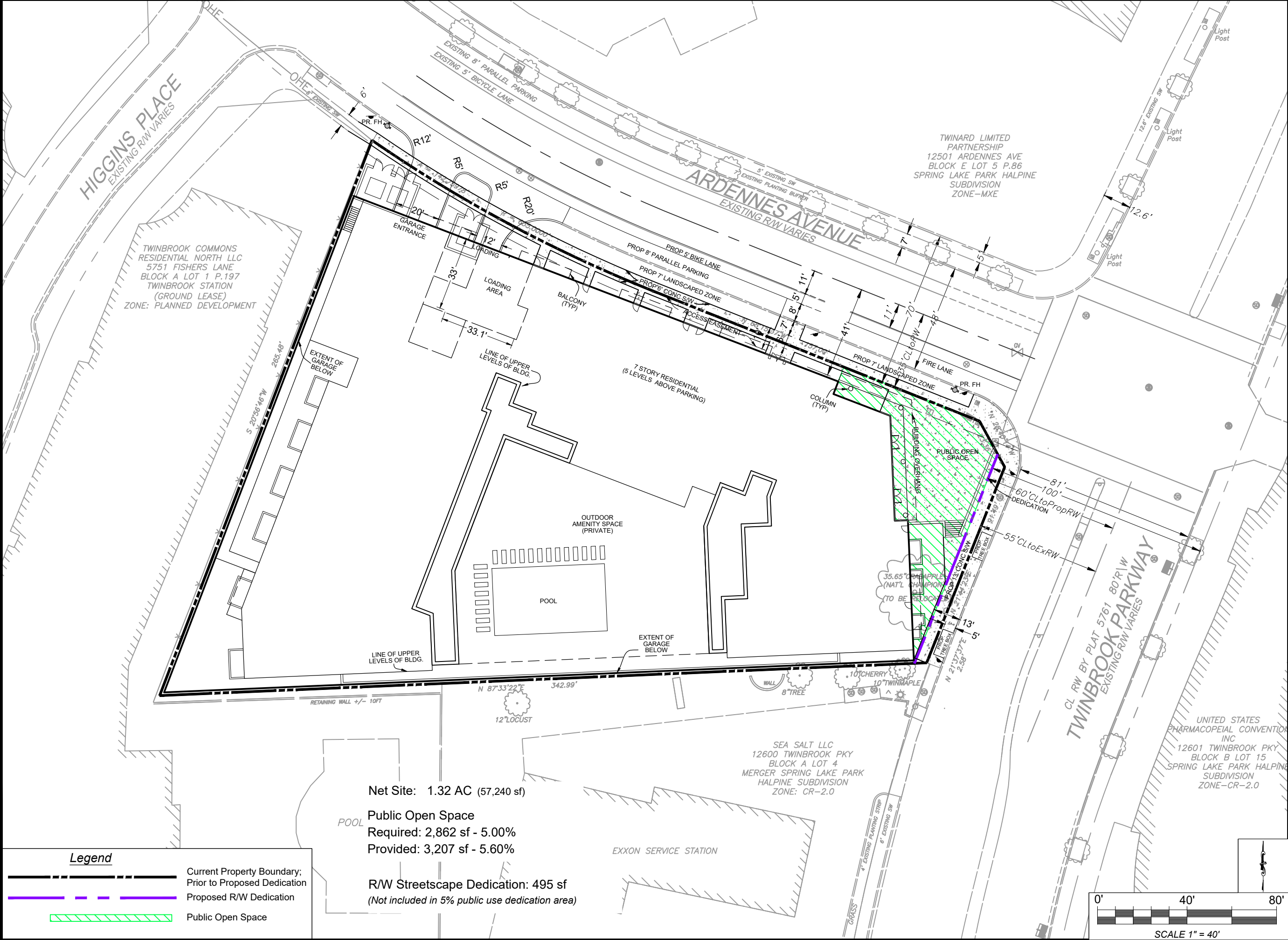
SHEET TITLE

PUBLIC OPEN
SPACE

PROJECT NO. 50101977

07-SKETCH2-320180200-000

SHEET NO.



12500
Ardennes
Avenue

APPLICANT:

Ardennes Partners, LLC
1630 Davidson Road
McLean, VA 22101
PH: 703.932.6666
Contact: John Davis

CONSULTING TEAM:

Architect:
SK+I ARCHITECTURE
4600 East-West Highway, Suite 700
Bethesda, MD 20814
PH: 301.654.9300
Contact: Dennis Connors, AIA

Land Use Attorney:
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814
PH: 301.961.5153
Contact: Erin E. Girard

Civil Engineer / Landscape Architect:
DEWBERRY ENGINEERS LLC.
2101 Gaither Road Suite 340
Rockville, MD 20850
PH: 301.337.2857
Contact: Meredith Byer, RLA

Traffic Engineers:
Wells + Associates
1110 Bonifant Street, Suite 210
Silver Spring, MD 20910
PH: 301.971.3415
Contact: Nancy Randall, AICP

PP#: 320180200

No.	DATE	BY	Description

REVISIONS

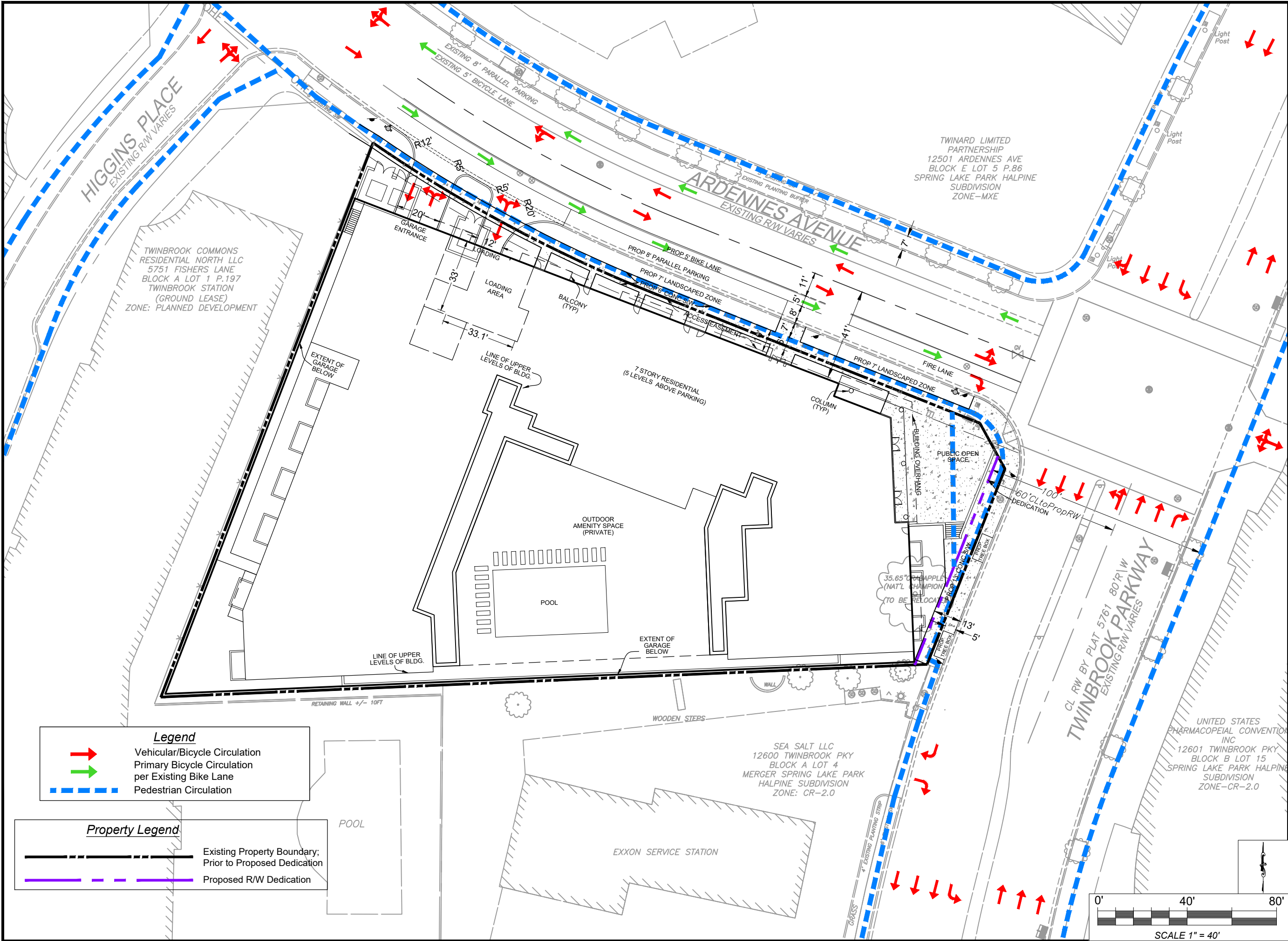
SHEET TITLE

PEDESTRIAN/ VEHICLE
CIRCULATION, PARKING
AND LOADING

PROJECT NO. 50101977

07-SKETCH3-320180200-000

SHEET NO.

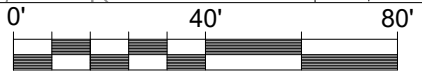


Legend

- Vehicular/Bicycle Circulation
- Primary Bicycle Circulation per Existing Bike Lane
- Pedestrian Circulation

Property Legend

- Existing Property Boundary; Prior to Proposed Dedication
- Proposed R/W Dedication



SCALE 1" = 40'

**DEPARTMENT OF TRANSPORTATION**

Marc Elrich
County Executive

Al R. Roshdieh
Director

June 14, 2019

Amy Lindsey, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320180200
12500 Ardennes Avenue

Dear Ms. Lindsey:

We have completed our review of the sketch plan uploaded to eplans on May 13, 2019. This plan was reviewed by the Development Review Committee at its meeting on July 3, 2018. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

1. Pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council Resolution 16-405 and Executive Regulation 28-06AM ("Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents").
2. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan.
3. Ardennes Avenue is located in the City of Rockville. MCDOT defers to the City of Rockville for improvements on this road.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178

FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

4. Twinbrook Parkway
 - a. Master Plan calls for 120-foot right-of-way. The existing right-of-way is 80 feet. The applicant proposes to dedicate an additional 5 feet. Plat #23312, which is the most recent plat, shows Twinbrook Parkway with an 80-foot right-of-way. DOT is concerned that this plan shows 100-feet. At preliminary plan, the applicant needs to provide additional information to determine how much dedication is required along Twinbrook Parkway to meet the Sector Plan.
 - b. The Bicycle Master Plan calls for separated bike lanes. The applicant needs to show how this facility will fit on the road in plan view and provide a cross section.
5. At preliminary plan stage submit the following:
 - a. Provide a cross-section of Twinbrook Parkway with the proposed bicycle facilities.
 - b. Storm drainage and/or flood plain studies, with computations for any portion of the subject site that drains to the Montgomery County public storm drain system. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
 - c. Traffic Impact Study if required, by the Planning Department.
6. Maintain a minimum 6-foot continuous open pathway (no grates) along all public streets.
7. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
8. Street frontage improvements along Twinbrook Parkway to be determined at the Preliminary Plan stage.
9. Transportation Demand Management (TDM):
 - a. Traffic Mitigation Agreement (TMAg): The current means of incorporating TDM into a development in the North Bethesda TMD where there are residential NADMS goals is to execute a Traffic Mitigation Agreement prior to issuance of any building permits. With the preliminary plan application, submit a draft Traffic Mitigation Agreement (TMAg) to MCDOT based on the most recent template for residential development. Prior to the issuance of any building permits by MCDPS, the Applicant will need to work with this Department to finalize the draft TMAg. Coordinate with Beth Dennard of the Commuter Services to obtain the most recent template for residential with mixed use projects. Ms. Dennard may be contacted at 240-777-8384.
 - b. Bikeshare or Space for Shared Mobility Devices: Provide space in the Project suitable for the installation of a bikeshare docking station (or similar facility required by the County). The location of the space will be selected by the Applicant with approval of MCDOT, based upon the requirements of the bikesharing system and in a highly-visible, convenient and well-lit location on the Project. A typical bikeshare station requires a

space that is 54' by 7' in size with four to six hours of solar exposure per day. Consider a location convenient to the bike lane along Ardennes. Applicant must provide electrical conduit to the bikeshare station in the event of insufficient exposure. Applicant must allow MCDOT or its contractors access to the Project to install, service and maintain the bikeshare station. The Applicant must pay for the preparation of the space. If a bikeshare station is not to be provided, racks or other suitable facilities and equipment for the orderly storage of mobility devices must be provided.

The County is not obligated to make any bikeshare station operational. The County maintains full discretion regarding operation of the station. Based on review and analysis of usage, performance and budget, the County may move, relocate or discontinue service of any bikeshare station.

Applicant will be required to assist MCDOT in the promotion of bikeshare among employees and visitors at the Project, to accomplish the objectives of the TMD.

- c. Displays/Real Time Information: Alternative modes of transportation are more likely to be used if people have readily visible and accessible information about options. To reach Project residents, employees, visitors, etc., provide a monitor in the main residential building lobby in a highly visible location. The monitor will display Real Time Transit Information. The monitor can be the same device planned to be used for the display of Project-based information, I.e., building directory, event announcements, etc.
10. We recommend the applicant coordinate with Mr. John B. Thomas of our Transportation Engineering Section at john.thomas@montgomerycountymd.gov or at (240) 777-7237 regarding the bikeway facilities along Twinbrook.
11. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements (to be determined at preliminary plan stage):
 - A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
 - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
 - C. Street lights.
 - D. Street trees in amended soil panels.
 - E. Permanent monuments and property line markers.

Ms. Amy Lindsey
Sketch Plan No. 320180200
June 14, 2019
Page 4

Thank you for the opportunity to review this sketch plan. If you have any questions or comments regarding this letter, please contact me at Rebecca.torma@montgomerycountymd.gov or at (240) 777-2118.

Sincerely,

Rebecca Torma

Rebecca Torma, Acting Manager
Development Review Team

Sharepoint/DOT/director's office/development review/Twinbrook/320180200 12500 Ardennes Ave DOT.docx

cc: John Davis, Ardennes Partners, LLC
Meredith Byer, Dewberry
Erin Girard, Linowes And Blocher

cc-e: City of Rockville
Sandra Brecher, MCDOT OTP
Beth Dennard, MCDOT OTP

Ms. Amy Lindsey
Sketch Plan No. 320180200
June 14, 2019
Page 5

John Davis
Ardennes Partners, LLC
1630 Davidson Road
McLean, VA 22010

Meredith Byer
Dewberry
2101 Gaither Road, Suite 340
Rockville, MD 20850

ERIN GIRARD
LINOWES AND BLOCHER
7200 WISCONSIN AVE., SUITE 800
BETHESDA, MD 20814

July 20, 2018

Mr. Casey Anderson, Chair, Planning Board M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Redevelopment of site where the National Champion, as designated by American Forests, crabapple is located

Dear Mr. Anderson:

The property located at 12500 Ardennes Avenue is home to one of Montgomery County's known National Champion trees, a 36" diameter crabapple. American Forests has designated five trees in Montgomery County as being the Nation Champion for its species. It has come to the Montgomery County Forestry Board's attention that this site is being considered for redevelopment and plans have been submitted to your department for review. The plans do not appear to correctly identify this tree as a champion and the proposed site lay out does not appear to show this tree as being preserved. This is a concern to us.

Three members of our board, two of which are ISA Certified Arborists and ISA Tree Risk Assessment Qualified (Jim Harris and Wayne Noll), recently went to the site to perform an assessment of the tree. The tree is clearly not in ideal condition and is suffering from past neglect and improper maintenance. There are several large dead limbs, old stubs from improper pruning, extensive sucker growth, signs of internal decay and carpenter ant activity. However, a significant portion of the tree is alive and healthy indicating that it may be a good candidate for preservation.

It is difficult to estimate the long-term viability of this tree in its current state. In order to make a more informed decision as to whether or not efforts should be made to save this tree, we propose that the property owner be requested to have a certified and licensed tree care firm prune this tree in accordance with ANSI A300 pruning standards with the objective of improving plant health by removing dead and dying limbs, stubs and internal sucker growth. Once this is completed, a more accurate assessment of the remainder of the tree could be performed which will provide all parties with the best information moving forward.

The Board is a strong advocate for champion tree preservation. We appreciate your consideration of our request so that we can have a more informed decision with regard to the future of this National Champion tree.

If you have any question, please contact Joli McCathran at 301-869-5358.

Thank you,

Jim Harris, Chair

Joli A. McCathran, Montgomery County Champion Tree Coordinator

MCFB BIG TREE MEASUREMENT FORM

MC Code: **MALANG002**

GPS: **MALPUM002**

American Forests National Champion, since 2017

COMMON NAME: **Crabapple**

SCIENTIFIC NAME: **Malus angustifolia**

STATUS: New Tree: X Remeasurement: 10-Year:

TREE ADDRESS: **12500 Ardennes Ave.**

CITY/STATE/ZIP: **Rockville, MD 20852**

COORDINATES: **39.06344 -77.11645**

LOCATION DESCRIPTION: **On east side of building on Twinbrook Parkway.**

OWNER: **Academy Development Partners, LLC (Ardennes Partners, LLC)**

CONTACT: **John Davis**

STREET: **1630 Davidson Rd**

CITY/STATE/ZIP: **McLean, VA 22101**

TELEPHONE: **248-766-2254**

E-mail: **www.AcademyDevelopmentPartners.com**

NOMINATOR: **Tighe Holden**

DATE MEASURED: **11/16/2016**

MEASURED BY: **J Howard, J McCathran**

TOTAL POINT CALCULATION

CROWN MEASUREMENTS: $38+41=79/2=40/4=10$

CIRCUMFERENCE in FEET: **9' 4"**

CIRCUMFERENCE inches: **112** HEIGHT: **45** CROWN: **10**

TOTAL POINTS: 167

APPEARANCE/HEALTH OF TREE: **Tree in need of pruning. Prior pruning very poorly done. Much sucker growth.**

OTHER NOTES: **Measured at narrowest point below 4.5' because of burls.**

From: Carol Hannaford <carol@claymaven.com>
Sent: Thursday, November 1, 2018 9:37 PM
To: Findley, Steve <steve.findley@montgomeryplanning.org>
Subject: RE: Champion crab apple tree on Twinbrook Parkway at Ardennes--awaiting a response

Thank you.

Carol Hannaford

From: Findley, Steve [<mailto:steve.findley@montgomeryplanning.org>]
Sent: Wednesday, October 31, 2018 11:28 AM
To: carol@claymaven.com; Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Cc: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Meus, Garry <garry.meus@montgomeryplanning.org>; carol@claymaven.com
Subject: RE: Champion crab apple tree on Twinbrook Parkway at Ardennes--awaiting a response

Hi Ms. Hannaford,

In order to better assess the long-term viability of the tree, and in response to recommendations from certified arborists, we asked the Applicant to perform what is called "beneficial pruning" to remove dead or mostly dead limbs and better assess the health of the tree. The pruning was done under the supervision of a certified arborist and according to the standards of the industry. The resulting assessment following the pruning is that the tree is in good health. The application is now on hold as we work with the Applicant to try to come up with a solution that will allow the tree to be preserved. I was actually just finishing a phone message to another arborist to evaluate the latest proposal from the Applicant to potentially save the tree when I received this email. So, no, it is not a prelude to cutting the tree down, but in fact an effort to obtain information on the tree's health to help guide our next steps. We continue to pursue ideas that will allow us to save the tree if possible. I hope this response is helpful. Thanks for your inquiry.

Stephen H. Findley
Planner Coordinator, Area 2 Planning Division
M-NCPPC, Montgomery County Planning Department
301-495-4727

From: Carol Hannaford <carol@claymaven.com>
Sent: Wednesday, October 31, 2018 11:20 AM
To: Findley, Steve <steve.findley@montgomeryplanning.org>; Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>
Cc: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Meus, Garry <garry.meus@montgomeryplanning.org>; carol@claymaven.com
Subject: Champion crab apple tree on Twinbrook Parkway at Ardennes--awaiting a response

Hello, Mr. Findley,

I have not found a response to my question of October 3, 2018 (see below). Can you tell me if a response was sent?

Thankyou,

Carol Hannaford

From: Carol Hannaford [<mailto:carol@claymaven.com>]
Sent: Wednesday, October 3, 2018 2:07 PM
To: 'Findley, Steve' <steve.findley@montgomeryplanning.org>; 'Tettelbaum, Emily' <Emily.Tettelbaum@montgomeryplanning.org>
Cc: 'Butler, Patrick' <patrick.butler@montgomeryplanning.org>; 'Meus, Garry' <garry.meus@montgomeryplanning.org>; Carol Hannaford <carol@claymaven.com>
Subject: RE: Champion crab apple tree on Twinbrook Parkway at Ardennes
Importance: High

Hello, Mr. Findley,

I just drove by this tree and, unless I am mistaken in its identity, it appears that three large limbs have been cut off the tree. I am wondering if this is a prelude to cutting the tree down. Can you give me an update?

I am leaving the email trail below in case you need to have more information about my concerns.

Thank you,

Carol Hannaford

From: Findley, Steve [<mailto:steve.findley@montgomeryplanning.org>]
Sent: Monday, August 6, 2018 1:18 PM
To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>; carol@claymaven.com
Cc: Butler, Patrick <patrick.butler@montgomeryplanning.org>; Meus, Garry <garry.meus@montgomeryplanning.org>

Subject: RE: Champion crab apple tree on Twinbrook Parkway at Ardennes

Hello Ms. Hannaford,

Thank you for your email regarding the national champion crabapple tree on the property at 12500 Ardennes Avenue. We are aware of the tree and its status, and we are working with the Applicant and other County agencies to address it in the submitted development plans. Currently, we are still in a preliminary stage of review. We are in the process of gathering all of the critical information necessary to make the proper recommendations moving forward, including ascertaining the current health and viability of the tree and discussing creative approaches to site design, building design, and construction techniques that could be used to preserve the tree. We have been in touch with a certified arborist hired by the Applicant to assess the tree's health and make recommendations regarding potential tree save measures, and have received and are considering recommendations from the Montgomery County Forestry Board. We plan to meet together soon with the Applicant, other affected County agencies, and experts to put all the information together and determine the best course of action.

Public input is always valuable and is welcomed and encouraged throughout our review and approval processes. In addition to taking your concerns into account during our review, you are also welcome to submit testimony to the Planning Board when the plans are presented for approval at a public hearing. Currently, the Sketch Plan is scheduled to go before our Planning Board on September 13, but this date may change if additional time is needed to make changes to the plans. This development will also require additional development plan review approvals from the Planning Board, but the best time to make accommodations for preserving this tree is definitely during this initial Sketch Plan review stage.

I wish I could be more definitive about what our course of action will be, but we really need to have all of the information in hand before we can make any specific recommendations. You are welcome to call or write me with any questions or suggestions.

Thanks again for getting in touch with us and making us aware of your group's desire to preserve this national champion tree.

Steve Findley

Planner Coordinator, Area 2 Planning Division
M-NCPPC, Montgomery County Planning Department
301-495-4727

From: Tettelbaum, Emily

Sent: Monday, August 06, 2018 12:06 PM

To: Findley, Steve <Steve.Findley@montgomeryplanning.org>; carol@claymaven.com

Cc: Butler, Patrick <Patrick.Butler@montgomeryplanning.org>; Meus, Garry

<garry.meus@montgomeryplanning.org>

Subject: FW: Champion crab apple tree on Twinbrook Parkway at Ardennes

Hello Ms. Hannaford,

Thank you for reaching out to us. I am forwarding your email to Steve Findley, the environmental reviewer for this project.

Best Regards,

Emily

Emily Tettelbaum

Area 2 | Montgomery County Planning Department

8787 Georgia Ave | Silver Spring, MD 20910

301-495-4569 | emily.tettelbaum@montgomeryplanning.org

From: Carol Hannaford <carol@claymaven.com>

Sent: Monday, August 06, 2018 11:38 AM

To: Tettelbaum, Emily <Emily.Tettelbaum@montgomeryplanning.org>

Cc: carol@claymaven.com

Subject: Champion crab apple tree on Twinbrook Parkway at Ardennes

Hello, Ms. Tettelbaum,

Below is a message that I sent to Patrick Butler on Saturday.

At the bottom is his statement that I should redirect my request to you because he is not in the office.

I have been told that, if the Rockville Native Species Network hopes to have this tree saved, we need to act quickly. Therefore, I hope to hear back from you soon.

Thank you,

Carol Hannaford

From: Carol Hannaford [<mailto:carol@claymaven.com>]

Sent: Saturday, August 4, 2018 7:20 PM

To: Patrick.Butler@montgomeryplanning.org

Cc: Carol Hannaford <carol@claymaven.com>

Subject: Champion crab apple tree on Twinbrook Parkway at Ardennes

Importance: High

Hello Mr. Butler,

Below is an email that I sent on July 25, 2018 to Elise Polydoroff, Assistant City Forester for the City of Rockville. I have included her contact information below.

The Rockville Native Species Network is a volunteer environmental group in Twinbrook, the neighborhood where the referenced Champion crab apple tree is located.

We have learned that the Montgomery County property at Ardennes Avenue and Twinbrook Parkway is slated for redevelopment as residential units. As far as we can tell, there is currently no provision for saving this tree. We also understand that development plans are not yet final. Our group strongly supports saving the tree and will make a public statement to that effect, if needed.

Ms. Polydoroff said that I needed to contact the MNCPPC for further information.

This is project number 02-NRI-420182320-001.

I appreciate any assistance you can give me. You can reply to this email or reach me by phone at (301) 300-7592.

Carol Hannaford
Twinbrook Subdivision
Rockville, MD 20851

From: Carol Hannaford [<mailto:carol@claymaven.com>]
Sent: Wednesday, July 25, 2018 8:13 PM
To: Elise Polydoroff <EPolydoroff@rockvillemd.gov>
Cc: Carol Hannaford <carol@claymaven.com>
Subject: Champion crabapple tree

Hello, Elise,

I am a member of the Rockville Native Species Network. We are concerned about the future of the Champion crabapple at Twinbrook Parkway and Ardennes Avenue and plan, if necessary, to publicly express our support for saving it.

Can you give me an idea of the current status? If not, is there somewhere where I can follow the status on my own?

Do you know if a timeline has been presented for development of this property?

Thank you for your help,

Carol Hannaford

Elise Polydoroff, MLA, ISA Certified Arborist, TRAQ
Assistant City Forester
Department of Recreation and Parks

14625 Rothgeb Drive
Rockville, MD 20850
Phone: 240-314-8710
Fax: 240-314-8719
Email: epolydoroff@rockvillemd.gov
Website: www.rockvillemd.gov

From: Butler, Patrick [<mailto:patrick.butler@montgomeryplanning.org>]

Sent: Saturday, August 4, 2018 7:21 PM

To: carol@claymaven.com

Subject: Automatic reply: Champion crab apple tree on Twinbrook Parkway at Ardennes

Hello, I am on vacation until Wednesday 8/15/18. Please contact Emily Tettelbaum at emily.tettelbaum@montgomeryplanning.org for immediate assistance.

Thank you,

Patrick Butler

Regulatory Supervisor | Area 2 Division
Montgomery County Planning Department
8787 Georgia Avenue | Silver Spring, MD 20910
301-495-4561
Patrick.Butler@montgomeryplanning.org