

12710 TWINBROOK PARKWAY

SKETCH PLAN NO. 320220020

SITE PLAN NO. 820220010



### Description

The Sketch Plan and Site Plan propose to develop the Subject Property with a 6-story mixed-use building of up to 66,627 square feet, comprised of up to 62,538 square feet of residential development and up to 4,089 square feet of commercial development. The project is located at 12710 Twinbrook Parkway, approximately 280 feet north of Ardennes Avenue, zoned CR-1.5, C-1.0, R-1.25, H-145' on 0.708 acres within the 2009 *Twinbrook Sector Plan* area.

No. 320220020, 820220010  
Completed: 3-28-2022

MCPB  
Item No. 7  
04-07-2022

Montgomery County  
Planning Board  
2425 Reedie Drive, Floor 14  
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### LOCATION/ADDRESS

12710 Twinbrook Parkway, approximately  
280 feet north of Ardennes Avenue

### MASTER PLAN

2009 *Twinbrook Sector Plan*

### ZONE

CR-1.5, C-1.0, R-1.25, H-145'

### PROPERTY SIZE

0.708 acres

### APPLICANT

Perfect Home LLC

### ACCEPTANCE DATE

October 8, 2021

### REVIEW BASIS

Chapter 59, Chapter 22A



### Summary:

- Staff recommends approval of the Sketch Plan and the Site Plan.
- The Applications propose to construct a 6-story mixed-use building of up to 66,627 square feet, comprised of up to 62,538 square feet of residential development, including 15% MPDUS, and up to 4,089 square feet of commercial development using the Optional Method of development.
- The Site Plan includes a waiver of Section 59.6.2.9.C.3.b for parking lot perimeter plantings.
- On December 15, 2021, the Planning Director granted a 30-day extension of the review period for the Sketch Plan and Site Plan from February 3, 2022 to March 3, 2022.
- On March 17, 2022, the Planning Board granted an extension of the review period for the Sketch and Site Plan from March 3, 2022 to April 7, 2022.

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## SECTION 1: RECOMMENDATIONS AND CONDITIONS

### SKETCH PLAN 320220020

Staff recommends approval with conditions of Sketch Plan No. 320220020, for up to to 62,538 square feet of residential development, including 15% MPDUS, and up to 4,089 square feet of commercial development on 0.708 acres, zoned CR-1.5, C-1.0, R-1.25, H-145', in the 2009 *Twinbrook Sector Plan*. The following site development elements shown on the latest electronic version of the Sketch Plan as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:<sup>1</sup>

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.

This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 66,627 square feet of mixed-use development comprised of 62,538 square feet of residential development (including bonus density for providing 15% Moderately Priced Dwelling Units (MPDUs) on site) and 4,089 square feet of ancillary commercial development and will be developed in one phase. The maximum number and distribution of residential dwelling units will be determined through Site Plan No. 820220010.

2. Height

The development is limited to a maximum height of 75 feet, as measured from the building height measuring point 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.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.3.4.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 will be established at Site Plan approval.

- a. Transit Proximity, achieved by being located within ½ mile of the Twinbrook Metro Station, a level 1 transit facility.

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<sup>1</sup> For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

- b. Connectivity and Mobility, achieved by minimizing the parking and providing streetscape improvements.
- c. Diversity of Uses and Activities, achieved by providing units with enhanced accessibility for seniors and the disabled and providing a minimum of 15% of the residential units as MPDUs. Per Section 59.4.7.3.D.6.a, 12 points are granted for every 1% of MPDUs greater than 12.5%. Any fraction of 1% increase in MPDUs entitles the Applicant to an equal fraction of 12 points.
- d. Quality Building and Site Design, achieved by providing structured parking, architectural elevations, and exceptional design.
- e. Protection and Enhancement of the Natural Environment, achieved by providing Building Lot Terminations (BLTs).

## SITE PLAN NO. 820220010

Staff recommends approval of Site Plan No. 820220010 for up to 62,538 square feet of residential development, including 15% MPDUS, and up to 4,089 square feet of commercial development on 0.708 acres, zoned CR-1.5, C-1.0, R-1.25, H-145', in the 2009 *Twinbrook Sector Plan*. The development must comply with the conditions of approval for Sketch Plan No. 320220020.

All site development elements shown on the latest electronic version of the Site Plan as of the date of this Staff Report submitted via ePlans to the M-NCPPC are required except as modified by the following conditions.

### DENSITY, HEIGHT & HOUSING

1. Density

The Site Plan is limited to a maximum of 66,627 square feet of total development on the Subject Property, including up to 62,538 square feet of residential uses (including bonus density for providing 15% Moderately Priced Dwelling Units (MPDUs) on site), for up to 49 units, and up to 4,089 square feet of ancillary commercial uses.

2. Height

The development is limited to a maximum height of 75 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

### OPEN SPACE, FACILITIES AND AMENITIES

3. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the *CR Zone Incentive Density Implementation Guidelines* for each one.

a) Transit Proximity

- i. Full site within 1/2 mile of Level 1 transit station

b) Connectivity and Mobility

i. Minimum Parking

- a. The development must provide no more than 54 parking spaces

ii. Streetscape Improvements

- a. The development must provide 1,192 square feet of streetscape improvements along the Site's Twinbrook Parkway frontage.

c) Diversity of Uses and Activities

i. Enhanced Accessibility

- a. The development must provide 2 units with enhanced accessibility for seniors or those with disabilities.

- ii. Affordable Housing/MPDUs.
  - a. The development must provide 15 percent MPDUs, or MCDHCA-approved equivalent, consistent with the requirements of Chapter 25A and the applicable Master Plan. The Applicant is receiving a 22 percent density bonus for providing 15 percent MPDUs or MCDHCA-approved equivalent.
  - b. Before issuance of any building permit for any residential unit, the MPDU agreement to build between the Applicant and the Montgomery County Department of Housing and Community Affairs (MCDHCA) must be executed.
- d) Quality Building and Site Design
  - i. Architectural Elevations
    - a. Final elevation design must be shown on the Certified Site Plan.
  - ii. Exceptional Design
    - a. The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on the Certified Site Plan, as determined by M-NCPPC Staff.
  - iii. Structured Parking
    - a. The Applicant must provide a minimum of 22 spaces in a below grade structure.
- e) Protection and Enhancement of the Natural Environment
  - i. Building Lot Termination
    - a. Before issuance of any building permit, the Applicant must provide proof of purchase and/or payment for 0.347 BLTs to the Montgomery County Department of Permitting Services (MCDPS).

#### 4. Recreation Facilities

The Applicant must provide the minimum required recreation facilities as shown on the Certified Site Plan.

#### 5. Maintenance of Public Amenities

The Applicant is responsible for maintaining all publicly accessible amenities.

### ENVIRONMENT

#### 6. Forest Conservation

The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Forest Conservation Exemption.

#### 7. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS) Water Resources Section in its stormwater management concept letter dated December 30, 2021 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the



letter, which the MCDPS Water Resources Section may amend if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

## TRANSPORTATION & CIRCULATION/ ADEQUATE PUBLIC FACILITIES (APF)

### 8. Transportation

- a) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Right of Way Plan Review Section in its letter dated January 3, 2022, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.
- b) Prior to issuance of any Building Permit, the Applicant must:
  - i. Execute a deed of dedication for a total of 60 feet from the centerline along the Twinbrook Parkway Property frontage. The deed must be reviewed and approved by the Commission's Office of General Counsel and the Montgomery County Department of Permitting Services (DPS) and must be recorded in the Land Records of Montgomery County;
  - ii. Coordinate with and gain approval from the Montgomery County Department of Transportation (MCDOT) on a Level 3 Results Transportation Demand Management (TDM) Plan to participate in the North Bethesda Transportation Management District (TMD).
- c) The Applicant must participate in a pro-rata share basis towards the construction of a master planned separated bikeway along the Twinbrook Parkway frontage. The Applicant must provide an engineer's cost estimate for the separated bikeway along their Twinbrook Parkway street frontage that will include contingencies and be approved by MCDOT prior to certified site plan. The cost shall include, but not be limited to, repaving, restriping, flex posts, signing and other related improvements for the shared used path. The payment must be made prior to the issuance of record plat.
- d) A Department of Permitting Services Right-of-Way permit is required for any outdoor seating in the right-of-way.

### 9. Pedestrian & Bicycle Circulation

- a) The Applicant must provide 25 long-term and 12 short-term bicycle parking spaces.
- b) The long-term spaces must be in a secured, well-lit bicycle room within the structured parking garage, and the short-term spaces must be inverted-U racks, or approved equal rack, installed in a location convenient to the main entrance, and it is preferred that the racks are protected from the weather. The specific location(s) of the short-term bicycle rack(s) must be identified on the Certified Site Plan.



10. Validity

The Adequate Public Facilities (“APF”) review for the Project will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).

11. Fire and Rescue

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water Supply Section in its letter dated March 1, 2022 and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendments do not conflict with other conditions of Site Plan approval.

12. Schools

Prior to issuance of each building permit for a residential dwelling unit, the Applicant must obtain an assessment from Montgomery County Department of Permitting Services (MCDPS) for Utilization Premium Payments (UPPs) consistent with the Growth and Infrastructure Policy, as follows:

- a) A Tier 2 high school UPP per unit.

**SITE PLAN**

13. Site Design

The exterior architectural character, proportion, materials, and articulation must be substantially similar to the schematic elevations shown on Sheets A-004 and A-007 of the submitted architectural drawings, as determined by M-NCPPC Staff.

14. Lighting

- a) Prior to Certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All on-site exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- b) All on-site down-lights must have full cut-off or BUG-equivalent fixtures.
- c) Deflectors will be installed on all fixtures to prevent excess illumination and glare.
- d) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at any property line abutting public roads and residentially developed properties.
- e) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.

15. Site Plan Surety and Maintenance Agreement

Prior to issuance of any building permit, sediment control permit, or Use and Occupancy Certificate, whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by the M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59.7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements, including, but not limited to plant material, on-site lighting, indoor and outdoor recreational facilities, site furniture, and associated improvements of development, including sidewalks, bikeways, storm drainage facilities. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and completion of all improvements covered by the surety for each phase of development will be followed by a site plan completion inspection. The surety may be reduced based upon inspector recommendation and provided that the remaining surety is sufficient to cover completion of the remaining work.

16. Development Program

The Applicant must construct the development in accordance with a development program table that will be reviewed and approved prior to the approval of the Certified Site Plan.

17. Certified Site Plan

Before approval of the Certified Site Plan the following revisions must be made and/or information provided subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution and other applicable resolutions on the approval or cover sheet(s).
- b) Add a note to the Site Plan stating that “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”
- c) Add a note stating that “Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services.”
- d) Modify data table to reflect development standards approved by the Planning Board.
- e) Ensure consistency of all details and layout between Site and Landscape plans.
- f) Add the building height measurement point.
- g) Add lighting at all entrances and update the lighting study to reflect these lights.
- h) Provide final locations and layouts for the two enhanced accessibility units.
- i) Add the Fire Department Access plan to the Certified Site Plan.

## SECTION 2: SITE DESCRIPTION

### VICINITY

The Subject Property (“Subject Property” or “Property” - outlined in red in Figure 1 below) is described as Lot 4, Block E, Spring Lake Park Halpine and located at 12710 Twinbrook Parkway in Rockville, approximately 280 feet north 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 3 of the *Twinbrook Sector Plan*. The Property abuts the City of Rockville on the southern, western, and northern property lines.

To the south, the Subject Property adjoins Twinbrook Place, an office building in the City of Rockville. To the east, across Twinbrook Parkway, is a surface parking lot and a parking garage associated with the United States Pharmacopeia building (12601 Twinbrook Parkway). A two-story commercial building is located on Twinbrook Parkway to the northeast of the Property. Avalon Twinbrook Station, a residential development in the City of Rockville, is located to the north and northwest of the Property.



Figure 1 - Vicinity Map

## PROPERTY DESCRIPTION

The Subject Property (Figure 2) is described as Lot 4, Block E, Spring Lake Park Halpine and is shown on Plat No. 9812, recorded in 1971. There is no Preliminary Plan associated with the Property. The Property is improved with a one-story commercial building and associated surface parking. The Property lies in the Middle Rock Creek watershed and contains no forest, streams, wetlands, floodplains, or any associated buffers. The Property is currently served by public water and sewer. The Property is within the 2009 *Twinbrook Sector Plan* ("Sector Plan") area and is zoned CR-1.5, C-1.0, R-1.25, H-145'.

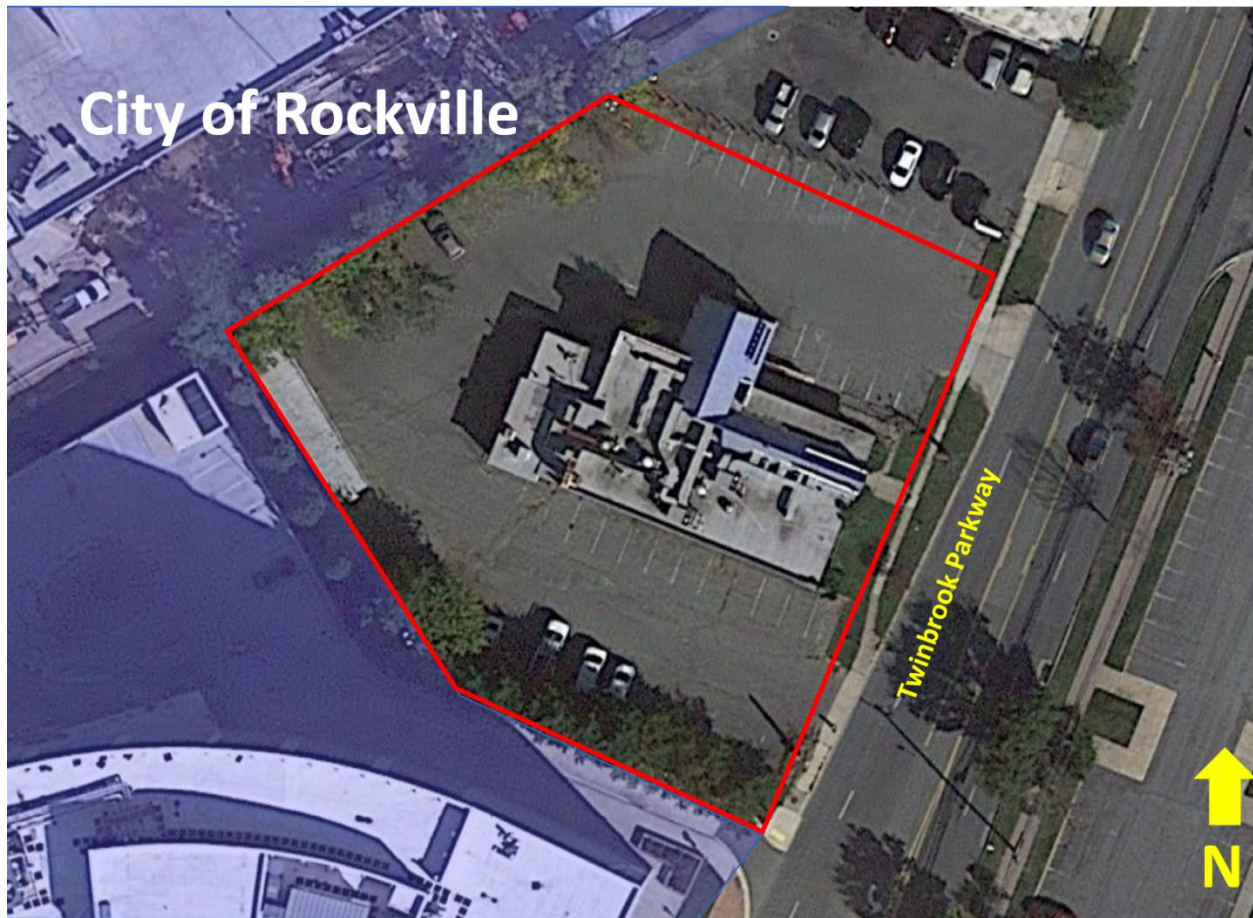


Figure 2 - Subject Property



## SECTION 3: PROJECT DESCRIPTION

### PROPOSAL

The Subject Applications (Figure 3) propose to demolish the existing development and construct a new 6-story mixed-use building of up to 66,627 square feet, comprised of up to 62,538 square feet of residential development and up to 4,089 square feet of commercial development. The Project will transform a single-use, auto-oriented site into a pedestrian-friendly, mixed-use building. The reduction of curb cuts along the primary road, locating parking away from public view, and creating an urban frontage along Twinbrook Parkway are additional positive features of this development. The commercial development will help activate the pedestrian realm by providing uses at the street level. Additional right-of-way is being dedicated by deed for the future construction of separated bike lanes. This right-of-way area will be used temporarily as outdoor café seating, which will be regulated by permit. A Preliminary Plan is not required for the proposed development because the Property is a recorded lot.

This urban infill project provides 54 parking spaces located at the rear of the property and within the lower level of the building. A single narrow driveway from Twinbrook Parkway provides access to the rear parking spaces.



*Figure 3 - Site Plan*

## BUILDING ARCHITECTURE

The building will be contemporary in style, to reflect the evolving architectural character of Twinbrook, and will incorporate sustainable design strategies to reduce its environmental impact. The scale and massing of the proposed building are consistent with the moderate, mid-rise type of development that has become characteristic in the area. This urban infill project provides 54 parking spaces located at the rear of the property and within the lower level of the building. A single narrow driveway from Twinbrook Parkway provides access to the rear parking spaces. The proposed architecture is articulated with offsets in the massing to create interest and reduce the scale of the building along the street.



*Figure 4 - View from Twinbrook Parkway*

The main façade along Twinbrook Parkway is composed of a prominent central mass and two secondary masses on each end of the main façade. The separation between the primary and secondary building massing is defined by recessed balconies that break up the façade and articulate the building. The building will feature two complementary shades of brick as the primary material for the building, with the top level differentiated by metal panels to create a distinct base, middle and top to the building. As conditioned, the Applicant has committed to building the Project in conformance with the materials and architectural elevations included on sheets A-004 and A-007. The Project is providing Exceptional Design through the additional design elements provided on the side elevations and the use of roll-up doors on the front elevations. The roll-up doors provide strong visual connections to the seating areas within the Twinbrook Parkway right-of-way.

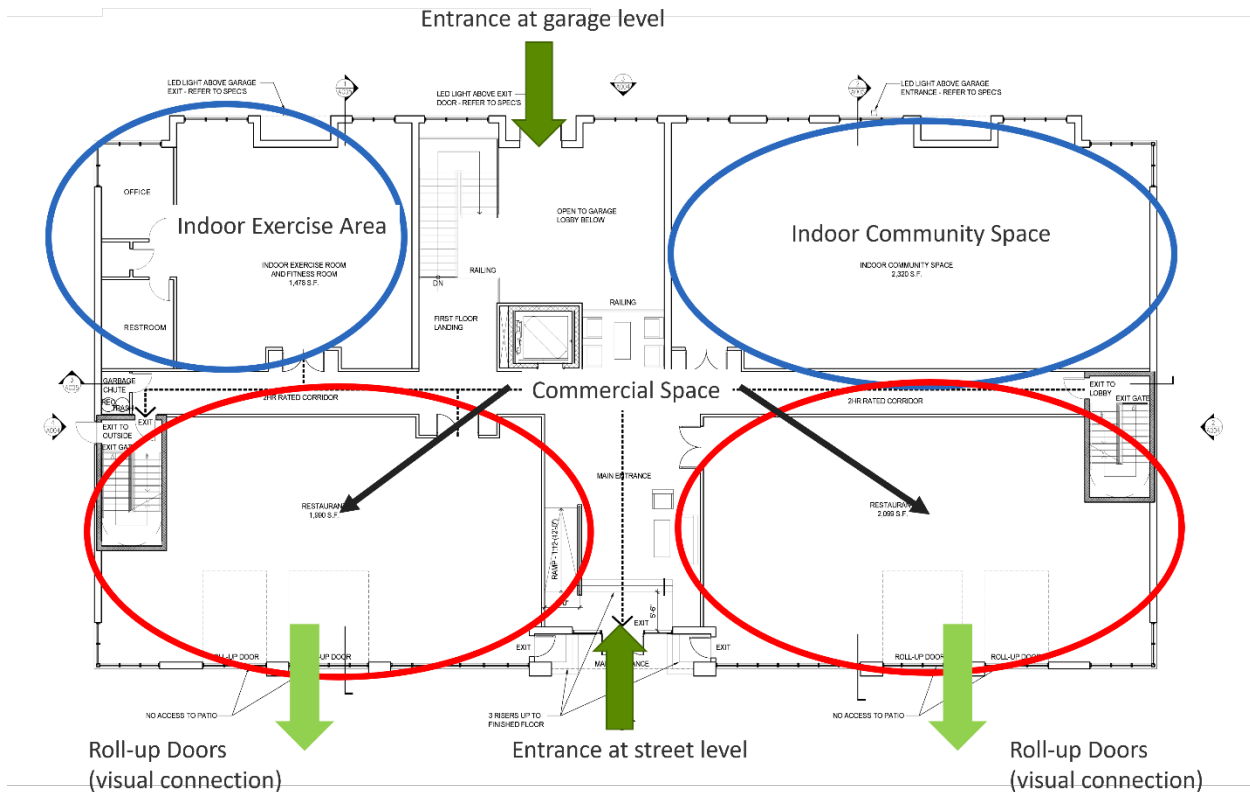


Figure 5: First Floor Plan

## OPEN SPACE AND LANDSCAPING

Although the Project is not required to provide Open Space based on its size and number of frontages (Section 4.5.4.B.1), the Project will enhance the dedicated but unimproved portion of public right-of-way along the Twinbrook Parkway façade by providing outdoor café seating as an interim use. This interim outdoor café seating will be regulated by the Department of Permitting Services until the right-of-way is needed for future bikeway improvements. As proposed, the Applicant's interim use of the public right-of-way supports the future implementation of separated bike lanes.





*Figure 6 - Right-of-Way Improvements*

## TRANSPORTATION

The Project is located within ½ mile of the Twinbrook Metro Station and is served by a robust existing transportation network. As conditioned, the Applicant will dedicate additional public right-of-way along the Twinbrook Parkway frontage to accommodate the future construction of separated bike lanes. Pedestrian facilities are being upgraded to include an 11-foot sidewalk on Twinbrook Parkway through this development, consistent with recommended streetscape standards within the 2009 *Twinbrook Sector Plan* and the *Complete Streets Design Guide*.

The Applicant proposes to consolidate ingress and egress to the Site from two access points to one. Vehicular access to the Property will occur via a new curb cut along Twinbrook Parkway, at the northeast corner of the Site, in between the proposed building and the adjacent property line. Access will be through a right-in, right-out curb cut measuring 21.5-feet-wide. Trash pick-up will be accommodated through the placement of a new dumpster with vehicular access located off the drive aisle in the proposed rear surface parking area, where trash will be wheeled out twice per week.

## SECTION 4: SKETCH PLAN NO. 320220020 FINDINGS AND ANALYSIS

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. 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 through Site Plan No. 820220010.

Table 1: 12710 Twinbrook Parkway Data Table for CR Zone, Optional Method, Section 59.4.5.4

<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Proposed</b>
<b>Tract Area (Square Feet/Acres)</b>		<b>42,260 (0.97)</b>
<b>Site Area</b> Prior Dedication Proposed Dedication <b>Site Area (Tract Area – Dedications)</b>		7,600 (0.174) 3,800 (0.087) <b>30,860 (0.708)</b>
<b>Residential Density (GFA/FAR)</b> CR-1.5, C-1.0, R-1.25, H-145'	<b>52,825 (1.25)</b>	<b>52,825 (1.25)</b>
<b>Commercial Density (GFA/FAR)</b> CR-1.5, C-1.0, R-1.25, H-145'	<b>42,260 (1.0)</b>	<b>4,089 (0.097)</b>
<b>MPDU Density (GFA/FAR)</b>		<b>9,713 (0.230)</b>
<b>Total GFA/FAR</b>		<b>66,627 (1.57)</b>
<b>Building Height</b>	<b>145 feet</b>	<b>75 feet</b>
<b>Public Open Space (min.)</b>	<b>0%</b>	<b>0%</b>
Vehicle Parking	Minimum: 39 spaces Maximum: 98 spaces	54 spaces
Bicycle Parking (min.)	25 long term 3 short term	25 long term 12 short term

The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in 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 through Site Plan No. 820220010 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.

*a) Implement the recommendations of applicable master plans.*

The Subject Property is located within the 2009 *Twinbrook Sector Plan* (Sector Plan) and is located within the Metro Core Area 3 of the Sector Plan.

The Sector Plan sets forth the following key recommendations for the Planning Area that are applicable to this Application:

- Ensure that new development and redevelopment contribute to improving both the natural environment and community spaces.
- Create and enhance pedestrian and bike routes that connect to parks and the Metro station.
- Integrate urban design, parks, land use, and transportation recommendations with environmental improvements to create an urban form that promotes the function of healthy natural processes.
- Reduce automobile dependence by encouraging increased pedestrian activity and transit accessibility. (Page 3)

The Project will encourage transit usage due to its location within ½ mile of the Twinbrook Metro Station. The redevelopment will enhance stormwater management, tree canopy and the pedestrian environment along the Property's Twinbrook Parkway frontage. The right-of-way dedication will allow for the future construction of separated bike lanes and the interim use of the area as café seating will enhance and add activity to the pedestrian realm.

The Sector Plan provides the following guidance for properties within Metro Core Area 3:

- Limit development to 1.5 FAR with a requirement that at least 25 percent of any optional method development is residential.
- Encourage development to continue the neighborhood street pattern of buildings oriented to the street with streetscaping and small urban open spaces.
- Ensure pedestrian connections to the Twinbrook Station project.
- Building heights should step down from Twinbrook Parkway to be compatible with adjacent redevelopment in the City of Rockville. (Page 33)

The Project meets this guidance by creating a street-oriented mixed-use development that is compatible with surrounding development and includes pedestrian improvements while providing for future improvements.

*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 improved with a single-story commercial building and associated surface parking. The Application will transform the Site into a pedestrian-friendly development that will incorporate ground-floor commercial uses and multi-family dwelling units within a half-mile of the Twinbrook Metro Station.

- 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 and MPDU residential units in a variety of unit types (studios, one-bedrooms, and two-bedrooms). Additionally, the Project includes two units with enhanced accessibility for seniors or individuals with disabilities. As a result, the Project will provide different housing opportunities for a range of demographics and incomes. The Application will also provide important streetscape improvements along the Site's Twinbrook Parkway frontage that will 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 75 feet will be compatible with adjacent buildings, which range between four (4) and seven (7) stories in height. The surrounding development is a mix of commercial and residential.

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

The development of a mixed-use (predominately residential) building 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 housing proposed by the Subject Application 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 enhanced accessibility units.

- 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, as further described in Finding 7 below.

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

As discussed in Finding 1 a), 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 is a mixture of mixed use and commercial developments of similar heights. The proposed building will include commercial development on the first floor, activating the street. Parking is located at the rear of the building and incorporated into the building itself.

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

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. All vehicular access to the Project will be from a single driveway from Twinbrook Parkway. The basement level parking is accessed from the surface parking area to the rear of the building. The pedestrian realm on Twinbrook Parkway will be enhanced by the provision of an 11-foot sidewalk and the project is providing dedication for a future separated bike facility.

**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, 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. Although only the categories need to be approved with the Sketch Plan,

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 public benefit points earned will be determined by the Site Plan. 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.

*Table 2: Public Benefit Points*

Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
<b>59.4.7.3.B: Transit Proximity</b>		
Full Site within ½ mile of Level 1 Transit Station	30	30
<b>59.4.7.3.C: Connectivity and Mobility</b>		
Minimum Parking	10	7
Streetscape Improvements	20	4
<b>59.4.7.3.D: Diversity of Uses and Activities</b>		
Enhanced Accessibility	20	12
Affordable housing- 15% MPDUs	n/a	30
<b>59.4.7.3.E: Quality of Building and Site Design</b>		
Architectural Elevations	20	10
Exceptional Design	10	5
Structured Parking	20	8
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>		
Building Lot Termination (BLTs)*	30	3
Total	-	109

\*Required for optional method CR projects



## TRANSIT PROXIMITY

### Level I

The Applicant requests 30 points for locating a project within a quarter mile and a half-mile of a Level 1 transit station. The entire Property is located within a half-mile from the Twinbrook Metrorail Station (level 1). Staff supports the category at this time.

## 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 7 points in this public benefit category. Maximum allowed spaces are 87 and the minimum allowed is 41 spaces. Staff supports the category at this time.

### Streetscape Improvements

The Project will provide 1,192 square feet of streetscape improvements along the Site's Twinbrook Parkway frontage. Staff supports the category at this time.

## DIVERSITY OF USES AND ACTIVITIES

### Enhanced Accessibility

The Applicant requests 12 points for providing 2 units designed for enhanced accessibility for seniors or individuals with disabilities. Each percentage of accessibility units provide 3 points, for a maximum of 7 points. Staff supports the category at this time.

### Moderately Priced Dwelling Units

The Applicant requests 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 category at this time.

## QUALITY OF BUILDING AND SITE DESIGN

### Architectural Elevations

The Applicant requests 10 points for providing binding architectural elevations. Additional windows were added to the side elevations to increase the level of transparency. Staff supports the category at this time.

### Exceptional Design

The Applicant requests 5 points for building or site design whose visual and functional impacts exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 5 points are appropriate for development that meets all six design criteria for building or site design. The Applicant is meeting all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and activating the street level.
- Enhancing the public realm in a distinct and original manner.
- Designing compact infill development in an attractive manner.

Staff supports the category at this time.

### Structured Parking

The Applicant requests 8 points for structured parking. Twenty-two (22) of the 54 parking spaces are located in a below-grade garage. Staff supports the category at this time.

## PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

### Building Lot Termination (BLT)

The Applicant requests 3 points for the purchase of approximately 0.347 BLTs. Staff supports the category 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 proposed development will be built in one phase.

## SECTION 5: SITE PLAN NO. 820220010 FINDINGS AND ANALYSIS

This Application has been reviewed for compliance with the Montgomery County Code, Chapter 59, Zoning Ordinance and Chapter 22A, Forest Conservation. The Application has been reviewed by other applicable State, County and City agencies. To approve a site plan under Section 59.7.3.4, the Planning Board must find that the proposed development:

- 1. *When reviewing an application, the approval findings apply only to the site covered by the application.***

The findings herein apply only to the Subject Property.

- 2. *To approve a Site Plan, the Planning Board must find that the proposed development:***

- a) satisfies any previous approval that applies to the site;***

The Site Plan is consistent with Sketch Plan No. 320220020.

- b) satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;***

Not applicable: the Property was not subject to a development plan or schematic development plan in effect on October 29, 2014.

- c) satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;***

Not applicable: the zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

- d) satisfies applicable use standards, development standards, and general requirements under this Chapter;***

### USE/DEVELOPMENT STANDARDS

Multi-unit living is a permitted use in the CR Zone with no applicable use standards. The proposed development will satisfy the applicable development standards for the Optional Method of Development in the CR Zone as demonstrated in Table 3.

Table 3: 12710 Twinbrook Parkway Data Table for CR Zone, Optional Method, Section 59.4.5.4

Development Standard	Permitted/ Required	Proposed
<b>Tract Area (Square Feet/Acres)</b>		<b>42,260 (0.97)</b>
<b>Site Area</b> Prior Dedication Proposed Dedication <b>Site Area (Tract Area – Dedications)</b>		7,600 (0.174) 3,800 (0.087) <b>30,860 (0.708)</b>
<b>Residential Density (GFA/FAR)</b> CR-1.5, C-1.0, R-1.25, H-145	<b>52,825 (1.25)</b>	<b>52,825 (1.25)</b>
<b>Commercial Density (GFA/FAR)</b> CR-1.5, C-1.0, R-1.25, H-145'	<b>42,260 (1.0)</b>	<b>4,089 (0.097)</b>
<b>MPDU requirement</b>	15%	15% (8 units)
<b>MPDU Density (GFA/FAR)</b>		<b>9,713 (0.230)</b>
<b>Total GFA/FAR</b>		<b>66,627 (1.57)</b>
<b>Building Height</b>	145 feet	75 feet
<b>Public Open Space (min.)</b>	0 square feet	0 square feet
<b>Minimum Setbacks (ft)</b> Front Side Rear	0 0 0	1 foot 16.5 feet 37.3 feet
<b>Transparency</b> Ground story (front) Ground story (side/rear) Upper story Blank wall, front Blank wall, side/rear	60% 30% 20% 25' 35'	88% 38% 78% 6' 32'
<b>Perimeter Planting</b>	6'	4' <sup>2</sup>

<sup>2</sup> The Applicant is requesting a waiver from the requirements of Section 59.6.2.9.C.3.b for perimeter planting.

## PUBLIC BENEFITS

For a development of this size in the CR Zone, the Zoning Ordinance requires 100 points in at least four categories. 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, as discussed below.

*Table 4: Public Benefit Points*

Public Benefit	Incentive Density Points	
	Max Allowed	Total Requested
<b>59.4.7.3.B: Transit Proximity</b>		
Full Site within ½ mile of Level 1 Transit Station	30	30
<b>59.4.7.3.C: Connectivity and Mobility</b>		
Minimum Parking	10	7
Streetscape Improvements	20	4
<b>59.4.7.3.D: Diversity of Uses and Activities</b>		
Enhanced Accessibility	20	12
Affordable housing- 15% MPDUs	n/a	30
<b>59.4.7.3.E: Quality of Building and Site Design</b>		
Architectural Elevations	20	10
Exceptional Design	10	5
Structured Parking	20	8
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>		
Building Lot Termination (BLTs)*	30	3
Total	-	109

\*Required for optional method CR projects

### Transit Proximity

The entire Property is located 1/2 mile from the Twinbrook Metrorail Station (level 1) and the Applicant requests 30 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 7 points in this public

benefit category. Maximum allowed spaces are 87 and the minimum allowed is 39 spaces. Staff supports the Applicant's request based on the following calculation:

$$[87 \text{ maximum} - 54 \text{ proposed}] / [87 \text{ maximum} - 41 \text{ minimum}] * 10 = 7 \text{ points.}$$

*Streetscape Improvements:* The Project will provide 1,192 square feet of streetscape improvements along the Site's Twinbrook Parkway frontage. The Applicant anticipates achieving 4 points as described below:

$$[1,192 \text{ improvements} / 30,860 \text{ site area}] * 100 = 4 \text{ points}$$

### Diversity of Uses and Activities

*Enhanced Accessibility:* The Applicant requests 12 points for providing 2 units designed for enhanced accessibility for seniors or the disabled. Each percentage of accessibility units provide 3 points, for a maximum of 7 points.

$$[2 \text{ accessible units} / 49 \text{ total units}] * 300 = 12 \text{ points.}$$

*Moderately Priced Dwelling Units:* The Applicant requests 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

*Architectural Elevations:* The Applicant requests 10 points for providing binding architectural elevations. Additional windows were added to the side elevations to increase the level of transparency. Staff supports the Applicant's request based on the building elevations included with the Application on A-004 and A-007 and as conditioned.

*Exceptional Design:* The Applicant requests 5 points for building or site design whose visual and functional impacts exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 5 points are appropriate for development that meets all six design criteria for building or site design. The Applicant is meeting all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and activating the street level.
- Enhancing the public realm in a distinct and original manner.
- Designing compact infill development in an attractive manner.

The proposed building's frontage is 'split' by two columns of recessed balconies that serve to effectively break up the façade and articulate the building as several linked masses of smaller scale as opposed to one continuous building face. Each façade of the building will be responsive

to its adjacent context and solar orientation in order to maximize natural daylight opportunities in living units, enhance views, and control against solar heat gain. Finally, material selections will be compatible with existing context while reflecting the contemporary character of the new development. The temporary use of the right-of-way for seating and planters will enhance and activate the public realm. Staff supports the Applicant's request based on the plans and elevations provided.

*Structured Parking:* The Applicant requests 8 points for structured parking. Twenty-two (22) of the 54 parking spaces are located in a basement level garage. Staff supports the Applicant's request based on the following calculation:

$$[22 \text{ above ground spaces} / 54 \text{ total spaces}] * 20 = 8 \text{ points}$$

### Protection and Enhancement of the Natural Environment

*Building Lot Termination (BLT):* The Applicant requests 3 points for the purchase of approximately 0.347 BLTs. Staff supports the Applicant's request for 3 point at this time based on the following calculation:

$$(54,325 \text{ (optional method density in square feet)} - 21,120 \text{ (standard method density in square feet)}) \times 7.5\% \text{ (percentage of incentive density floor area)} / 31,500 \text{ (square feet of gross floor area required per BLT)} \times 9 \text{ (points per BLT purchased)} = 0.347 \text{ BLTs and 3 points.}$$

## GENERAL DEVELOPMENT REQUIREMENTS

### Site Access

Vehicular access to the Project is from a single two-way entrance on Twinbrook Parkway. The entrance into the parking garage is from the surface parking area at the rear of the proposed building. Pedestrian access is provided from Twinbrook Parkway and from the surface parking area.

### Parking

As demonstrated by Table 5, the Applicant is providing fewer than the maximum number of parking spaces required by the Zoning Ordinance.

### Loading

Trash pick-up will be accommodated through the placement of a new dumpster with vehicular access located off the drive aisle in the proposed rear surface parking area, where trash will be wheeled out, with an expected frequency of twice per week.



Table 5: Parking

Parking	Per Unit Rate	Minimum <sup>3</sup>	Maximum	Spaces Provided
<b>Residential Parking</b>				
1 bedroom (29)	0.5 min/ 1.25 max	15	37	
2 bedroom (19)	0.75 min/1.5 max	15	29	
3 bedroom (1)	0.75 min/2 max	1	2	
49 Total Units		31	68	44
<b>Commercial Parking</b>				
2,453 square feet indoor restaurant seating	4 per 1,000 square feet min/12 per 1,000 square foot max	10	30	10
<b>Total Parking</b> 203 units		41	98	54
<b>Residential Bicycle Parking</b> (Long Term/ Short Term) 49 units	0.5 per unit 95% long term	24 long term 2 short term		24 long term 2 short term
<b>Commercial Bicycle Parking</b>	1 per 10,000 square feet 15% long term	1 long term 1 short term		1 long term 1 short term
<b>Total Bicycle Parking</b>		25 long term 3 short term		25 long term 12 short term
<b>Loading</b>				
Residential (under 50 units)		0		0
Commercial (up to 15,000 square feet)		0		0

### Parking Lot Perimeter Planting

The Applicant is requesting a waiver of Section 59.6.2.9.C.3.b requiring perimeter planting around surface parking lots with 10 or more spaces.

<sup>3</sup> Project's residential spaces to be unbundled and subject to reduced baseline minimum per Section 59.6.2.3.1.5.

*“The perimeter planting area for a property that abuts any other zoned property, right-of- way, or an Agricultural, Rural Residential, or Residential Detached zoned property that is improved with a civic and institutional, commercial, industrial, or miscellaneous use must:*

- i. Be a minimum of 6 feet;*
- ii. Contain a hedge or low wall a minimum of 3 feet high; and*
- iii. Have a canopy tree planted every 30 feet on center; unless*
- iv. The property abuts another parking lot, in which case a perimeter planting area is not required.”*

Per Section 59.6.2.10, the Planning Board may waive any requirement of Division 6.2 if the alternative design satisfies Section 6.2.1.

*“The intent of the vehicle and bicycle parking, queuing, and loading requirements is to ensure that adequate parking is provided in a safe and efficient manner.”*

The waiver is necessary because of the unique shape, with sharply angled property lines and need to provide parking islands, as well as safe and efficient circulation. Parking space sizes and drive aisle widths are the minimum required. The Applicant is providing four feet wide perimeter planting areas with canopy trees and a mix of shrubs.

The proposed plantings satisfy the intent of the perimeter planting requirement by providing a heavily planted separation between the parking lot and the adjacent properties. The reduction of the planting border width from the required six feet to four feet is the minimum modification necessary to address the site constraints. There are drive aisles located immediately adjacent/opposite to the angled western boundary lines along which the modified perimeter planting areas are located. Thus, there will be no adverse impacts on adjacent properties from this reduction. The reduced width requested is needed to facilitate the proposed redevelopment of the site in a manner that also allows for a safe/efficient parking lot design and circulation and is therefore in the public interest.

### Open Space and Recreation

In accordance with Section 59.4.5.4.B.1., Public Open Space is not required on the Subject Property based on the Site Area and frontage. The proposed recreation facilities meet the requirements of the Recreation Guidelines according to the Recreation Facilities Data Table provided with the Application. The recreation facilities include an indoor fitness and exercise room, an indoor community space, and a rooftop amenity area with picnic space, hot tub, pet area and seating areas.

### Landscaping and Outdoor Lighting

Proposed landscaping and lighting, as well as other site amenities, will enhance the streetscape along Twinbrook Parkway. The facilities will be safe, adequate, and efficient for year-round use and

enjoyment by residents and visitors. The Project will transform the existing streetscape along the Twinbrook Parkway frontages with new street trees and improved, wider sidewalks and street lighting. A total of 1,192 square feet of streetscape improvements will be provided along the Site's Twinbrook Parkway frontage. The on-site lighting will limit the necessary light levels to streets and sidewalks. In addition to the streetscape improvements, the Project will also install interim outdoor café seating, regulated through the Department of Permitting Services, until the frontage is improved with two-way separated bicycle lanes.

***e) satisfies the applicable requirements of:***

***i. Chapter 19, Erosion, Sediment Control, and Stormwater Management; and***

The Stormwater Concept Plan was approved by the Montgomery County Department of Permitting Services (MCDPS) on December 30, 2021. The Applicant proposes to meet stormwater management requirements with the use of micro-bioretenention, permeable pavement, and a Bayfilter with underground storage.

***ii. Chapter 22A, Forest Conservation.***

The Subject Property received approval for Forest Conservation Plan Exemption No. 42021168E on April 13, 2021. This exemption was granted based on Chapter 22A-5.s.2, as the Project activity occurs on a tract less than one acre, and the activity will not result in the clearing of more than a total of 20,000 square feet of existing forest. The Site contains no streams or their buffers, wetlands or wetland buffers, steep slopes, 100-year floodplains, inherent or known occurrences of rare, threatened or endangered species. The Property does not contain any forest or any significant or specimen trees. The Subject Application satisfies all requirements of Chapter 22A.

***f) provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;***

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. All vehicular access to the Project will be from a single driveway from Twinbrook Parkway. The below-grade parking is accessed from the surface parking area to the rear of the building. The pedestrian realm on Twinbrook Parkway will be enhanced by the provision of an 11-foot sidewalk and the Project is providing additional public right-of-way dedication by deed for a future separated bike facility. Amenities are located interior to the building and on the roof level.

***g) substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;***

The Subject Property is located within the 2009 *Twinbrook Sector Plan* (Sector Plan) and is located within the Metro Core Area 3 of the Sector Plan.

The Sector Plan sets forth the following key recommendations for the Planning Area that are applicable to this Application:

- Ensure that new development and redevelopment contribute to improving both the natural environment and community spaces.
- Create and enhance pedestrian and bike routes that connect to parks and the Metro station.
- Integrate urban design, parks, land use, and transportation recommendations with environmental improvements to create an urban form that promotes the function of healthy natural processes.
- Reduce automobile dependence by encouraging increased pedestrian activity and transit accessibility. (Page 3)

The Project will encourage transit usage due to its location within a half mile of the Twinbrook Metro Station. The redevelopment will enhance stormwater management, tree canopy and the pedestrian environment along the Property's Twinbrook Parkway frontage. The right-of-way dedication will allow for the future construction of separated bike lanes and the interim use of the area as café seating will enhance and add activity to the pedestrian realm.

The Sector Plan provides the following guidance for properties within Metro Core Area 3:

- Limit development to 1.5 FAR with a requirement that at least 25 percent of any optional method development is residential.
- Encourage development to continue the neighborhood street pattern of buildings oriented to the street with streetscaping and small urban open spaces.
- Ensure pedestrian connections to the Twinbrook Station project.
- Building heights should step down from Twinbrook Parkway to be compatible with adjacent redevelopment in the City of Rockville. (Page 33)

The Project meets this guidance by creating a street-oriented mixed-use development that is compatible with surrounding development and includes pedestrian improvements while providing for future improvements.

***h) will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the development is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required the Planning Board must find that the proposed development will be served by adequate public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage;***

## SITE ACCESS CIRCULATION, LOADING, AND PARKING

Pedestrian access to the Site will be from the established sidewalk network along Twinbrook Parkway, which will be enhanced by streetscape improvements along the Property frontage, consistent with recommended streetscape standards within the 2009 *Twinbrook Sector Plan* and the *Complete Streets Design Guide*.

The Applicant proposes to consolidate ingress and egress to the Site from two access points to one. Vehicular access to the Property will occur via a new curb cut along Twinbrook Parkway, at the northeast corner of the Site, in between the proposed multifamily structure and the adjacent property line. The Applicant proposes to locate its primary vehicle access via a right-in, right-out curb cut measuring 21.5-feet-wide. Trash pick-up will be accommodated through the placement of a new dumpster with vehicular access located off the drive aisle in the proposed rear surface parking area, where trash will be wheeled out of the existing adjacent building for pick-up, with an expected frequency of twice per week.

Based on the proposed density of up to 49 multi-family dwelling units and up to 4,089 square feet of commercial uses, a minimum of 41 parking spaces are required pursuant to Section 6.2.4.B of the Zoning Ordinance. The Applicant will construct 54 parking spaces, which is below the maximum number of parking spaces (98 spaces). Furthermore, 25 long-term and 3 short-term bicycle parking spaces are required, which will be met by the Applicant's proposal to construct the long-term bicycle parking spaces within a bike room in the below-grade vehicle parking area and as bicycle racks along the Twinbrook Parkway frontage.

Twenty-two (22) surface parking spaces are proposed to be located to the rear of the proposed building. The Applicant proposes 20-foot-wide drive aisles within the parking areas to allow for two-way circulation, which is adequate for standard passenger vehicles and meets requirements outlined in Section 6.2.5.G.2 of the Zoning Code. Due to the proposed total number of dwelling units being less than the 50-unit threshold dictated by the Zoning Code, a dedicated off-street loading space is not required. Residents moving in and moving out of the structure, as well as staff for any potential loading procedures for the restaurant, are able to utilize a rear building entrance to access the elevator and stairwell located in the basement.

### Existing Transit Service

The Subject Site is serviced by Ride On, with existing bus stops located along the block face of the Property's frontage with Twinbrook Parkway. The Property is also less than a ½ mile to the east of the Twinbrook Metrorail station. The nearest public transit routes are as follows:

- Ride On route 26 operates along Twinbrook Parkway, providing service between the Montgomery Mall Transit Center, Rockville, the Pike District, Aspen Hill, Glenmont, and the

Twinbrook, White Flint, and Glenmont Metrorail stations. Route 26 operates 30-minute frequencies on weekdays, Saturday, and Sunday.

- Ride On route 45 operates along Twinbrook Parkway, providing service to the Rockville Regional Transit Center, Montgomery College, Rockville, and the Twinbrook and Rockville Metrorail stations. Route 45 operates 30-minute frequencies on weekdays and Saturday; service does not operate on Sunday.

### Pedestrian and Bicycle Facilities

Consistent with approaches undertaken for similar projects with frontage improvements established by the *Bicycle Master Plan*, such as the neighboring approved Site Plan for 12500 Ardennes Avenue (820200080), Staff worked with the Applicant to provide an interim design solution along the roadway frontage prior to formal implementation of the planned bicycle facility. Along the Twinbrook Parkway frontage, the Applicant proposes to construct a 17-foot wide landscape and patio area, a wider sidewalk, measuring 11 feet in width, with an eight-foot tree panel, consistent with guidance within the *Twinbrook Sector Plan* Design Guidelines and the *Complete Streets Design Guide*. In the future, the 17-foot wide landscape and patio area and 11-foot wide sidewalk will be converted to a separated bikeway and sidewalk as part of the future implementation of the Twinbrook Parkway bikeway improvements. As proposed, the Project provides adequate right-of-way dedication<sup>4</sup> for the future bikeway and does not preclude its future installation.

As an interim use, the Applicant proposes the 17-foot wide landscape and patio area of the Twinbrook Parkway frontage for café seating. Additional hardscape and vegetated areas will be placed to the rear of the proposed sidewalk to provide an active streetscape and comfort from vehicles traveling along the Arterial. The provision of additional seating accessible to the public realm and use of plants and trees to soften the urban setting meet the vision of the *Twinbrook Sector Plan* Design Guidelines. By implementing the envisioned redevelopment of Twinbrook Parkway into an urban boulevard, the improvement will help foster a more comfortable space for people walking and bicycling parallel to the high-volume Arterial road.

As part of the proposed streetscape improvements, the Applicant will construct new ADA-compliant curb ramps along the Site frontage. The single driveway access along Twinbrook Parkway will be raised to sidewalk-level to foster safe travel for people walking and bicycling east-to-west.

### Master-Planned Roadways and Bikeways

The segment of Twinbrook Parkway along the Property frontage is classified as A-37, an Arterial, within the *Master Plan of Highways and Transitways*. Per the existing plat number 9812, the segment currently has a width of 80-feet, short of the planned 120-foot-wide requirement, despite meeting the

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<sup>4</sup> The Applicant will dedicate 20-feet of public right-of-way by deed to meet the master planned width of Twinbrook Parkway, pursuant to recommendations set forth in the *Master Plan of Highways and Transitways*.

planned four (4) divided travel lane configuration. The Applicant will provide a public right-of-way dedication of 20-feet to meet the required 60-foot distance from the roadway centerline.

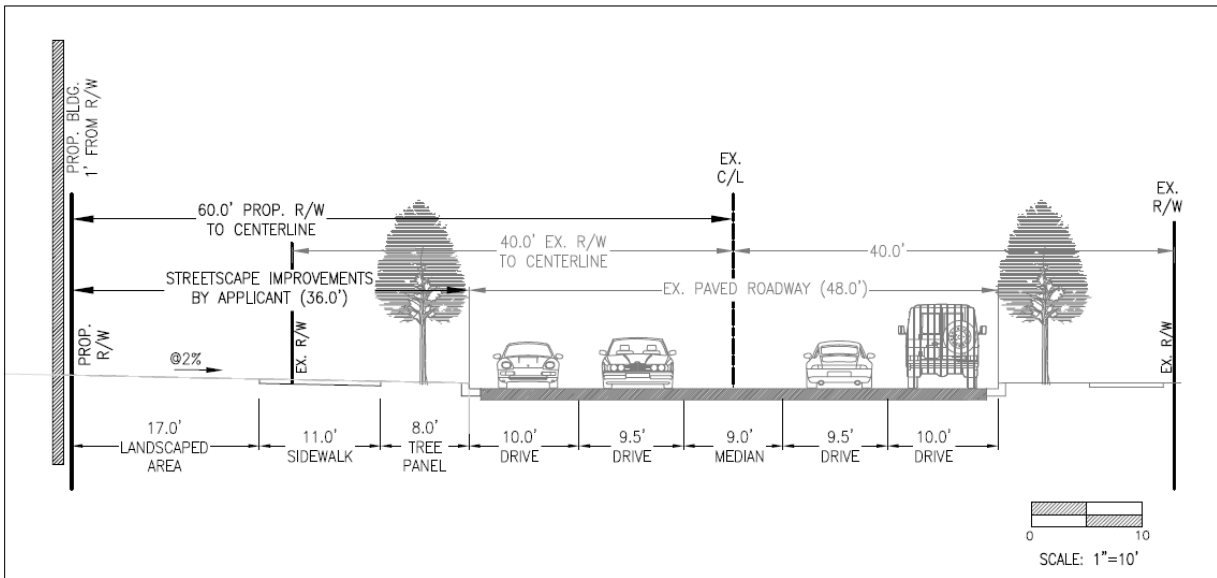


Figure 7: Twinbrook Parkway Interim Condition

Staff coordinated with the Applicant, MCDOT, and DPS with regards to the interim and future ultimate designs of the Property frontage. As illustrated in Figure 7, the full build out of the bikeway and sidewalk would repurpose space temporarily occupied by café seating and landscaping for the provision of two-way separated bicycle lanes, the sidewalk, pedestrian buffer, and street buffer.

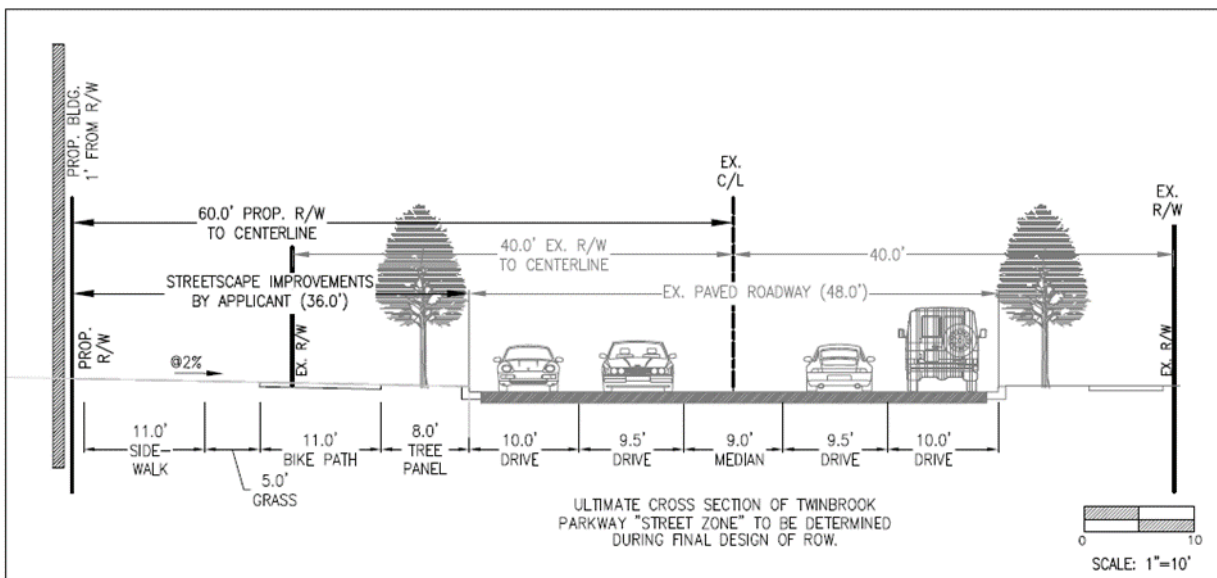


Figure 8: Twinbrook Parkway Ultimate Condition



## TRANSPORTATION ADEQUATE PUBLIC FACILITIES (APF) REVIEW

The Applicant filed a transportation statement to evaluate the Project's impact to the Transportation Network. After accounting for the existing 4,385-square foot restaurant that previously occupied the Site, the Project was estimated to generate a net reduction of 13 morning peak hour person trips and 2 evening peak hour person trips. This reduction also translates into a net reduction of 22 morning peak hour vehicle trips and 3 evening peak hour vehicle trips. Table 6 below, shows the projected new person trips generated by the Site Plan.

*Table 6: Vehicular Trip Generation*

<b>Vehicle Trip Generation</b>	<b>AM</b>	<b>PM</b>
<b>Existing Site Generated Vehicle Trips (Driver)</b> (ITE 11 <sup>th</sup> Edition – 4,385 SF High Turnover Sit-Down Restaurant)	<b>42</b>	<b>40</b>
LATR Policy Area Adjustment (Retail) 74% of ITE Rate	31	30
Twinbrook Policy Area Person Trips	58	55
<b>Site Generated Vehicle Trips (Driver)</b> (ITE 11 <sup>th</sup> Edition – 49 Mid Rise Residential with 1st-Floor Commercial) <sup>5</sup>	<b>11</b>	<b>8</b>
LATR Policy Area Adjustment (Residential) 81% of ITE Rate	9	6
Twinbrook Policy Area Person Trips	17	12
<b>Net New Person Trips</b> (Converted using total vehicle driver mode share)	<b>-41</b>	<b>-43</b>
<b>Local Area Transportation Review Required?</b> (Are AM or PM person trips ≥ 50?)	No	No

Under the 2020-2024 Growth and Infrastructure Policy, a traffic study is not required to satisfy the LATR test, because the number of morning and evening person trips is fewer than the standard of 50 or more trips within the weekday peak hours.

### Transportation Demand Management

As a project within the North Bethesda Transportation Management District (TMD) that is greater than 40,000 square feet of gross floor area, the development is required to develop a Level 3 Results

<sup>5</sup> An analysis was also prepared which parsed out the 49 mid-rise residential units and 4,089-square foot high turnover sit-down restaurant as separate uses. However, while the modeled person trips yielded a higher person trip total than as indicated in the table above (39 person trips in the AM peak hour; 33 person trips in the PM peak hour), this also did not trigger a traffic impact study since neither of the person trip totals exceed the 50 person trip threshold established by the LATR. As a result, the non-residential square footage could be implemented as either restaurant or retail without restriction.

Transportation Demand Management (TDM) Plan with the Planning Board and MCDOT to participate in the North Bethesda TMD.

## SCHOOL ADEQUACY ANALYSIS

### School Adequacy Test

The project is served by Twinbrook ES, Julius West MS and Richmond Montgomery HS. Based on the FY22 Annual School Test results, the student enrollment and capacity projections for these schools are noted in Table 7.

*Table 7: Applicable FY2022 School Adequacy*

School	Projected School Totals, 2025				Adequacy Status	Adequacy Ceilings		
	Program Capacity	Enrollment	% Utilization	Surplus/ Deficit		Tier 1	Tier 2	Tier 3
Twinbrook ES	548	486	88.7%	+62	No UPP	147	172	254
Julius West MS	1,432	1,422	99.3%	+10	No UPP	136	297	512
Richard Montgomery HS	2,241	2,808	125.3%	-567	<b>Tier 2 UPP</b>			218

The school adequacy test determines the extent to which an applicant is required to make a Utilization Premium Payment (UPP) based on each school's adequacy status and ceilings, as determined in the Annual School Test. **Under the FY22 Annual School Test, Twinbrook ES and Julius West MS do not require any UPP. Richard Montgomery HS requires a Tier 2 UPP as identified in Table 7.** If the project is estimated to generate more students than the identified ceilings, then additional UPPs or partial payments at multiple tiers may still be required.

### Calculation of Student Enrollment Impacts

To calculate the number of students generated by the proposed amendment, the number of dwelling units is multiplied by the applicable School Impact Area student generation rate for each school level. Dwelling units are categorized by structure type: single family detached, single family attached (townhouse), low-rise multifamily unit, or high-rise multifamily unit.

With a net of 49 multifamily high-rise units that are not age-restricted, the proposed project is estimated to generate the following number of students based on the subject property's location within an Infill Impact Area:

Table 8: Estimated Student Enrollment Impacts

Type of Unit	Net Number of Units	ES Generation Rates	ES Students Generated	MS Generation Rates	MS Students Generated	HS Generation Rates	HS Students Generated
SF Detached	0	0.195	0.000	0.096	0.000	0.139	0.000
SF Attached	0	0.166	0.000	0.091	0.000	0.116	0.000
MF Low-rise	0	0.059	0.000	0.023	0.000	0.032	0.000
MF High-rise	49	0.034	1.666	0.015	0.735	0.016	0.784
<b>TOTALS</b>	<b>49</b>		<b>1</b>		<b>0</b>		<b>0</b>

As shown in Table 8, on average, this project is estimated to generate 1 elementary school student, no middle school students and no high school students. The estimated number of students generated do not exceed the adequacy ceilings identified for each school in Table 7. Therefore, no additional UPPs are required and neither are partial payments across multiple UPP tiers.

#### Analysis Conclusion and Condition of Approval

Prior to issuance of each building permit for a residential dwelling unit, the Applicant must obtain an assessment from Montgomery County Department of Permitting Services for Utilization Premium Payments (UPPs) consistent with County Code and the Growth and Infrastructure Policy, as follows:

- a. no elementary school UPP required;
- b. no middle school UPP required; and
- c. a Tier 2 high school UPP per unit.

Montgomery County may modify the per unit UPP rates prior to payment of any required UPPs. The Applicant must pay the above UPPs to the Montgomery County Department of Finance based on the rates in effect at the time of payment.

#### OTHER

Public facilities and services are available and will be adequate to serve the proposed development. The Subject Property is proposed to be served by public water and public sewer. The Application has been reviewed by the Montgomery County Fire and Rescue Service who has determined that the Subject Property will have appropriate access for fire and rescue vehicles. Other public facilities and services, such as electrical, telecommunications, gas, police stations, firehouses, and health services are operating according to the Subdivision Staging Policy resolution currently in effect and will be adequate to serve the Property.

- i) on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and***

Not applicable; the Property is not in a Rural Residential or Residential Zone.

***j) on a property in all other zones, is compatible with existing and approved or pending adjacent development.***

The proposed Project successfully achieves compatibility with the varied uses in its immediate vicinity. The surrounding development is a mixture of mixed-use and commercial developments of similar heights. The proposed building height of up to 75 feet will be compatible with the adjacent buildings. The scale and massing of the proposed building are consistent with the moderate, mid-rise type of development that has become characteristic in the area. The proposed architecture is articulated with offsets in the massing to create interest and reduce the scale of the building along the street.

The development of multi-family residential uses on the Property will create a more balanced mix of uses along Twinbrook Parkway. There are several 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 units with enhanced accessibility.

The reduction of curb cuts along the primary road, locating parking away from public view, and creating an urban frontage along Twinbrook Parkway are additional positive features of this development. The commercial development will help activate the pedestrian realm by providing uses at the street level. Additional right-of-way is being dedicated for the future construction of separated bike lanes. This right-of-way area will be temporarily used as outdoor café seating, regulated by permit.

## SECTION 6: COMMUNITY OUTREACH

The Applicant held a virtual pre-submittal community meeting via the Zoom platform on the evening of Thursday, April 29, 2021 at 7:00 p.m. Notice was properly given for this community meeting in accordance with Section 59-7.5.2 of the Zoning Ordinance and the standards set forth in the Administrative Procedures for Development Review. No correspondence has been received at the time of report posting.

## SECTION 7: CONCLUSION

The Applications meet all requirements established in the Zoning Ordinance. Access and public facilities will be adequate to serve the proposed lot and parcels, the development substantially conforms with the Sector Plan, and the Applications have been reviewed by other applicable county agencies, all of whom have recommended approval of the applications

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### ATTACHMENTS

*Attachment A: Sketch Plan*

*Attachment B: Site Plan*

*Attachment C: Agency Letters*

*Attachment D: Fire Access*



ELECTRONIC SIGNATURE

# 12710 TWINBROOK PARKWAY

## SKETCH PLAN 320220020

# Attachment A



VICINITY MAP  
1" = 1300' ±

**OIP**  
Engineering

CIVIL ENGINEERS • LAND PLANNERS • SURVEYORS  
11327 Amherst Ave., Suite A, Wheaton, Maryland 20902  
301-949-2011 www.oipengineering.com 301-649-2013 (fax)  
Attn: M Peter Noursi, P.E.  
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Attn: jeboggs@partners.com

### LANDSCAPE ARCHITECT

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### ATTORNEY

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Rockville, MD 20850  
301-762-5212  
Attn: Soo Lee-Cho, Principal  
slcho@mmcanby.com

### SKETCH PLAN BIKE AND PEDESTRIAN CIRCULATION PLAN

Plat No. 9812  
"SPRING LAKE PARK  
HALPINE SUBDIVISION"  
Lot 4, Block E  
12710 Twinbrook Parkway  
Rockville, Maryland 20895  
Election District No. 13  
Montgomery County, Maryland  
WSSC Sheet Map: 216NW06  
Tax Map Grid: GQ63



I hereby certify that these documents  
were prepared or approved by me,  
and that I am a duly licensed  
professional engineer under the laws  
of the State of Maryland, License No.  
22144, Expiration Date 10/26/22.

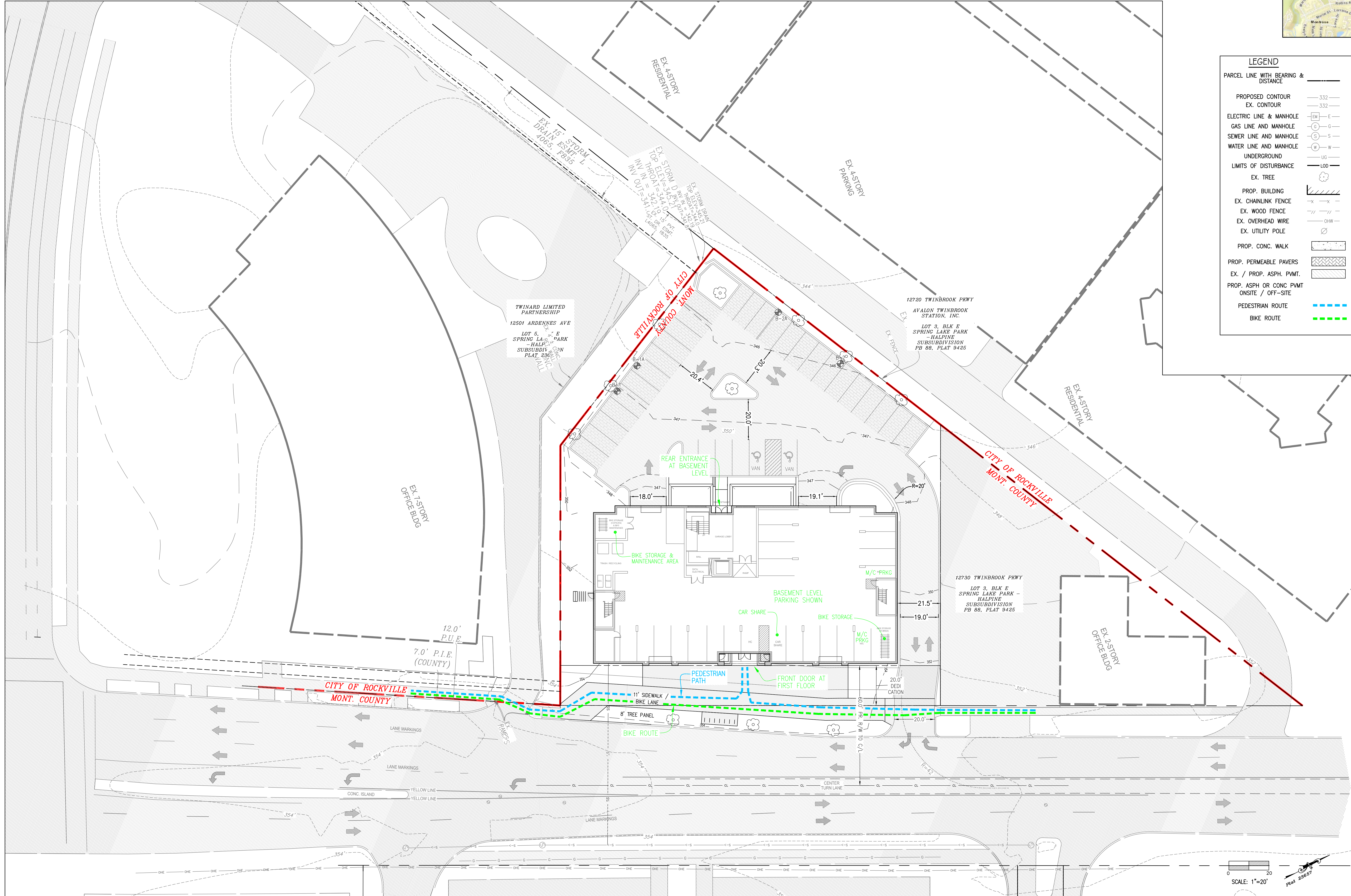
### Revisions

1. INITIAL SUBMISSION: 2021 0728
2. 2ND SUBMISSION: 2021 1227

### BIKE AND PEDESTRIAN CIRCULATION PLAN SK-200

DATE: JULY 2021

Sheet No: 07-SKETCH3-320220020.dwg



BIKE AND PEDESTRIAN CIRCULATION PLAN  
SCALE: 1" = 20'

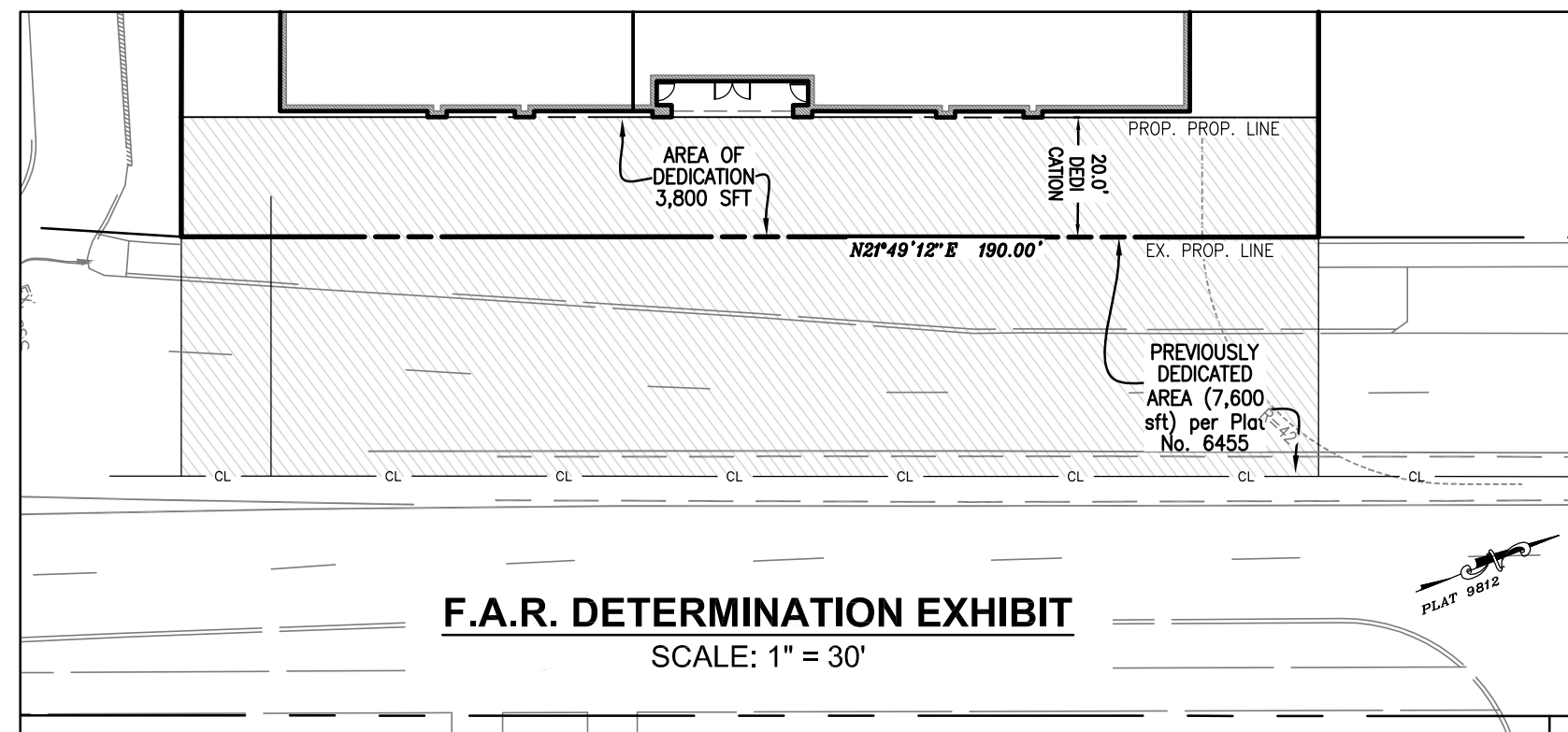
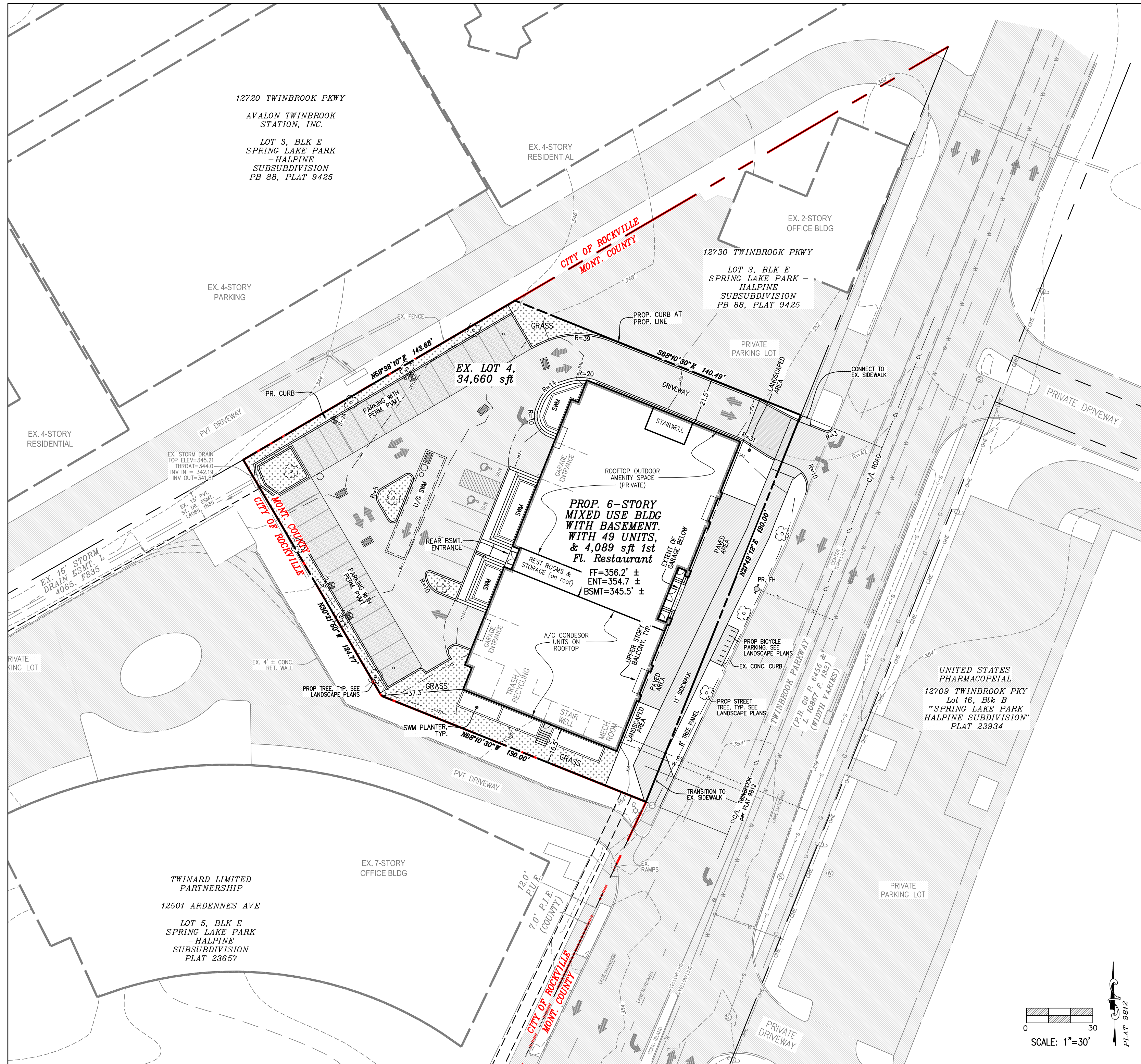


ELECTRONIC SIGNATURE

12710 TWINBROOK PARKWAY  
SITE PLAN 820220010VICINITY MAP  
1" = 1300' ±

LEGEND	
PARCEL LINE WITH BEARING & DISTANCE	N 30° W 182'
EX. / PROP. EASEMENT	---
PROPOSED CONTOUR	---
EX. CONTOUR	---
ELECTRIC LINE & MANHOLE	—E—
GAS LINE AND MANHOLE	—G—
SEWER LINE AND MANHOLE	—S—
WATER LINE AND MANHOLE	—W—
UNDERGROUND	---
LIMITS OF DISTURBANCE	---
EX. TREE	—
PROP. BUILDING	—
EX. CHAINLINK FENCE	—X—
EX. WOOD FENCE	—W—
EX. OVERHEAD WIRE	—OW—
EX. UTILITY POLE	—
PROP. CONC. WALK	—
PROP. PERMEABLE PAVERS	—
EX. / PROP. ASPH. PMVT.	—
PROP. GRASS AREA	—
INLET/PIPE/INVERT OF PIPE	—

ABBREVIATIONS	
ABAND = ABANDONED	
AC = ACRE	
ARCH = ARCHITECT	
ASPH. = ASPHALT	
AVE = AVENUE	
BLDG. = BUILDING	
BLK = BLOCK	
BM = BENCH MARK	
BRL = BUILDING RESTRICTION LINE	
BSMT. = BASEMENT	
C = CONDUIT	
CC&G = CONC. CURB & GUTTER	
CP = CAST IRON PIPE	
CL = CENTER LINE	
CO = CLEANOUT	
CONC. = CONCRETE	
CONN. = CONNECTION	
CONST. = CONSTRUCTION	
D = DEPTH	
DW = DRIVEWAY	
DS = DOWNSPOUT	
DW = DOMESTIC WATER	
ELEC. = ELECTRIC	
ELEV. = ELEVATION	
ESMT = EASEMENT	
EX = EXISTING	
FD = FOUND	
FF = FINISH FLOOR	
INC = INCORPORATED	
INV. = PIPE INVERT	
LG = LARGE	
LOD = LIMITS OF DISTURBANCE	
MD = MARYLAND	
MH = MANHOLE	
MONT = MONTGOMERY	
MTR = METER	
NO = NUMBER	
OWH = OVERHEAD WIRE	
P = PLAN	
P.B. = PLAT BOOK	
PERM = PERMEABLE	
PR = PROPOSED	
PROP. = PROPOSED	
PVT = PRIVATE	
PVMT = PAVEMENT	
R = RADIUS	
R/W = RIGHT OF WAY	
RECD = REQUIRED	
RET. = RETAINING	
S/W = SIDEWALK	
SD = STORM DRAIN	
SCE = STABILIZED CONSTR. ENTRANCE	
SFT = SQUARE FEET	
SHC = SEWER HOUSE CONNECTION	
SHT. = SHEET	
SMH = SEWER MANHOLE	
SS = SANITARY SEWER	
SWM = STORMWATER MANAGEMENT	
TBA = TO BE ABANDONED	
TBR = TO BE REMOVED	
TEMP = TEMPORARY	
TPF = TREE PROTECTION FENCE	
TRAV = TRAVERSE	
TW = TOP OF WALL	
TYP = TYPICAL	
U/G = UNDERGROUND	
UTIL = UTILITY	
V.I.F. = VERIFY IN FIELD	
W = WIDTH	
WI = WITH	
WHC = WATER HOUSE CONNECTION	
WM = WATER METER	
WUP = WOOD UTILITY POLE	
WV = WATER VALVE	



Project Number: 820220010		Project Name: 12710 Twinbrook Parkway				
Recreation Calculations						
Demand Points						
Housing Type	Number of Units	D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
Hi-Rise (5 or more)	49	1.96	1.96	1.96	37.73	22.54
		1.96	1.96	1.96	37.73	22.54
On-Site Supply Values						
Recreation Facility	Quantity Provided	D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
Picnic/Sitting	2	2.00	2.00	3.00	10.00	4.00
Indoor Community Space	1	0.20	0.29	0.59	11.32	9.02
Indoor Exercise Room	1	0.20	0.29	0.59	11.32	9.02
Indoor Fitness Facility	1	0.00	0.20	0.20	7.55	3.38
Community Garden	0	0.00	0.00	0.00	0.00	0.00
		2.39	2.69	4.37	40.18	25.41
Off-Site Supply Values						
Recreation Facility	Quantity Provided	D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
Tot Lot	0	0.00	0.00	0.00	0.00	0.00
Multipurpose Court	0	0.00	0.00	0.00	0.00	0.00
Baseball - Regulation	0	0.00	0.00	0.00	0.00	0.00
Football - Regulation	0	0.00	0.00	0.00	0.00	0.00
Bike System	0	0.00	0.00	0.00	0.00	0.00
Natural Areas	0	0.00	0.00	0.00	0.00	0.00
Community Garden	0	0.00	0.00	0.00	0.00	0.00
	total:	0.00	0.00	0.00	0.00	0.00
	35%:	0.00	0.00	0.00	0.00	0.00
	35% of total:	1.29	1.45	2.35	21.64	13.68
	allowed off-site supply:	0.00	0.00	0.00	0.00	0.00
Total Supply Values if Off-Site is Less Than 35%						
		D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
		2.39	2.69	4.37	40.18	25.41
Total Supply Values with Corrected Off-Site Values						
		D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
		2.39	2.69	4.37	40.18	25.41
Adequacy of Recreation Facilities						
		D1 Totals 0 to 4	D2 Children 5 to 11	D3 Teens 12 to 17	D4 Adults 18 to 64	D5 Seniors 65+
Supply:		2.39	2.69	4.37	40.18	25.41
Demand:		1.96	1.96	1.96	37.73	22.54
% of Total Demand		122.04%	137.04%	223.06%	106.50%	112.75%
90% Demand:		1.76	1.76	1.76	33.96	20.29
Difference must be 0 or greater:		0.63	0.92	2.61	6.23	5.13

OPTIONAL METHOD DEVELOPMENT STANDARDS for 12710 Twinbrook Pkwy			
1. TRACT AREA			
Gross Tract	42,260	sft	0.970 ac.
Dedications - Previous for Twinbrook Pkwy per Plat 9455	7,600	sft	0.174 ac.
Dedications - Proposed	3,800	sft	0.087 ac.
Net Lot	30,860	sft	0.708 ac.
2. ZONE: CR-1.5 C-1.0 R-1.25 H-145 T, "Commercial Residential", Max. Height 145'			
Gross Tract	42,260	sft	0.970 ac.
3. DENSITY			
Residential (R max = 1.26 FAR)	52,825.0	sft	52,825.0 sft
Bonus MPDU Density (22%) <sup>1</sup>	11,621.5	sft	9,713.0 sft
Total Residential Density	64,446.5	sft	62,538.0 sft
Commercial (C = 0.25 FAR)	10,565.0	sft	4,089.0 sft
Total Density	75,011.5	sft	66,627.0 sft
4. HEIGHT			
Units	N/A		49
5. OPEN SPACE			
Public Open Space <sup>2</sup>	0%		0%
6. PLACEMENT			
Minimum Setbacks	Minimum	Proposed	
Front	0'		18.5'
Side	0'		37.3'
Rear	0'		
7. OTHER - Standard Method			
a. Transparency, for Walls Facing a Street or Open Space	Required	Proposed	
Ground story, front (min)	80%		88%
Ground story, side/rear (min)	30%		38%
Upper story (min)	20%		78%
Blank wall, front (max)	25'		6' max
Blank wall, side/rear (max)	35'		32' max
b. Perimeter Planting	Required	Proposed	
Perimeter Planting <sup>3</sup>	6'		4'

1 Section 59-4.5.2.C. allows a 22% density bonus for providing 15% MPDUs.  
2 Section 59-4.5.4.B.1 - Exempt for 1 Existing, Proposed, and Master-Planned Right-of-Way Frontage for sites between 0.5 and 1.0 acres.  
3 A reduction of 2 feet is requested from the requirements of Section 59-6.2.3.C.3 pursuant to the Alternative Compliance provisions of Section 59-6.8.1 of the Zoning Ordinance. See Justification Letter dated 10/28/2021.

PROPOSED PUBLIC BENEFIT CATEGORIES/POINTS		
Public Benefit	Incentive Density Points	Total Requested
	Max Allowed	
59.4.7.3.B: Transit Proximity		
Full site within ½ mile of Level 1 Transit Station	30	30
59.4.7.3.C: Connectivity and Mobility		
Min Parking (Max 87, Min 39, Prov 54)	10	7
Streetscape Improvement	20	4
59.4.7.3.D: Diversity of Uses and Activities		
Enhanced accessibility for seniors or disabled - 2 out of 49 units	20	12
Affordable housing – 15% provided (2.5% X 12 = 30)	Unlimited	30
59.4.7.3.E: Quality of Building and Site Design		
Architectural Elevation/ Lighting/Facades/awnings	20	10
Exceptional Design	10	5
Structured parking	20	8
(32 Above Grade, 22 Below Grade-total 54) X 20 = 8		
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building lot termination (BLTs) - payment ALP in an amount equal to 33% of the incentive density floor area	30	3
(54,325 (optional method density in SF) – 21,120 (standard method density in SF)) x 33% (percentage of incentive density floor area) / 31,500 (SF of GFA required per BLT) x 9 (points per BLT purchased) = 0.347 BLT or 3.13 points		
TOTAL	---	109

PARKING				
VEHICLE PARKING				
Multi-Unit Living & Restaurant Reduced Parking Area	Min / Max Rate	Minimum <sup>1</sup>	Maximum	Provided
29 - 1 Bedroom Units	0.5 per unit / 1.25 per unit	15 <sup>1</sup>	37	44 <sup>4</sup>
19 - 2 Bedroom Units	0.75 per unit / 1.5 per unit	15 <sup>1</sup>	29	
1 - 3 Bedroom Units	0.75 per unit / 2 per unit	1 <sup>1</sup>	2	
Residential Total		31	68	44
2453.4 sft of indoor patron area (for restaurant)	4 per 1000 sft / 12 per 1000 sft of indoor seating area	10	30	10
Commercial Total		10	30	10
On-Site Total		41	98	54 <sup>1</sup>
1. Project's residential spaces to be unbundled and subject to reduced baseline minimum per Sec. 59.6.2.3.1.5.				
2. Includes two motorcycle/scooter spaces as required by Sec. 59.6.2.3.C, see Site Plan, Sheet 004.				
3. Per Sec. 59-6.2.5.E.3: "Within a Parking Lot District or Reduced Parking Area, up to 20% of all required spaces may be compact spaces." See Site Plan, Sheet 004.				
4. Includes one car share space as required by Sec. 59.6.2.3.D.1. See Site Plan, Sht 004.				
BICYCLE PARKING				
Multi-Unit Living Reduced Parking Area	Rate	Req'd Long Term	Required Short Term	Provided
29 - 1 Bedroom Units	0.5 per dwelling unit / 95% Long Term	24	2	see below
19 - 2 Bedroom Units				
1 - 3 Bedroom Units				
Commercial 4,089 sf	1 per 10,000 sf GFA / 15% long term	1	1	see below
On-Site Total		25	3	37 <sup>5</sup>
5. 25 Long term bike parking spaces are provided in the parking garage and 12 short term bicycle parking spaces are provided in the right of way.				

SHEET INDEX	
DWG. NO.	TITLE
C-001	COVER SHEET
C-002	APPROVALS
C-002A	APPROVALS
C-003	EXISTING CONDITIONS PLAN
C-004	SITE PLAN
C-005	GROSS TRACT AREA
C-006	STREET & PUBLIC RT. OF WAY SECTION
C-007	SITE DETAILS
L1.1	LANDSCAPE & LIGHTING PLAN
L1.2	STREETSCAPE PLAN
L1.3	LANDSCAPE PLAN - PARKING CANOPY COVERAGE & GREEN SPACE COVERAGE
L1.4	LIGHTING PHOTOMETRICS
A-001	FLOOR PLANS - BSMT & GROUND FLOOR
A-002	FLOOR PLANS - FLOORS 2-5 AND 6
A-003	FLOOR PLANS - ROOF
A-004	ELEVATIONS
A-005	BUILDING SECTIONS
A-006	BLOCKING PLANS
A-007	CONCEPT RENDERINGS
A-008	SITE MASSING
CONC-1	COURTYARD CONCEPT

## GENERAL NOTES

- The Total Area of the Existing Tract (before dedication) is 34660 sf or 0.79568 acres.
- Map No: G063  
Tax ID No: 04-00080056  
WSSC Grid No: 216NW06.
- EXISTING ZONING: "CR-1.5 C-1.0 R-1.25 H-145 T", "Commercial Residential", Max. Height 145'
- EXISTING LAND USE: 1-Story Restaurant
- PROPOSED LAND USE: Mixed-use multi-story Condominium with Commercial and Residential Amenity Space on ground floor.
- Boundary & topographic survey by Landtech Corporation, on Jan. 6, 2021.
- The subject property is served by public water and sewer systems and is currently in water and sewer categories W-1 and S-1, respectively.
- An approved NRI/FSD and Forest Conservation Exemption has been issued by the MNCPPC for this project. NRI Plan No. 420211168E, dated 04-13-2021.
- A SWM Concept Plan No. 287190 has been submitted to Montgomery County Dept. Permitting Services for their review.
- Building height will be measured from the level of the approved curb grade opposite the middle of the front of the building to the highest point of roof surface.
- Watershed - Rock Creek, Subwatershed - Lower Rock Creek Maryland water use Class I.
- Property to be developed in one phase.
- An on-site pre-construction meeting is required to be set up with the Department of Permitting Services (DPS), Zoning & Site Plan Enforcement Division before any building construction activity occurs on-site. The owner or his designee who has signature authority, and general contractor must attend the pre-construction meeting with the DPS Site Plan Enforcement inspector. A copy of the Certified Site Plan is required to be on-site at all times. To schedule a Site Plan inspection with DPS, Zoning & Site Plan Enforcement Division, please contact Brian Keeler, 240-581-4485.
- Proposed pavement marking and signage on public streets as shown is for reference only and must be finalized at ROW permit under a signage and marking plan.

Developer's Certificate  
THE UNDERSIGNED AGREES TO EXECUTE ALL THE FEATURES OF THE SITE PLAN APPROVAL NO. 820220010 INCLUDING APPROVAL CONDITIONS, DEVELOPMENT PROGRAM, AND CERTIFIED SITE PLAN.

Developer: Perfect Home, LLC Hung Chan  
Company Contact Person

Address: 1315 East Gude Drive, Rockville, MD 20850

Phone: 202-415-1100 perfecthomemd@gmail.com

Signature: \_\_\_\_\_

**OIP**  
Engineering

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301-948-2011 www.oipengineering.com

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## DEVELOPER

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## ARCHITECT

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## LANDSCAPE ARCHITECT

Norton Land Design

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Office: 443.542.9199  
Attn: Michael Norton  
michael\_norton@nortonlanddesign.com

## ATTORNEY

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301-762-5212  
Attn: Soo Lee-Cho, Principal  
slcho@mmlcanby.com

## SITE PLAN

## COVER SHEET

Plat No. 9812

"SPRING LAKE PARK

HALPINE SUBDIVISION"

Lot 4, Block E

12710 Twinbrook Parkway

Rockville, Maryland 20895

Election District No. 13

Montgomery County, Maryland

WSSC Sheet Map 216NW06

Tax Map Grid: GQ63



I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 22144, Expiration Date 10/26/22.

## Revisions

1. INITIAL SUBMISSION: 2021 0728

2. 2ND SUBMISSION: 2021 1228

3. FINAL RESUBMISSION: 2022 0215

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\_\_\_\_\_

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## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

March 11, 2022

Ms. Amy Lindsey, Planner Coordinator  
MidCounty Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
2425 Reedie Dr  
Wheaton, MD 20902

RE: Sketch Plan No. 320220020  
Site Plan No. 820220010  
12710 Twinbrook Parkway

Dear Ms. Lindsey:

We have completed our review of the sketch plans uploaded to eplans on February 16, 2022. The plan was reviewed by the Development Review Committee at its November 9, 2021 meeting. We recommend approval of the plan subject to the following comments:

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

### **Significant Comments**

1. Applicant should be mindful that Complete Streets was approved and Code/Regulations updates are expected in the near future. Where the master plan does not specify otherwise: the applicant should design based on Complete Streets. The interim cross sections are listed below in condition 2.
2. Twinbrook Parkway is classified as an Arterial (A-37) with 4 existing divided lanes and a right-of-way (ROW) of 120-feet. The existing right-of-way on Twinbrook Parkway per plat #9812 is 80-feet.

### **Office of the Director**

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101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

Based on this plat, DOT believes that additional dedication of 20-foot is necessary to conform with the master plan.

The certified site plan shall reflect the following proposed frontage improvements along Twinbrook Parkway from the edge of existing curb of the road to the subject property line:

- a. Typical Section A-A (Interim Condition):
    - Proposed 8-foot tree panel in the ROW
    - Proposed 11-foot sidewalk in the ROW.
    - Proposed 17-foot landscape area located in the ROW.
  - b. Typical Section B-B (Interim Condition):
    - Proposed 8-foot tree panel in the ROW
    - Proposed 11-foot sidewalk in the ROW.
    - Proposed 15-foot landscape area located in the ROW.
  - c. Typical Section C-C (Interim Condition):
    - Proposed 8-foot sidewalk/transition to adjacent property in the ROW
    - Proposed 11-foot sidewalk in the ROW.
    - Proposed 8.7-foot landscape area located in the ROW.
3. The applicant must participate in a pro-rata share basis towards the construction of a master planned separated bikeway along the Twinbrook Parkway frontage. The applicant must provide an engineer's cost estimate for the separated bikeway along their Twinbrook Parkway street frontage that will include contingencies and be approved by MCDOT prior to certified site plan. The cost shall include, but not be limited to, repaving, restriping, flex posts, signing and other related improvements for the shared used path. The payment must be made prior to the issuance of record plat.
4. **Storm Drain:**
- a. At permit stage, submit a storm drain study to DPS for review and approval, if any portion of the subject site drains to the Montgomery County public storm drain system. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis. The DPS may require improvements to the existing public storm drain system based on the review of the storm drain report.
  - b. Note: ESD cannot be used to determine the runoff coefficient for storm drain analysis.

5. Transportation Demand Management (TDM Plan Requirements):

The project is located in the Red Subdivision Staging Policy Area (SSPA), the North Bethesda Transportation Management District (TMD), and the Twinbrook Master Plan Area. The project proposes to develop 64,446 gsf. A project with greater than 40,000 gsf in a Red SSPA must submit a Project-based Level 3 Results Plan. The Plan must be submitted to and approved by MCDOT prior to issuance of any building permit by the Department of Permitting Services. A Level 3 Results Plan requires commitment by the owner or applicant to achieve a base Non-Auto Driver Mode Share (NADMS) that is 5% higher than the District's goal (30% for residents and 39% for employees in the North Bethesda TMD) as well as commuting goals at the project.

A Project-based TDM Results Plan must include the following:

- Appointment of Transportation Coordinator (a person to work with MDOT and TMD representatives to achieve NADMS and other commuting goals.)
- Notification of the Transportation Coordinator's contact information and any changes to the information.
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the Department to promote TDM.)
- TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents and other project users.)
- Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals for the project.
- Independent Monitoring (to determine whether the project is meeting its goals.)
- Addition and/or Substitution of Strategies (if strategies initially selected by the owner or applicant do not result in the project achieving its goals after 6 years, revisions to the plan may be required.
- Additional Funding Commitment (if strategies selected by the owner or applicant do not result in achievement of goals by 6 years after final occupancy, increased funding by the owner for existing or new .
- Performance Incentives (owner or applicant may be eligible for incentives for continued achievement of goals over multiple years.)

**Standard Comments**

1. **Sight Distance:** The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certification form is enclosed for your information and reference. The applicant is responsible to ensure sight distance which should be clear of any existing or proposed obstructions within the line of sight (tree trimming and/or removal, relocation of existing utility pole, removal of street parking etc.) to achieve a minimum sight distance in each direction.
2. The site must follow Twinbrook Urban Design Guidelines, except as they apply to the cross-section.
3. Design all access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.
4. This site is an Urban BPPA: The applicant is proposing driveway aprons. If they propose curve radii, they must be 15-foot or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travel ways.
5. A minimum 3-foot width must be maintained between the access point and property line to ensure a minimum 6-foot refuge area should the neighboring property redevelop, and to prevent encroachment on the rights of adjacent properties.
6. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
7. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
8. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards. If the proposed development will alter or impact any existing County maintained transportation system management component and systems (i.e., traffic signals, signal poles, handboxes, Accessible pedestrian signals, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.) in any way, the developer will be required to submit plans to relocate the impacted facilities. please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations and or modifications shall be the responsibility of the applicant. The applicant will also be required to participate upgrading traffic signals with Accessible Pedestrian Signals (APS) and ADA ramps. .

9. No steps, stoops, transformers, electrical vaults, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
10. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
11. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
12. 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:
  - a. Tree lawn, sidewalk, landscape area, handicap ramps, curb and gutter and street trees along Twinbrook Parkway.
  - b. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
  - c. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
  - d. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov) or at (240) 777-7170.

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III  
Development Review Team  
Office to Transportation Policy

Ms. Amy Lindsey  
Sketch Plan No. 320220020  
March 11, 2022  
Page 6

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Sketch Plan\SP320220020 12710 Twinbrook Pkwy\Letter\320220020-12710 Twinbrook Pkwy-DOT Sketch Plan Letter\\_3.11.22](#)

cc: Correspondence folder FY 2022

cc-e:	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP







DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Mitra Pedoeem  
Director

December 30, 2021

Mr. Peter Noursi, P.E.  
Oyster, Imus, Petzold, & Associates, LLC  
11327 Amherst Avenue, Suite A  
Wheaton, Maryland 20902

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
12710 Twinbrook Parkway  
Preliminary Plan #: 820210120  
SM File #: 287190  
Tract Size/Zone: 34,660 SF, Comm. Res.  
Total Concept Area: 37,100 SF  
Lots/Block: Halpine Subdivision, Lot 4, Block F  
Parcel(s): N/A  
Watershed: Lower Rock Creek, Class 1.

Dear Mr. Noursi:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Microbioretention, Permeable Pavement, and Bayfilter with Underground Storage.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to



2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311  
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Mr. Peter Noursi, P.E.  
December 30, 2021  
Page 2 of 2

reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,



Mark C. Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

MCE: CN 287190

cc: N. Braunstein  
SM File # 287190

ESD: Required/Provided 4509 cf / 3390 cf  
PE: Target/Achieved: 1.8"/1.8"  
STRUCTURAL: 1250 cf  
WAIVED: N/A ac.

**820220010 12710 Twinbrook Parkway**

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

**“07-SITE-820220010-004.pdf V2”** uploaded on/ dated **“12/28/2021”** and

The followings need to be addressed prior to the certification of site plan:

1. Provide truck turning movement for all (especially right turn) movements, or no truck entry signage needs to be provided on the site plan.
2. Ensure/ label frontage sidewalk is per ADA standards and complies with County sidewalk standard.
3. The proposed bike racks (parkings) should be designed per MCDOT requirements.
4. On landscaping plan:
  - a. Ensure proper clearances are provided from other ROW features. Show existing/ proposed frontage streetlights.
  - b. Label all non-woody landscaping are per MC-704.01.

And the following needs to be a condition of the certified site plan:

1. A DPS-ROW permit is required for outdoor seating in the County ROW.



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**Department of Permitting Services**  
**Fire Department Access and Water Supply Comments**

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**DATE:** 01-Mar-22  
**TO:** Peter Noursi - peter.noursi@oipengineering.com  
Oyster, Imus, Petzold & Associates  
**FROM:** Marie LaBaw  
**RE:** 12710 Twinbrook Parkway  
820220010 320220020

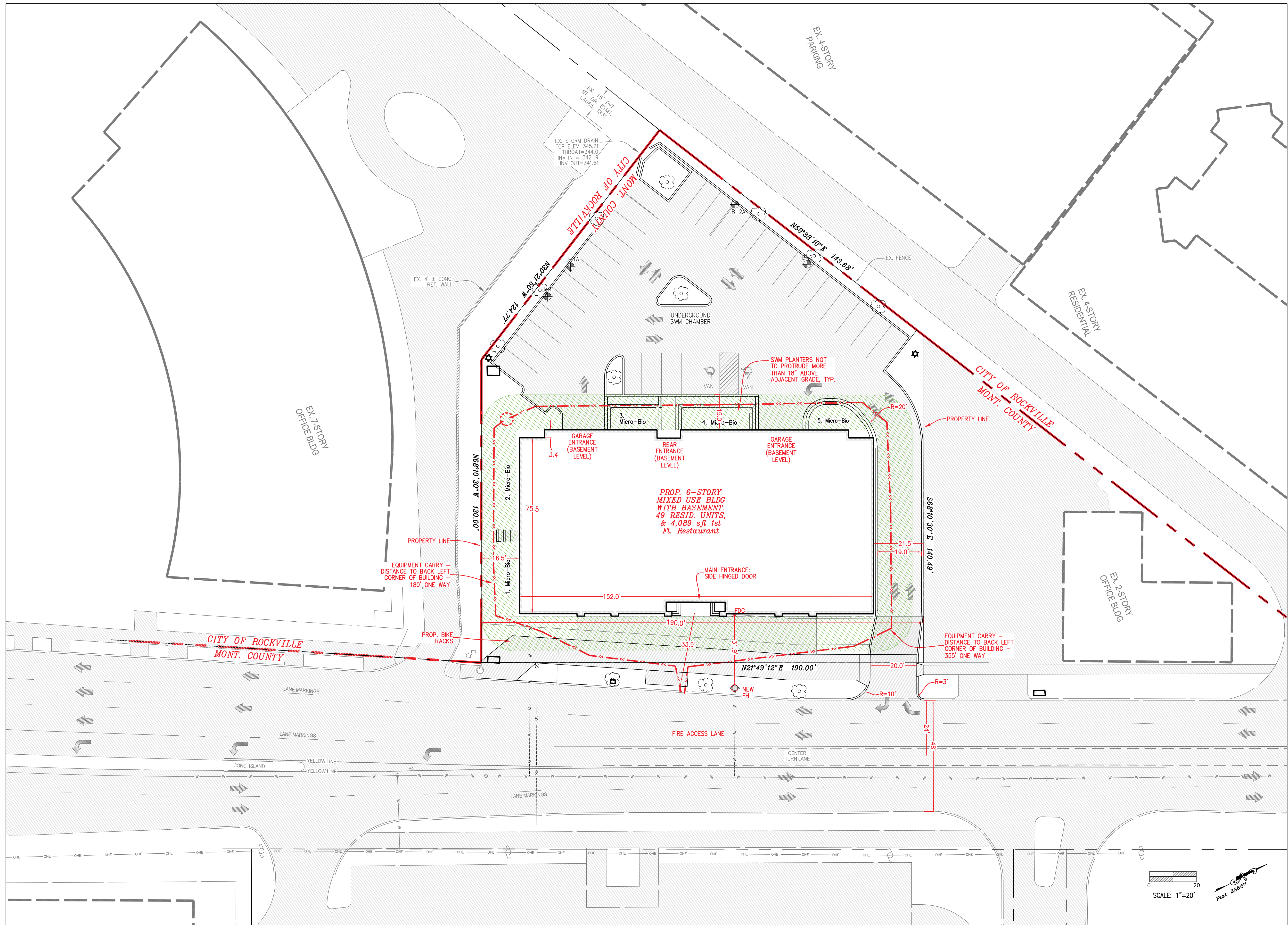
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**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **01-Mar-22**. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



# Attachment D



**FIRE MARSHAL EXHIBIT**  
SCALE: 1" = 20'

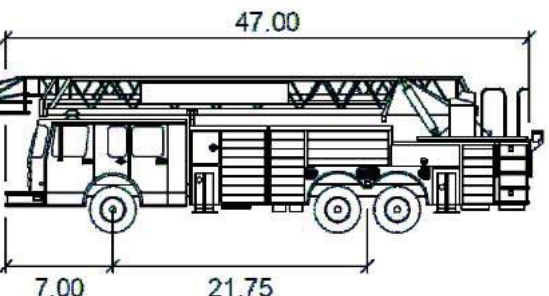
LEGEND	
PARCEL LINE WITH BEARING & DISTANCE	---
PROPOSED CONTOUR	--- 332 ---
EX. CONTOUR	--- 332 ---
ELECTRIC LINE & MANHOLE	—E— E —
GAS LINE AND MANHOLE	—G— G —
SEWER LINE AND MANHOLE	—S— S —
WATER LINE AND MANHOLE	—W— W —
UNDERGROUND	—UG—
LIMITS OF DISTURBANCE	—LOD—
EX. TREE	—T—
PROP. BUILDING	—B—
EX. CHAINLINK FENCE	—X— X —
EX. WOOD FENCE	—W— W —
EX. OVERHEAD WIRE	—OW—
EX. UTILITY POLE	—UP—
PROP. CONC. WALK	—C—
PROP. PERMEABLE PAVERS	—P—
EX. / PROP. ASPH. PVMT.	—A—
PROP. ASPH OR CONC PVMT	—O—
ONSITE / OFF-SITE	—O—
ROUTE TO DISTANT CORNER	—R—
CLEAR AREA AROUND BLDG	—C—

## FIRE CODE ENFORCEMENT

### Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation.

BY: *S.M.C.* FM: 43 DATE: 3/1/2022



MC Aerial Tower 29  
Width : 8.25  
Track : 8.25  
Lock to Lock Time : 6.0  
Steering Angle : 33.2

MONTGOMERY COUNTY FIRETRUCK

This plan is associated with  
SITE PLAN 820210120  
for 12710 Twinbrook Parkway

<b>BUILDER</b>	
<b>OWNER</b>	
Contact Purchaser: 1315 East Gude Dr Rockville, MD 20850	
Contact Purchaser: Hung Chan perfecthome@gmail.com 202-415-1100	
Date:	
Revision:	
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 22146, Expiration Date 10/26/22.	
"SPRING LAKE PARK HALPINE SUBDIVISION" Lot 4, Block E, 13th Election District	
<b>12710 TWINBROOK PARKWAY</b>	
12710 Twinbrook Parkway, Rockville, MD 20852	
<b>FIRE DEPARTMENT ACCESS PLAN</b>	
CIVIL ENGINEERS & LAND PLANNERS & SURVEYORS 11327 Ambrose Ave., Suite A, Wheaton, Maryland 20902 301-949-2011 www.openengineering.com 301-949-2015 (fax)	
<b>OIP+A</b> OYSTER IMUS, PETZOLD & ASSOCIATES, LLC	
Scale:	
OIPA Job #: 2753 A3	
Date: JUNE 2021	
Sheet: 1 of 1	