

Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 22-038
Sketch Plan No. 320220020
12710 Twinbrook Parkway
Date of Hearing: April 7, 2022

APR 11 2022

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on October 8, 2021, Perfect Home, LLC (“Applicant”) filed an application for approval of a sketch plan for construction of 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 on 0.708 acres of CR-1.5, C-1.0, R-1.25, H-145’ zoned-land, located at 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 (“Subject Property”) in the *Twinbrook Sector Plan* (“Sector Plan”) area; and

WHEREAS, Applicant’s sketch plan application was designated Sketch Plan No. 320220020, 12710 Twinbrook Parkway (“Sketch Plan” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated March 28, 2022, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on April 7, 2022, the Planning Board held a public hearing on the Application and voted to approve the Application subject to certain conditions, by the vote certified below.

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Approved as to

Legal Sufficiency: /s/ Matthew T. Mills

M-NCPPC Legal Department

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320220020, 12710 Twinbrook Parkway, for construction of up to 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 on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

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

All other elements are illustrative.

B. Conditions. 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.

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

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

BE IT FURTHER RESOLVED that having given full consideration to the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. *The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.*

a. Development Standards

The Subject Property includes approximately 0.708 acres zoned CR-1.5, C-1.0, R-1.25, H-145'. The data table below demonstrates the Application's conformance to the applicable development standards of the zone[s].

Data Table

Development Standard	Permitted/ Required	Approved
Tract Area (Square Feet/Acres)		42,260 (0.97)
Site Area		
Prior Dedication		7,600 (0.174)
Proposed Dedication		3,800 (0.087)
		30,860 (0.708)

Site Area (Tract Area – Dedications)		
Residential Density (GFA/FAR) CR-1.5, C-1.0, R-1.25, H-145'	52,825 (1.25)	52,825 (1.25)
Commercial Density (GFA/FAR) CR-1.5, C-1.0, R-1.25, H-145'	42,260 (1.0)	4,089 (0.097)
MPDU Density (GFA/FAR)		9,713 (0.230)
Total GFA/FAR		66,627 (1.57)
Building Height	145 feet	75 feet
Public Open Space (min.)	0%	0%
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

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.

- 2. The Sketch Plan substantially conforms to the recommendations of the Sector Plan.*

As discussed in Finding 1 a), the Project substantially conforms to recommendations of the Twinbrook Sector Plan.

3. *The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of 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. *The Sketch Plan satisfies the green area requirement in effect on October 29, 2014.*

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

5. *The Sketch Plan achieves 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. *The Sketch Plan 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. *The Sketch Plan proposes 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 Sector 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 Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
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		
Minimum Parking	10	7
Streetscape Improvements	20	4
59.4.7.3.D: Diversity of Uses and Activities		
Enhanced Accessibility	20	12
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	5
Structured Parking	20	8
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)*	30	3
Total	-	109

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). The Planning Board 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. The Planning Board 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. The Planning Board 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. The Planning Board 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. The Planning Board 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. The Planning Board 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.

The Planning Board 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. The Planning Board 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. The Planning Board supports the category at this time.

8. The Sketch Plan establishes a feasible and appropriate 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.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review

the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the *Sector Plan*, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and


BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 12710 Twinbrook Parkway Sketch Plan 320220020 and received by M-NCPPC as of the date of the Staff Report are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is APR 11 2022 (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Rubin, seconded by Vice Chair Verma, with Commissioners Cichy, Patterson, and Chair Anderson voting in favor at its regular meeting held on Thursday, April 7, 2022, in Wheaton, Maryland.



Casey Anderson, Chair
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