



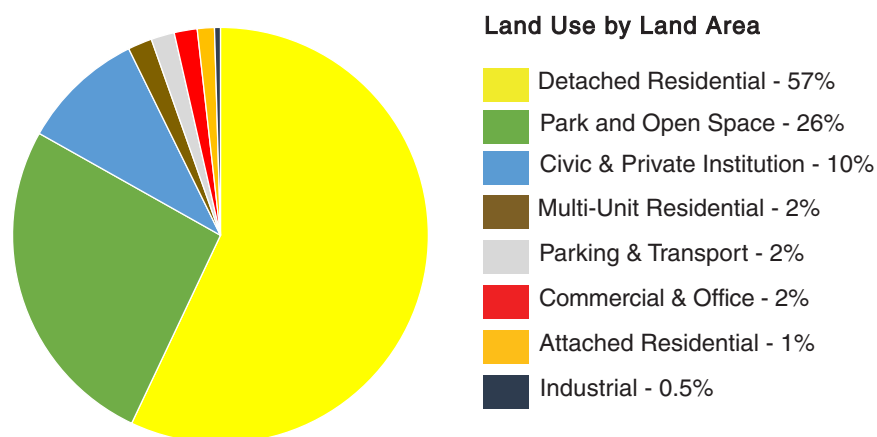
Planning Area 8

TWINBROOK AND TWINBROOK FOREST

Planning Area 8 is a collection of neighborhoods and active commercial nodes, with single-unit detached housing interspersed with apartment and townhouse communities. In addition to the neighborhoods of Twinbrook, Twinbrook Forest, Silver Rock, and Burgundy Estates, the planning area is home to the townhome communities of Ashleigh Woods, Rockcrest Courts, Twinbrook Forest Condos, and Cambridge Walk I & II, as well as the apartment communities of The Forest and Woods Edge. The planning area is shown in detail on Figure 65.

This Comprehensive Plan adopts by reference the *2009 Twinbrook Neighborhood Plan*. Policies in this chapter supersede any policies that are in conflict with those in the 2009 plan as well as all previous policies for the planning area in the *2002 Comprehensive Master Plan*.

Existing Land Uses in Planning Area 8



Residential Dwelling Units	
Detached Residential	3,455
Attached Residential	129
Multi-unit Residential (apartment/condo)	331
Total units	3,915

Source: City of Rockville land records and GIS, 2019.

Area Characteristics

Much of the land in the planning area was annexed into the city around 1949, during the post-World War II population boom in the Washington D.C. region, and was primarily developed as single-unit detached residential housing. Two apartment communities are located in the planning area on Baltimore Road: Woods Edge, built in 1965; and The Forest, built in 1972. More recently, five townhouse communities were established in the planning area: Ashleigh Woods, Cambridge Walk I & II, Rockcrest Courts, and Twinbrook Forest Condos.

Three commercial areas are located in the planning area: Burgundy Center, with neighborhood-serving stores and restaurants; Twinbrook Center, with a grocery store, retail shops and restaurants, and the Twinbrook Library branch of the Montgomery County Public Library system; and Twinbrook Marketplace, with the Twinbrook branch of the U.S. Post Office, among other retail stores. At the southern portion of the planning area, adjacent to the Twinbrook transit station, is a commercial and light industrial cluster on Lewis Avenue.

The planning area is home to many civic and institutional sites, including Rockville High School; Meadow Hall and Twinbrook Elementary Schools; a Montgomery County Public Schools special-purpose school (the former Lone Oak Elementary School); and several places of worship. The Rockville Civic Center comprises a large portion of the northern part of the planning area. It includes the historic Glenview Mansion, Croydon Creek Nature Center, F. Scott Fitzgerald Theater, and John Hayes Forest Preserve. The area's proximity to Rock Creek Park also provides access to an extensive regional park and trail system.

Planning History

Current land use patterns in the Twinbrook neighborhoods were established when the area was first developed between the 1940s and 1960s. This era saw rapid development of neighborhoods in Montgomery County as a response to the post-World War II population boom in Washington D.C. at the time.



Residential homes in Twinbrook

The latest *Twinbrook Neighborhood Plan* was adopted in 2009, after considerable community input that was led by an advisory group of Twinbrook residents appointed by the Mayor and Council. The 2009 plan made recommendations for areas north and south of Veirs Mill Road and included the areas designated in the 2002 CMP as Planning Area 7 (Twinbrook Forest and Northeast Rockville) and 8 (Twinbrook). Because of the general acceptance by the community that these areas should be planned together, this plan consolidates the two areas into one.

Key Issues

The following issues were identified during the Rockville 2040 Comprehensive Plan effort:

- Desire to maintain residential character in the planning area while supporting neighborhood revitalization;
- Need for additional parkland and neighborhood and recreational amenities;
- Need to address aging housing stock and housing maintenance;
- Concern over limited availability of affordable housing;
- Need to improve pedestrian safety, particularly at crosswalks and street intersections;
- Interest in expanding walkable community and commercial amenities;
- Desire to explore options to reduce traffic congestion

and increase safety at the intersection of Veirs Mill Road (MD-586) and First Street (MD-28);

- Need for better understanding of the potential impacts and benefits of the proposed Montgomery County government's Bus Rapid Transit (BRT) route along Veirs Mill Road, connecting Rockville with Wheaton;
- Concern over potential for right-of-way expansion due to a potential third rail along the CSX railway;
- Concern for the future strength of the shopping areas at Veirs Mill Road and Twinbrook Parkway;
- Interest in supporting the future viability of the Lewis Avenue industrial area;
- Interest in the future prospects for the former Broome and Lone Oak school sites.

The housing stock in Twinbrook's neighborhoods is generally well-maintained. However, the age of the housing stock and increasing demand for infill and small-scale, multi-unit housing in several areas of the neighborhoods call for targeted solutions. The Rockville 2040 collaborative effort with the community identified townhouses, duplexes, or quad-style units as appropriate for facilitating limited site assembly and redevelopment in portions of the planning area.

The Twinbrook neighborhoods are bounded by arterial roads carrying a large volume of both local and non-local commuter traffic. Veirs Mill Road bisects the planning area and is an important cross-county link between Silver Spring, Wheaton, and the City of Rockville. Montgomery County government has proposed a Bus Rapid Transit (BRT) route along this corridor, which already has a high number of bus riders on existing bus routes. Yet, residents of the planning area expressed concerns during the Rockville 2040 effort about what impacts the proposed BRT route would bring along with its expected benefits.

The residential land use pattern of the planning area largely dictates the neighborhood's internal circulation system, where traffic is directed onto the few collector streets forcing backups to occur at the limited number of entrance and exit points. Many of the residential streets are relatively narrow, and, with limited off-street parking available on residential lots (most houses lack garages or carports and some have no driveways at all), parking on these streets can contribute to traffic congestion.

Focus Area Recommendations

These land use policies and zoning and urban design recommendations apply to specific sites in the Planning Area.

AREA 1 A1

Veirs Mill Road Corridor

Veirs Mill Road provides an important east-west connection in the county, connecting downtown Rockville to the Wheaton area and beyond. A vehicular service lane runs parallel to the main travel lanes of Veirs Mill Road on both sides, providing access to the single-unit detached homes that predominate this part of the corridor. Existing bus routes along Veirs Mill Road have high ridership levels and a Bus Rapid Transit (BRT) route is proposed by the County to run along this roadway, with two BRT stations proposed within this area.

Land Use Policy Map

In recognition of the need for housing that serves a variety of family incomes, from affordable to middle-income to more affluent, as well as high transit usage along Veirs Mill Road, today and in the future, this area is planned for a variety of attached and detached residential dwellings through the RA (Residential Attached) land use designation. (*See also Policy 14 of the Land Use Element*)

Zoning Recommendation

Rezone the properties in this area from R-60 (Single Unit Detached Dwelling) to a new zone that allows a diverse range of housing types, including duplexes, triplexes, fourplexes, and townhouses, in addition to single-unit



The main travel lanes and service lanes of Veirs Mill Road

detached dwellings. Fourplexes should only be allowed on corner lots in the zone. Multiplexes of greater than four units are not appropriate in this area.

Urban Design Recommendations

Neighborhood Context

- Buildings should be designed and oriented in a manner that is inviting, promotes walkability, and contributes positively to the neighborhood context.
- Porches or enhanced entryways are encouraged and entrances should be oriented toward the street, connected by a walkway, to provide more opportunities for “eyes on the street” and community interaction.
- The siting of new buildings should be consistent with the established setback pattern along the block. If much variation exists between existing buildings, a new building should be placed in a manner that establishes a street presence and enhances neighborhood character.
- Mature trees and tree canopy should be prioritized and preserved.

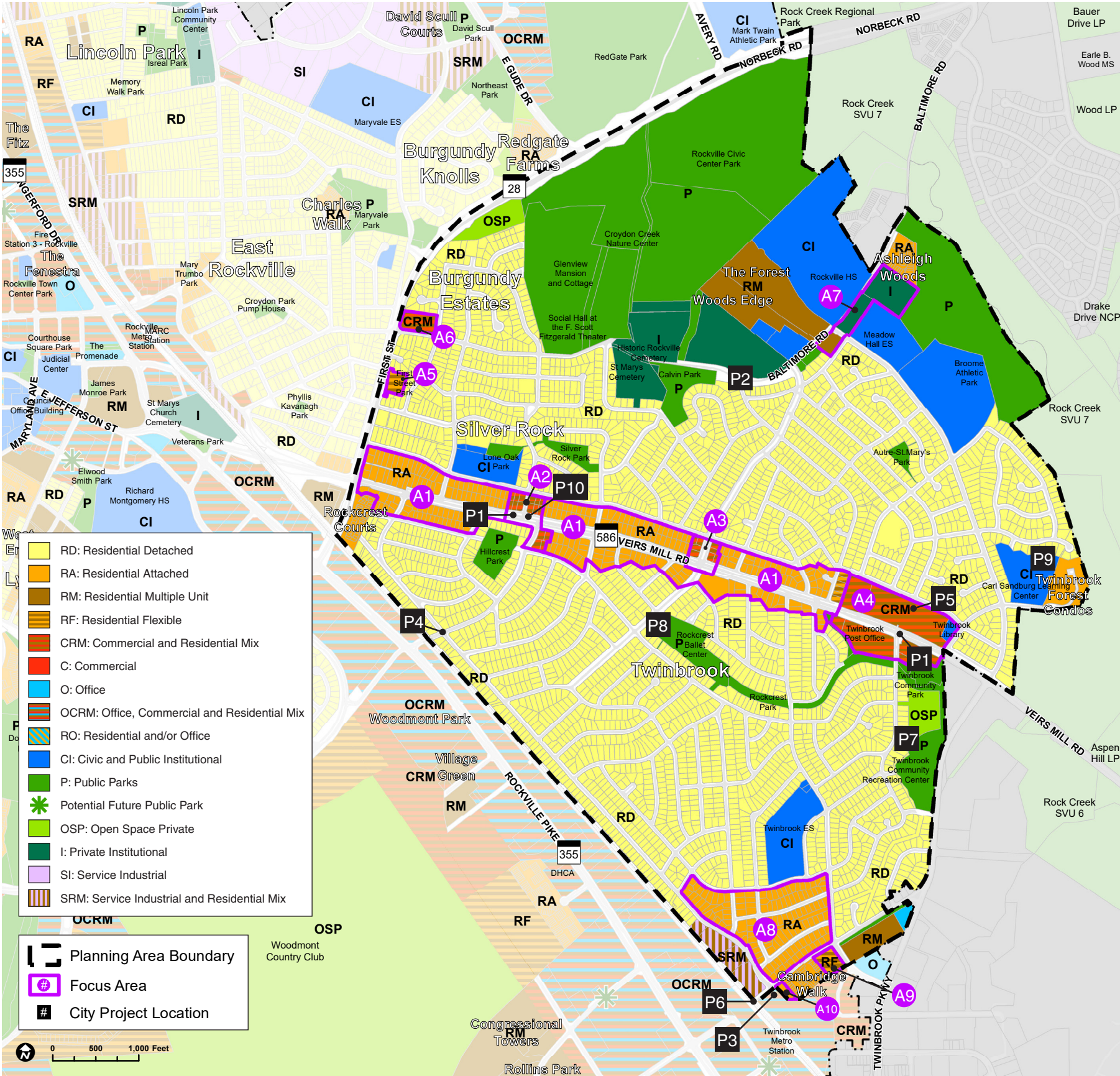
Open Spaces

- Open spaces should be consolidated into larger usable areas and designed as an integral part of the project, rather than scattered throughout the site, rendering them unusable.

Building Form

- New residential attached buildings should be proportional in height, mass, and scale with adjacent homes and blend well into the existing neighborhood.
- When adjacent to a lower-scaled structure, a gradual transition should be utilized. This can be accomplished through design elements, including stepping back upper stories, varying roof lines, recessing a portion of the wall plane, and lowering the roof pitch.
- Side elevations should include windows of consistent proportion and placement as the front elevation. Large, blank walls should be avoided.
- On corner lots, both facades should be similarly designed and detailed and have similar opening proportions, placements, and alignments.

Figure 65: Land Use Policy Map of Planning Area 8



Parking

- Parking considerations should be balanced between taking advantage of proximity to high capacity transit stops (existing and planned); keeping construction costs down by not requiring more parking than is needed at transit-proximate sites; and considering the surrounding neighborhood's parking constraints, especially in areas with limited-to-no off-street parking.
- The visibility and prominence of parking facilities should be minimized. Parking to the rear or to the side of the building is encouraged. Front yard pavement should be minimized as much as possible and permeable paving materials are highly encouraged throughout the site.

AREA 2 and 3 A2 A3

Veirs Mill Road at Edmonston Drive / Broadwood Road

These areas are located at expected BRT station locations along Veirs Mill Road and planned as community nodes that support neighborhood-scale commercial destinations that serve transit riders and Twinbrook residents. (See *Figure 6 and Policy 14 of the Land Use Element*)

Land Use Policy Map

The CRM (Commercial Residential Mix) designation is applied to properties in both areas that could, over time, develop into low- to mid-rise residential buildings with some street level commercial to serve the community.

Zoning Recommendation

Rezone these properties from R-60 (Single Unit Detached Dwelling) to MXNC (Mixed-Use Neighborhood Commercial).

Urban Design Recommendations

(See Urban Design Recommendations under AREA 1)

AREA 4 A4

Twinbrook Center and Twinbrook Marketplace

This group of properties comprise the shopping centers of Twinbrook Center and Twinbrook Marketplace, among other commercial properties. A public library and United States Post Office is also located within this focus area.



Bus Stop on Veirs Mills Road at Twinbrook Shopping Center

Land Use Policy Map

The CRM (Commercial Residential Mix) designation is applied to properties in this area that could, over time, develop into low- to mid-rise residential buildings with some street-level commercial to serve the community.

Zoning Recommendation

No zoning change is recommended to the existing MXNC (Mixed-Use Neighborhood Commercial) zone.

Urban Design Recommendations

Redevelopment of property in this area should contribute toward a pedestrian-oriented, urban-scale streetscape. New developments should orient primary building facades and front doors toward a street or public open space to frame the edges of streets, parks, and open spaces, and to foster activated pedestrian areas. Building frontages should include ground-floor uses that attract customers or regular visitors, enhanced pedestrian areas and amenities, attractive landscaping, and bicycle infrastructure.

AREA 5 A5

First Street Park

This 1.25-acre property is owned by the City and maintained as First Street Park. Other than pedestrian access from a sidewalk along First Street (MD-28), there is no access to the

park and no public amenities or facilities. It has the potential for modest residential development that is compatible with the adjacent single-unit detached homes.

Land Use Policy Map

The area is planned for a range of residential development with the RF (Residential Flexible) land use designation.

Zoning Recommendation

Rezone the property from PARK (Park Zone) to RMD-10 (Residential Medium Density) to allow residential development.

Urban Design Recommendations

(See Urban Design Recommendations under AREA 1)

AREA 6

Burgundy Park Shopping Center

This commercial center dates from the 1960s and is the home of several long-time tenants and local businesses. The property has the potential for infill development with residential units above updated commercial spaces.

Land Use Policy Map

This area is designated CRM (Commercial Residential Mix) to allow for redevelopment of the shopping center into a mixed-use, neighborhood-scale infill development.

Zoning Recommendation

Rezone the property from MXC (Mixed-Use Commercial) to MXNC (Mixed-Use Neighborhood Commercial).

Urban Design Recommendations

Redevelopment of property in this area should contribute toward a pedestrian-oriented, urban-scale streetscape while respecting the proximity of new higher density housing to existing residences by limiting impacts from height, massing, ancillary equipment, and parking facilities on adjacent or nearby single-unit residential properties. New developments should orient primary building facades and front doors toward a street or public open space to frame the edges of streets, parks, and open spaces, and to foster activated pedestrian areas. Building frontages should include ground-floor uses that attract customers or regular visitors, enhanced pedestrian areas and amenities, attractive

landscaping, and bicycle infrastructure. New buildings facing the street should also present an aesthetic appearance that blends into the neighborhood.

AREA 7

Properties at Baltimore Road and Twinbrook Parkway

This group of properties along Baltimore Road are home to three institutional uses: a non-profit mental health facility (1000 Twinbrook Parkway) and two places of worship (1001 Twinbrook Parkway and 2181 Baltimore Road).

Land Use Policy Map

1000 Twinbrook Parkway is designated RM (Residential Multiple Unit) to allow for future multi-unit residential use.

1001 Twinbrook Parkway and 2181 Baltimore Road are designated I (Private Institutional) as institutional uses are expected to continue.

Zoning Recommendation

Rezone 1000 Twinbrook Parkway from R-60 (Single Unit Detached Dwelling) to RMD-15 (Residential Medium Density). The remaining properties are not recommended to be rezoned.

AREA 8

South Twinbrook near the Twinbrook transit station

This area is currently built as single-unit residential dwellings and is within 1/4-to-1/2 miles of the Twinbrook transit station.

Land Use Policy Map

This area is planned for a variety of attached and detached residential dwellings through the RA (Residential Attached) land use designation. (*See also Action 10.2 of the Land Use Element*)

Zoning Recommendation

Rezone the properties in this area from R-60 (Single Unit Detached Dwelling) to a new zone that allows a diverse range of housing types, including duplexes, triplexes, fourplexes, and townhouses, in addition to single-unit detached dwellings. Fourplexes should only be allowed on corner lots in the zone. Multiplexes of greater than four units are not appropriate in this area.

Urban Design Recommendations

(See Urban Design Recommendations under AREA 1)

AREA 9 A9

5906 Halpine Road

This property is used as a church and daycare. During Rockville 2040, the possibility of redevelopment of the site to a residential project was raised by the property owner, Twinbrook Community Church.

Land Use Policy Map

The area is planned for a range of residential development with the RF (Residential Flexible) land use designation, though the existing church and daycare use are also allowed under this designation.

Zoning Recommendation

Rezone the property from R-60 (Single Unit Detached Dwelling) to RMD-15 (Residential Medium Density) or MXNC (Mixed-Use Neighborhood Commercial) to allow for attached residential or multi-unit residential development and ancillary commercial uses. A church and/or daycare is allowed in both zones.

Urban Design Recommendations

Allow a maximum height of up to 50 feet as an urban infill project within a quarter-mile of a high frequency transit station, the Twinbrook transit station. Any redevelopment of the property should provide a sensitive transition to the adjacent and confronting residential uses through height step-downs, massing articulation, and landscaping. Established forest conservation areas adjacent to this property should be protected.

AREA 10 A10

5946 Halpine Road

This property is currently occupied by a single-unit residential dwelling and is situated immediately north of the Twinbrook Metro Station and adjacent to a residential townhouse community to the east.

Land Use Policy Map

The area is planned for a small-scale residential development with the RA (Residential Attached) land use designation.

Zoning Recommendation

Rezone the property from R-60 (Single Unit Detached Dwelling) to a new zone that allows a diverse range of housing types, including duplexes, triplexes, fourplexes, and townhouses, in addition to single-unit detached dwellings.

Urban Design Recommendations

Any redevelopment of the site should limit the height and massing impacts on the sides of the property facing the adjacent townhouses and single-unit detached homes, through step-downs, massing articulation, and landscaping.

Recommended City Projects

These projects or studies are recommended to be undertaken by the City in specific locations within the Planning Area.

PROJECT 1 P1

Advocate for a BRT station on Veirs Mill Road at Atlantic Avenue and at Edmonston Drive to serve anticipated ridership and to support potential new community nodes at each intersection (*see Figure 6 of the Land Use Element*). If Edmonston Drive is selected as a BRT station, its intersection with Veirs Mill Road should be realigned to create a single, four-way intersection, replacing the existing jogging, double intersection. Consider the implications of potential transit improvements on the access to and functionality of the Twinbrook commercial sites at Atlantic Avenue.

The City should work with Montgomery County government, as well as the Rockville community, to conduct station area planning for the selected BRT stations, including identification of land use, redevelopment, and economic development opportunities. (*See also Policy 15 of the Land Use Element and Action 9.1 of the Transportation Element*)

PROJECT 2 P2

Implement planned improvements on Baltimore Road to improve conditions for people driving, walking, biking, and rolling.

PROJECT 3 P3

Study the feasibility of a new vehicular connection between Lewis Avenue and Fishers Lane. Consider the potential

benefits and impacts to the neighborhood and mitigate impacts as needed through traffic calming measures, signage, roadway design, etc. Any future vehicular connection should be located on the WMATA property rather than the adjacent private property.

PROJECT 4 **P4**

Review the functioning of the intersection of Lewis Avenue and Edmonston Drive to determine how it can be improved and study the feasibility of additional traffic calming measures on Edmonston Drive.

PROJECT 5 **P5**

If the Twinbrook Shopping Center redevelops, the extension of Atlantic Avenue, through the shopping center to McAuliffe Drive, should be studied to determine if the extension will improve traffic circulation for the surrounding community. The study should address traffic calming and pedestrian and bicycle access and safety by utilizing the existing signalized intersection.

PROJECT 6 **P6**

Study the feasibility of a pedestrian crossing across the CSX / Metro railroad tracks at Halpine Road, or other locations, to link the Twinbrook neighborhood with the Rockville Pike area.

PROJECT 7 **P7**

Explore the feasibility of expanding the Twinbrook Community Center building and/or Twinbrook Community Park property.

PROJECT 8 **P8**

Study the need to enhance and/or expand the Rockcrest Ballet Center in the near term and consider the most appropriate long-term use of the space that meets the community's current and future needs.

PROJECT 9 **P9**

Education programs located at the Carl Sandberg Learning Center (451 Meadow Hall Drive) moved to a co-locate with Maryvale Elementary School in late 2020. The City should work closely with MCPS regarding the future use of the Carl Sandberg property and, if it should become available, acquire it for community use.

PROJECT 10 **P10**

Study the potential for a community node at the intersection of Veirs Mill Drive and Edmonston Drive. (*See Figure 6 of the Land Use Element*)

Other Policy Recommendations

The following additional items are recommended to address key issues and opportunities in the Planning Area.

Land Use & Urban Design

1. Maintain the residential character of the planning area.
2. Focus on improving factors that enhance quality of life.

Transportation

3. To reduce the impact of cut-through traffic, study the feasibility of one-way circulation systems throughout the Twinbrook neighborhoods, especially in areas with "short blocks".
4. Advocate for the Maryland Department of Transportation State Highway Administration to study measures to reduce traffic congestion and increase safety for all modes at the intersection of Veirs Mill Road (MD-28/MD-586) and First Street (MD-911) (*See also Action 20.9 of the Transportation Element*).
5. Continue to install bus shelters throughout the community at bus stop locations without shelters. (*See also Action 8.2 of the Transportation Element*)
6. Coordinate with Montgomery County Ride On and WMATA Metrobus to increase bus service frequency and expand the number of bus shelters in the Twinbrook neighborhood.
7. Conduct a safety audit of key danger spots for walking, rolling, and bicycling in the planning area to, in part, inform future bicycle and pedestrian master plans.
8. Study neighborhood streets, in consultation with residents and homeowners, to determine where new street lighting should be added in the planning area. (*See also Policy 11 of the Transportation Element*)
9. Study routes that can serve as alternatives to Veirs Mill Road for a planned bikeway linking Town Center and Rock Creek Park. (Consider the Rockcrest Park

greenway as a bike/pedestrian way by upgrading its path surface, street crossings, and installing environmentally-friendly lighting.)

10. Support and expand school safety initiatives in the planning area, including the installation of missing or inadequate sidewalks and crosswalks. (*See also Action 3.2 of the Transportation Element*)
11. Establish dedicated pedestrian routes, with accompanying street markings, throughout the planning area. (*See also Policy 4 of the Transportation Element*)
12. Address on-street parking concerns in the neighborhood through the following mechanisms:
 - Review the City's Permit Parking policy to determine its impact on residential streets in the planning area and whether community's needs are met.
 - Explore the application of parking permits on residential streets near the Twinbrook transit station to avoid overflow parking from the station area.
 - Consider right-of-way incentives, such as an expansion of the City's driveway apron program, to implement new, environmentally-friendly off-street parking.
13. Public rear alleys, such as those in older portions of the planning area, adjacent to First Street, should be retained.
14. Mitigate noise impacts from trains. Determine whether a railroad "Quiet Zone" should be recommended for the Randolph Road crossing to reduce train-horn and related train noise in the planning area. (*See also Action 5.5 of the Land Use Element*)
15. Study potential locations for a bicycle and pedestrian facility over or under the CSX and Metro tracks, somewhere between Edmonston Drive and Twinbrook Parkway. (*See also Action 5.5 of the Transportation Element*)

Historic Preservation

16. Consider installing neighborhood welcome signage on major roads leading into the Twinbrook neighborhood, such as Ardennes Avenue, Baltimore Road, Edmonston Drive, Halpine Road, Lewis Avenue, Twinbrook Parkway, and Veirs Mill Road, as well as historic signage for the original 1947 Twinbrook

subdivision and Twinbrook Community Pool. (*See also Action 19.11 of the Transportation Element*)

Environment

17. Explore the possibility of adding conservation easements on suitable private property for the installation of stormwater management facilities.

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