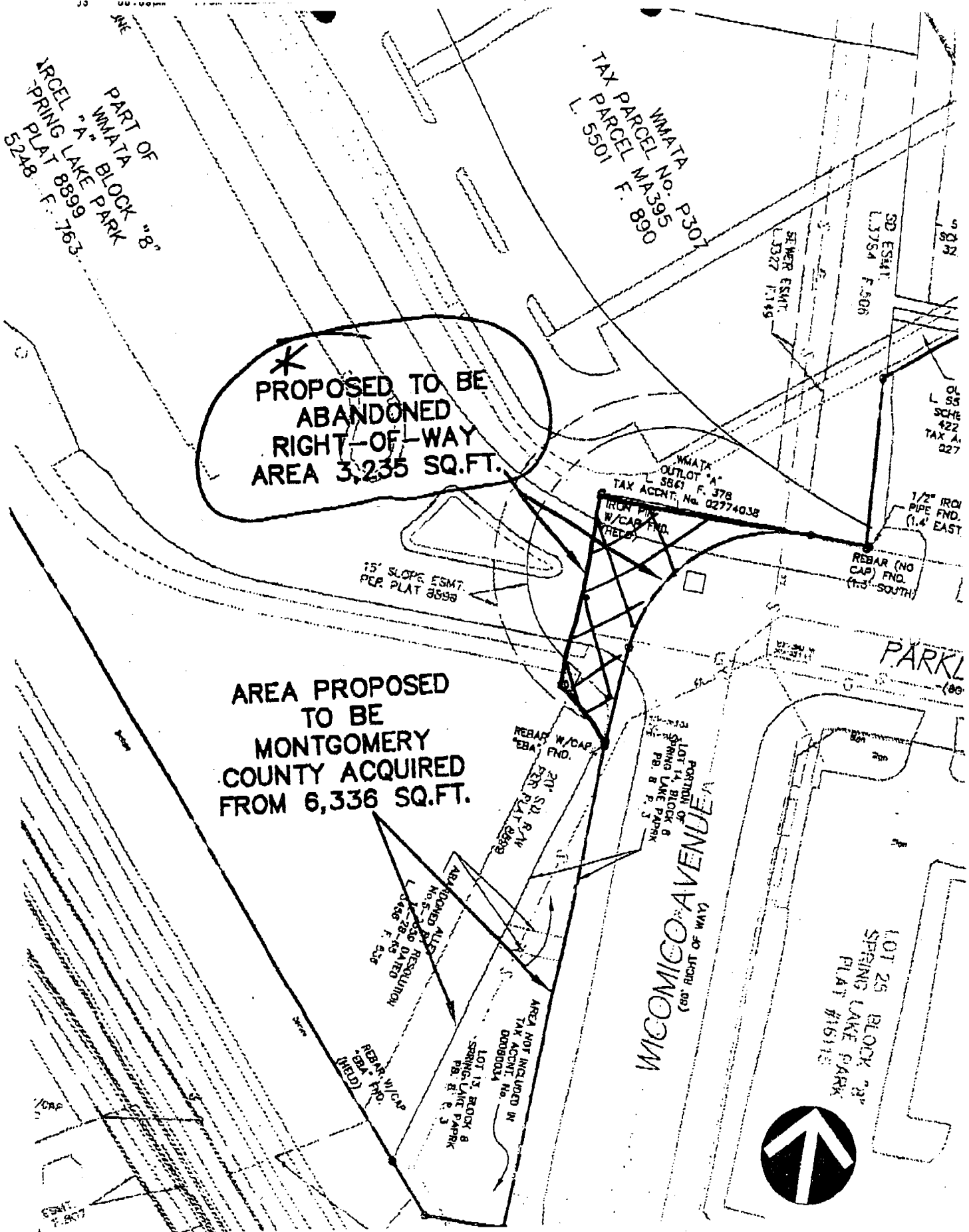


DESIGNERS & PLANNERS • LANDSCAPE ARCHITECTS & SURVEYORS • CIVIL ENGINEERS

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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

November 25, 2003

RECEIVED
1639
NOV 26 2003

Mr. Derick Berlarge, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

RE: AB660 – Abandonment of a
Portion of Parklawn Drive
Rockville, Maryland

Dear Mr. Berlarge:

Enclosed for review by the Maryland National Capital Park and Planning Commission are Executive Order 158-03 describing the above-captioned abandonment proposal, location map and a copy of petitioners' letter requesting the abandonment.

Please submit the Planning Board's recommendation to the Department of Public Works and Transportation by February 6, 2004 since the hearing date is scheduled for February 18, 2004.

Thank you for expediting this matter.

Sincerely,

Veena Gulhar
Office Service Coordinator

VG:vg
AB660

Enclosures



Office of Real Estate

COPY



MONTGOMERY COUNTY EXECUTIVE ORDER

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject: AB660 - Abandonment of a Portion of Parklawn Drive Rockville, Maryland	Executive Order No. 158-03	Subject Suffix REO
Originating Department Public Works and Transportation	Department Number AB 12-03	Effective Date 10/21/03

AB660 ABANDONMENT OF A PORTION OF PARKLAWN DRIVE, ROCKVILLE, MARYLAND

- Pursuant to Section 49-62 of the Montgomery County Code 1994, the County Executive of his Designee shall conduct a Public Hearing

at 10:00 a.m. on Wednesday February 18, 2004
101 Monroe Street, EOB Lobby Auditorium
Rockville, Maryland 20850

to consider a petition received from Holland & Knight, on behalf of Washington Metropolitan Area Transit Authority ("WMATA") and Twinbrook Commons, L.L.C., seeking the abandonment of a portion of Parklawn Drive in Rockville. The proposed abandonment is related to the comprehensive development of the adjoining 26-acre Twinbrook Metro Station site by WMATA and Twinbrook Commons, L.L.C., pursuant to a joint development agreement and as shown on Exhibits that are available for examination in the Montgomery County Department of Public Works and Transportation, Office of Real Estate, 101 Monroe Street, 10th Floor, Rockville, Maryland 20850.

- After the aforesaid Hearing, the Hearing Officer shall report his findings and recommendations to the County Executive for further consideration as prescribed by County Code.

Approved as to Form and Legality
Office of the County Attorney

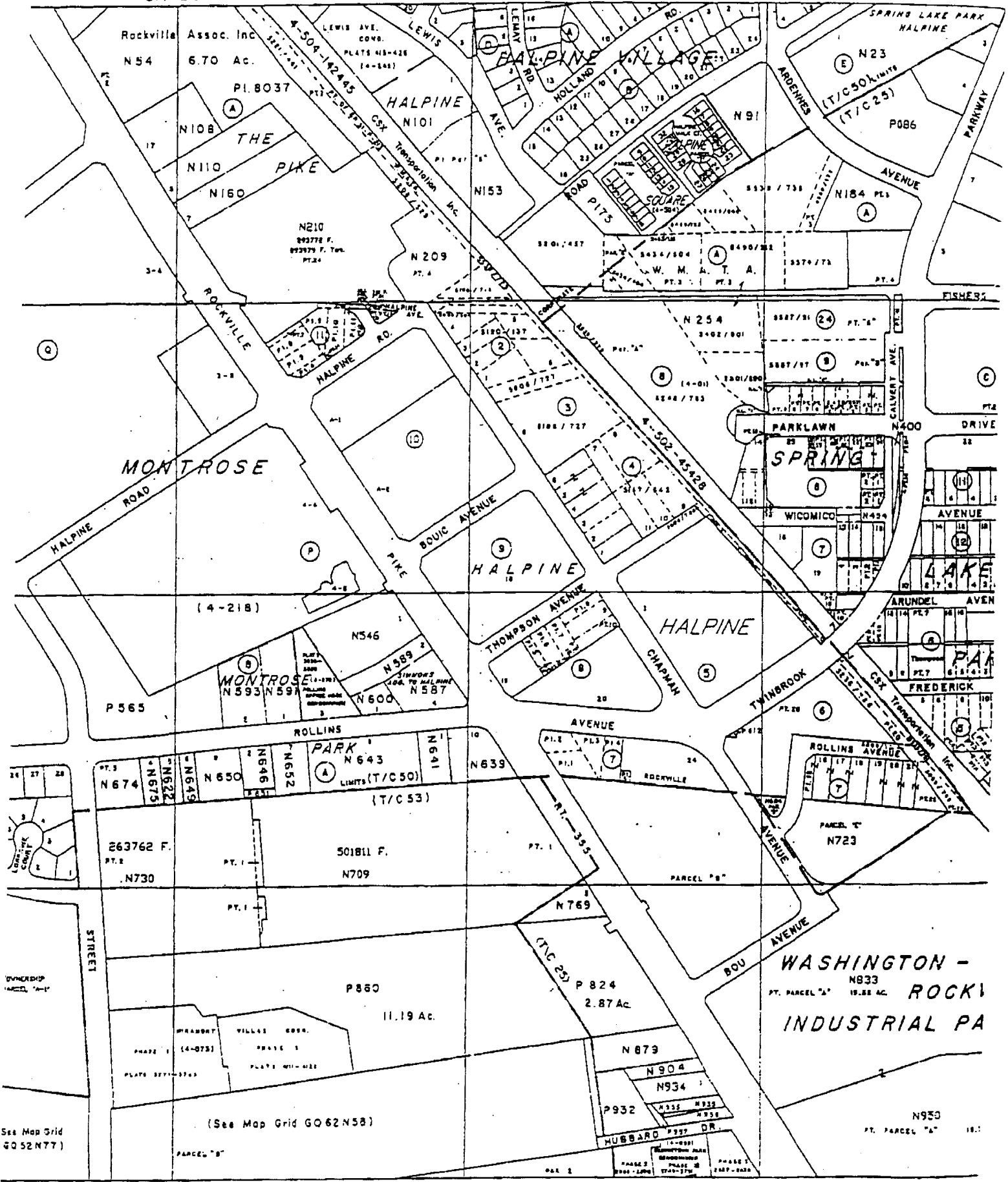
APPROVED

By: *Vilma J. Bruner*
Date: 10/15/2003

By: *Scott W. Reilly*
William M. Mooney, Jr.
SCOTT W. REILLY
Assistant Chief Administrative Officer

Distribution:
Department of Public Works and Transportation
Department of Finance

GR 551



See Map Grid G052N77



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
9/25/03
Item #1

MEMORANDUM – LOCAL MAP AMENDMENT

DATE: September 19, 2003
TO: Montgomery County Planning Board
VIA: John Carter, Chief, Community-Based Planning *JC*
FROM: Bill Landfair, AICP, for the Department of Park and Planning *WRL*
SUBJECT: **Local Map Amendment No. G-810:** Twinbrook Commons, LLC and Washington Metropolitan Area Transit Authority – reclassification of 16.51 acres of land from the R-90 and I-4 Zones to the TS-R Zone – adjacent to the Twinbrook Metro Station and bounded by Twinbrook Parkway, Parklawn Drive, Fisher’s Lane, the CSX rail line, Halpine Road, and Ardennes Avenue – North Bethesda - Garrett Park Master Plan

FILING DATE: June 12, 2003
PUBLIC HEARING: October 7 and 8, 2003

RECOMMENDATION

Staff recommends **APPROVAL** of Local Map Amendment No. G-810 and the accompanying development plan for the following reasons:

1. The reclassification to the TS-R Zone is in conformance with the recommendations of the 1992 North Bethesda - Garrett Park Master Plan.
2. The reclassification satisfies the purposes and requirements of the TS-R Zone.
3. The development plan will be compatible with adjacent development.

C. Specific Findings

The District Council must evaluate the application, including the development plan, under five specific findings set forth in Section 59-D-1.61 of the Zoning Ordinance.

59-D-1.61. Findings.

- (a) *That the zone applied for is in substantial compliance with the use and density indicated by the master plan or sector plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies.*

The North Bethesda – Garrett Park Master Plan recommends the TS-R Zone for the subject property. The development plan conforms to the recommendations of the Master Plan with respect to land use, zoning, and urban design. The primary use will be residential with a maximum density of 60 units per acre and a maximum FAR of 1.9 as recommended by the Master Plan. The development will not conflict with the county capital improvements program or other applicable county plans and policies. It will be completely consistent with the county's housing policy for promoting housing at higher densities and a mix of uses at transit station areas.

- (b) *That the proposed development would comply with the purposes, standards, and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.*

The development plan will be in compliance with the purposes, standards, and regulations of the TS-R Zone. Safety is addressed through an extensive sidewalk system and low-speed vehicular lanes. Convenience and amenity for residents and visitors are provided through a variety of compatible retail uses, public open space, and the proximity to the Metro Station and other public transit. Locating buildings with the highest density closest to the Metro Station, eliminating cut-through vehicular traffic from Lewis Drive, and maintaining open space buffer along the northern property boundary adjacent to existing townhouses helps to address compatibility.

- (c) *That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate, and efficient.*

The development plan is designed to provide safe, adequate, and efficient access for vehicles and pedestrians. Primary points of access will be

provided via Parklawn Drive and Fisher's Lane extended. A new road connecting Ardennes Road with Fisher's Lane will provide an additional means of access. These roads will provide the primary internal circulation with secondary roads, including a one-way road circling the Village Green, contributing to the circulation system. Paved sidewalks with widths ranging from five to 20 feet will be located along all roads, which will have low-speed vehicular lanes. To limit bus traffic through the development, buses will access the bus station off of Wicomico Avenue and circulate back out via Parklawn Drive.

- (d) *That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3.*

The development plan will take advantage of the existing topography and continue to maintain a gentle slope in grade toward Ardennes Road. While most of the property will be graded, except a narrow wooded buffer adjacent the existing townhouses to the north, soil erosion is not expected to be a problem during the construction process. The applicants intend to implement Sediment Control Plans that will include a number of techniques including sediment basins, traps, earth dikes, silt fences and inlet protection. Natural vegetation on or near the property is limited and consists primarily of the wooded buffer and a large specimen tree (Silver Maple) located immediately off-site. Both of these natural features will be preserved. Through this tree preservation, the planting of street trees, and off-site reforestation, approximately 2.5 acres of tree canopy will be provided.

- (e) *That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common or quasi-public purposes are adequate and sufficient.*

The subject property will continue to be owned by WMATA. A management entity will be responsible for the continued maintenance and repair of sidewalks, roads, the Village Green, urban parks, open space and other areas available to the public to ensure that they are maintained in an adequate and sufficient manner.

→
PRIVATE
Roads