



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB
Item #
11/15/07**

October 30, 2007

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John A. Carter, Chief *JAC*
Community-Based Planning Division

Judy Daniel, Team Leader, Bethesda/Chevy Chase/North Bethesda
Community-Based Planning Division *JD*

FROM: Claudia Kousoulas, Senior Planner (301-495-4558)
Community-Based Planning Division *ck*

SUBJECT: Twinbrook Sector Plan Public Hearing

INTRODUCTION

This public hearing is the Planning Board's opportunity to hear concerns and questions about the Twinbrook Sector Plan's recommendations for a mixed-use community near the Twinbrook Metro Station. Tonight's comments will become part of the formal record and will be addressed by the Planning Board in future worksessions.

The Public Hearing Draft of the Twinbrook Sector Plan is attached. The Staff Draft was modified to reflect the Planning Board's guidance, most particularly in the Introduction that now begins with a description of the area's planning and geographical context. The Plan's maps and illustrations have been re-oriented.

In response to the Planning Board's interest in the context of the planning area, also attached is information about the proposed Avalon Bay residential project on Halpine Avenue in the City of Rockville, adjacent to the County's Twinbrook Plan area.

Also attached are copies of written testimony that has already been submitted.

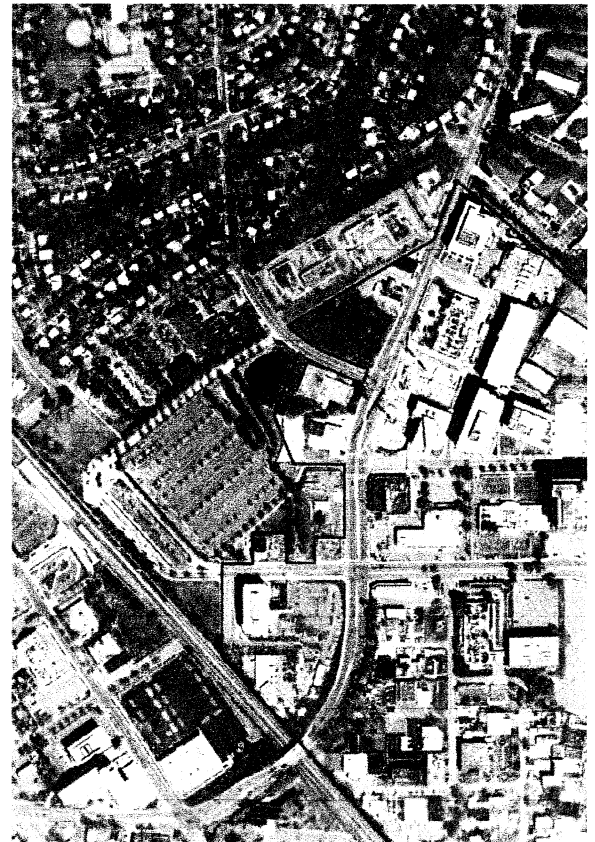
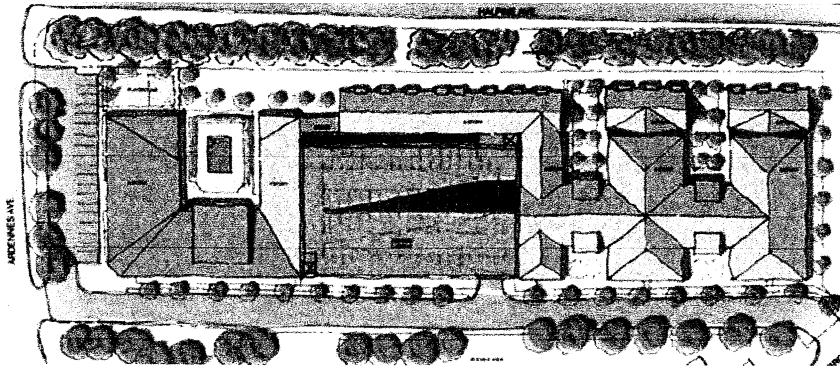
CK:ha: M:\Twinbrook\TWINBROOK\Public Hearing\packet cover memo.doc

Attachments

1. Public Hearing Draft of the Twinbrook Sector Plan
2. Avalon Bay
3. Correspondence

The Avalon at Twinbrook Station

12720 Twinbrook Parkway, Rockville, Maryland



Features:

240 - 250 residential units

4-5 stories proposed facing City of Rockville owned 50' tree buffer and single family homes.

Omniwest offices proposed at the corner of Ardennes Avenue and Twinbrook Parkway

October 16, 2007

Dear Claudia:

Thank you for attending our informational meeting on Avalon at Twinbrook Station. AvalonBay wants to make this project a good fit with the community and has a history of constructing quality rental communities that are very well managed. In developing our plans, feedback from the residents is very important to us and we appreciate you taking the time in participating in our informational meeting.

Based on comments received yesterday evening, we will be exploring making changes and adjustments on the following items:

- **Design & Density:** Two analyses will be completed; 1) reducing the 5-story section on Ardennes to 4-stories, and 2) replacing the existing 5-story section with 4-stories and moving the 5-story section towards the commercial buildings along Twinbrook Parkway.
- **Parking:**
 - Explore adding parallel spots along the site's interior roadway.
 - Analyze the number of parking spaces.
 - Will suggest to Planning Staff to have zoned on-street parking permits for the existing residents. Those with an AvalonBay address will not be eligible for this permit, thereby forcing our residents to park on our site.
- **Day Care Center:**
 - Create an alternative concept plan without a day care center component.
- **Green Building:**
 - Commit to earning enough points to qualify for LEED (Leadership in Energy and Environmental Design) certification status.


AvalonBay not only builds and develops our residential communities, but also manages our communities as well. Therefore, we plan on being a member of the neighborhood for the duration and want our site to be an appropriate transitional buffer from the commercial development and high volume traffic along Twinbrook Parkway to the lower density residential developments along Halpine Road.

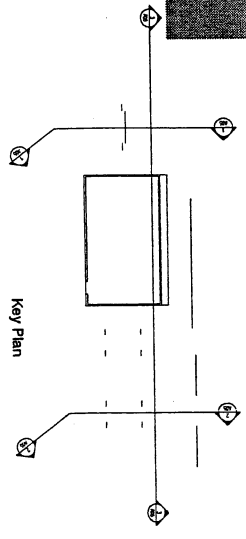
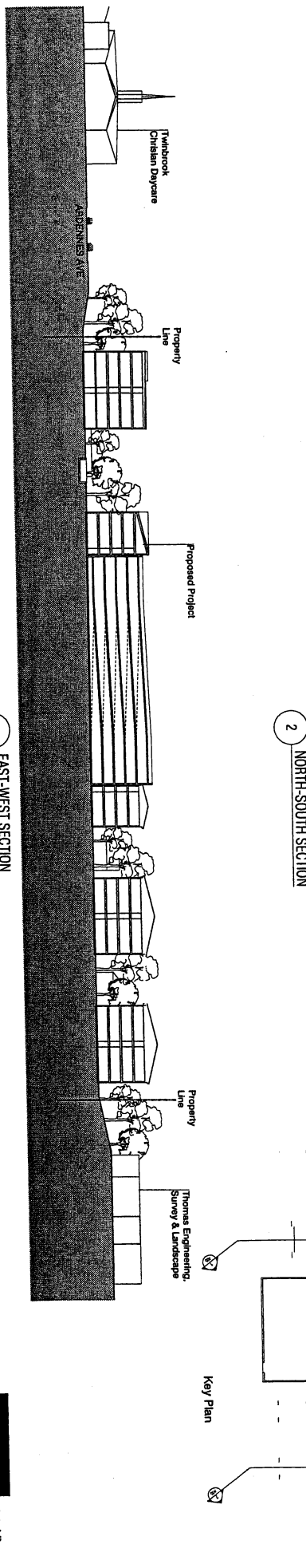
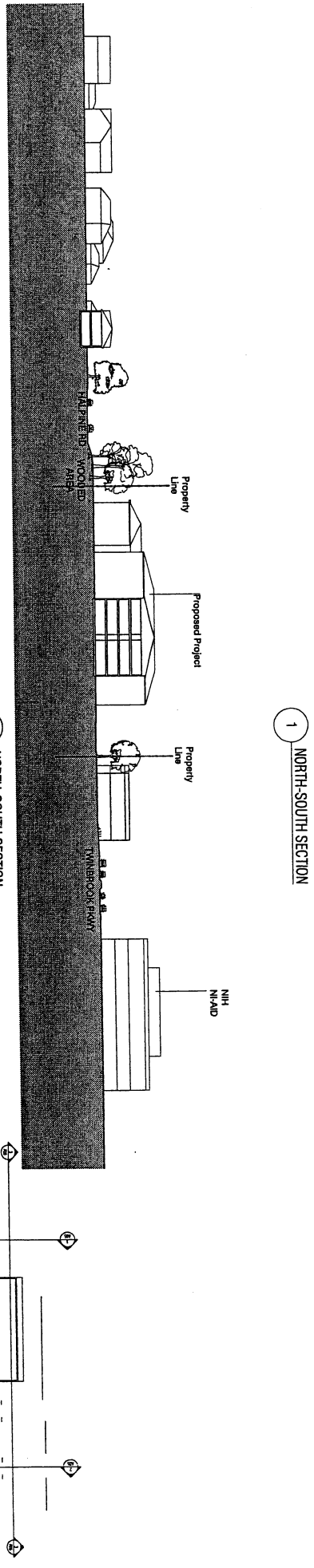
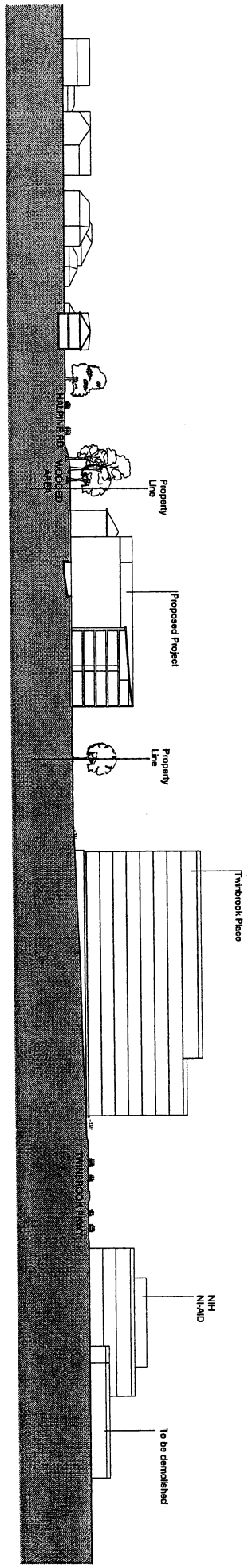
Based on your recommendations and the analysis from the comments above, we will be making a few changes to our concept plan within the next two weeks and will disseminate the new plans to you. The next Twinbrook Neighborhood Plan ("TNP") public hearing is on Tuesday, November 14th at 7:00 p.m. We are asking for your support in recommending a plan change in the TNP to allow a residential use, like the one we are proposing, on our existing site.

Since there were many questions about heights of surrounding structures at the meeting, I have included a section copy that helps to show our building in relation to the neighborhood and commercial sites. Also, please be sure to visit our website at www.avalonatwinbrook.com for updates. In the meantime, feel free to give me a call if you any additional questions or concerns.

Thanks again for your time and input.

Sincerely,


Amy Susskind
Development Manager



AVALON at TWINBROOK

ROCKVILLE, MARYLAND

3 EAST-WEST SECTION

2 NORTH-SOUTH SECTION

1 NORTH-SOUTH SECTION

AVALONBAY COMMUNITIES



A05

Date: 1/03
Rev: 2007-10-09



**SIERRA
CLUB**
FOUNDED 1892

R E C E I V E D
0908
JUL 23 2007

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

July 20, 2007

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Dear Dr. Hanson and Planning Board members:

Re: Twinbrook Sector Plan

We in the Sierra Club take very seriously the County's stated goals of sustainable growth, mainly in the form of balanced development in centers well served by the transit system. Implementation of these goals in the sector plan for Twinbrook has two necessary components:

- Intense redevelopment and infill with housing and employment that will use the scarce pedestrian access to Metro;
- Balance of uses to reduce the need for long, mainly auto commutes. At Twinbrook and throughout the I 270 Corridor, this means providing housing.

We are very concerned that the draft plan does not fulfill these goals. It does not use this transit-adjacent land efficiently to give our citizens and businesses the opportunity to operate sustainably in the energy-constrained future.

Retention of the entire low density industrial area is unjustified. As advocates for smart growth, we are concerned that staff has invoked this phrase to justify maintaining the very large industrial area, some of which is within a quarter mile of the Metro station. Staff told the public meeting that "high tech" enterprises need low value enterprises nearby to meet their needs for low tech goods and services, as well as space for start up technology businesses.

But a far greater need than proximity to auto repair and flooring businesses for these high tech enterprises is proximity to housing. North Bethesda, including the transit station areas, is one of the most unbalanced policy areas in the County. The 2030 forecasts show 89,000 jobs and only 27,000 households. This includes all the housing units in the current Twinbrook sector plan and the housing in station areas annexed by Rockville. Using the accepted figure of 1.6 jobs per household, this would increase the current large deficit of resident workforce to 45,000. All would have to commute mostly from outside the I-270 Corridor. The draft sector plan would add only about 1000 housing units; it's unclear whether it would add jobs.

A cursory look at the businesses in the industrial area shows two types:

- Industrial service, technology, retail and office activities that could coexist very well in a mixed use area with TOMX zoning;
- Auto repair shops and similar businesses that have no need for proximity to Metro. They can locate anywhere, but perhaps it is useful to accommodate some near the Rockville Pike urban centers.

We suggest the following:

- Change much of the industrial area to TOMX. Amend the zone to allow many of the industrial and quasi-industrial activities listed above. Specify in the master plan that a certain percentage of building area in this neighborhood should have industrial uses. The requirement for these uses in the master plan should keep rents within reason.
- Retain an area in I-4 zoning farthest from the Metro station to accommodate useful but perhaps more polluting businesses like auto repair shops.
- Either rezone additional industrial land around the County from I-1 to I-4, or amend the I-1 zone to greatly restrict construction of office buildings. We believe that the "shortage" of industrial land is partly self inflicted: the county allowed office buildings in the I-1 zone.
- Emphasize the need for more housing in the mixed use areas of Twinbrook. There are attractive models for mixing ground floor quasi-industrial uses with housing above. It exists in D.C. and in many European cities, including new development. That model is needed at Twinbrook.

It begins to look like the current transit system, i.e., Metrorail and MARC, is all the rapid transit we will have for the foreseeable future. We cannot afford to put land at one of the major stations off limits to transit-oriented development for many years. We hope the Planning Board (and staff) will propose a plan that allows Twinbrook to fulfill its vital role in building a sustainable future for the County.

Sincerely,



David Hauck
Chair, Sierra Club Montgomery County Group
24 Holt Place
Takoma Park, MD 20912

301-270-5826
david.hauck@maryland.sierraclub.org

cc: Claudia Kousoulas
Community Planning

Kousoulas, Claudia

From: Dixon, Kenneth [kDixon@wsscwater.com]
Sent: Monday, July 09, 2007 12:21 PM
To: Daniel, Judy; Kousoulas, Claudia
Subject: Comments on Staff Draft Twinbrook Sector Plan Amendment to North Bethesda/Garrett Park Master Plan

Hi Judy and Claudia.

We received the June 5th correspondence from you all regarding the subject draft plan. WSSC-related comments regarding the Twinbrook Sector Plan area are indicated below:

- Sewer – No major transmission line capacity issues have been identified. Local sewer capacity issues have been identified by the WSSC's Development Services Group and will be addressed under the WSSC's System Expansion Project (SEP) DA4159Z05, Twinbrook Commons. Also, as part of the development phasing for Twinbrook Commons, the Halpine billing meter for the city of Rockville's wastewater flow into the WSSC sanitary district will require replacement.
- Water – W-127.01, the Potomac Bi-County Water Transmission Project begins in the subject area and will have a temporary construction impact.

As always, thank you for the opportunity and time to review and comment on this draft sector plan. If you have any questions or require clarification, please let me know as early as possible.

Kenneth C. Dixon

Planning Unit Coordinator
Planning Group
Washington Suburban Sanitary Commission
14501 Sweitzer Lane, 7th Floor
Laurel, MD 20707-5902
(301) 206-8809 (direct)
(301) 206-8811 (main)
(301) 206-8232 (FAX)
kdixon@wsscwater.com

improve the circulation of traffic in this area. We very much encourage you to study pedestrian crossings at Twinbrook Parkway and Chapman Road. At present this is a very dangerous intersection for the many walkers who use it.

Thanks for your hard work in creating this Plan and thanks for listening!

Joe McClane
President,
Cambridge Walk II
Homeowners Association

Got a little couch potato?
Check out fun summer activities for kids.
--0-380168927-1186000441=:5425
Content-Type: text/html; charset=iso-8859-1
Content-Transfer-Encoding: 8bit

Claudia:

At the July 9th meeting in the Twinbrook Recreation Center concerning the Twinbrook Sector Plan, you said that you would appreciate community feedback. Last night I met with my neighbors and I now have some feedback to give to you from our neighborhood. As you might remember, our neighborhood is directly adjacent to the Twinbrook Metro Station.

The Plan as written is popular in our neighborhood. We do feel that a very necessary part of the proposed Twinbrook Sector Plan should be a pedestrian bridge across the CSX/Metro tracks. We believe this is important for several reasons. It would link this area with the stores and restaurants at Montrose Crossing. It would allow office workers and residents to access the commercial areas near Rockville Pike without having to walk long distances or travel by car along Twinbrook Parkway or Randolph Road. Linking this commercial area with the residential/office area along Parklawn would add to the urban vibe of the Twinbrook area. We also strongly support continuing a road along the east side of the Sector until it intersects with Twinbrook Parkway near Halpine Road. We think that would greatly improve the circulation of traffic in this area. We very much encourage you to study pedestrian crossings at Twinbrook Parkway and Chapman Road. At present this is a very dangerous intersection for the many walkers who use it.

Thanks for your hard work in creating this Plan and thanks for listening!

Joe McClane
President,
Cambridge Walk II
Homeowners Association