



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

Item #  
**MCPB 5-10-07**

**MEMORANDUM**

DATE: April 26, 2007  
 TO: Montgomery County Planning Board  
 VIA: Rose Krasnow, Chief *RK*  
 Robert Kronenberg, Acting Supervisor  
 Development Review Division  
 FROM: Linda Komes, RLA, AICP *LK*  
 (301) 495-4573  
 REVIEW TYPE: **Limited Site Plan Amendment**  
 CASE #: **820060170A**  
 PROJECT NAME: White Flint Crossing  
 APPLYING FOR: Site Plan Amendment to include the  
 realignment of Executive Boulevard, modifications to the architecture, unit  
 count, landscape, vehicular and pedestrian circulation, and revisions to the  
 parking computations to add Rockwall I and II to the shared parking analysis  
 REVIEW BASIS: Div. 59-D-2.6 of Montgomery County Zoning Ordinance for Minor Plan  
 Amendments  
 ZONE: TS-M  
 LOCATION: West side of Rockville Pike (MD 355) approx. 460 feet south of its intersection  
 with Nicholson Lane.  
 MASTER PLAN: North Bethesda Garrett Park  
 APPLICANT: White Flint Crossing LLC/The JBG Companies  
 FILING DATE: February 21, 2007  
 HEARING DATE: May 10, 2007



**STAFF RECOMMENDATION:** Approval of the proposed amendments to Site Plan 820060170 with the following conditions:

1. Conformance with Approved Site Plan 820060170  
 The proposed development shall comply with the conditions of approval for Site Plan 820060170 as listed in Planning Board opinion dated, September 28, 2006, except as modified by this amendment.
2. Prior to certified site plan approval of 820060170A, the following revisions shall be made to the plans subject to staff review and approval:
  - a. Revise Development Data table and the Shared Parking Analysis chart to be consistent with the corrected tables included in this report.
  - b. A note shall be added to the plans, which states that any increase in the approved number of units, above 393 units and up to a maximum of 440 units, may require a site plan amendment. The determination as to whether a site plan amendment is necessary will be made by the Commission.

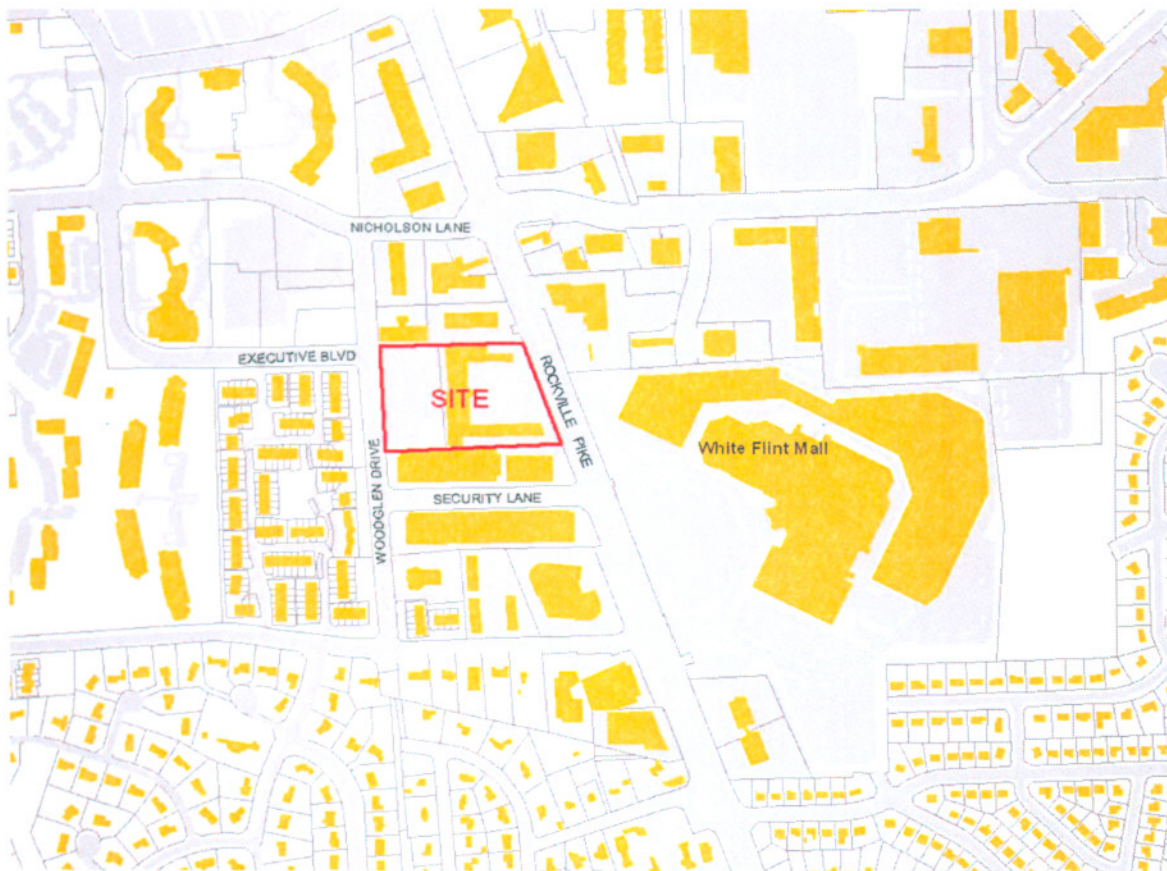
- c. Additional large scale trees or other appropriate vertical element, such as a pergola planted with vines, shall be provided on the east side of the roof garden as a focal point when viewed from the Paseo and Plaza areas.
- d. Additional detail shall be added to the architectural elevations, dated February 20, 2007, to demonstrate that the rich architectural character approved in Site Plan 820060170 has not been substantially modified or reduced. Special attention shall be given to the façade treatment and the top of the point tower to establish the building as a significant architectural focal point and gateway to the White Flint area as envisioned by the Master Plan. Special attention shall also be given to the street level façade treatment of all three buildings. The buildings, including the podium portion of the point tower, shall be carefully designed and detailed to demonstrate that all public street frontages, as well as the frontage along the Paseo, include an engaging and activated pedestrian street edge.
- e. A plan shall be included which demonstrates that the rooftop area of Building A, designated as active/passive space to meet the requirements of the TS-M zone, has been developed as an amenity for its residents. Access to this space from Building A and views of this area from Rockville Pike will be carefully considered in the design of this amenity.



**PROJECT DESCRIPTION:** Site Vicinity

The subject site is located on the west side of Rockville Pike (MD 355), directly across from White Flint Mall, within 1,500 feet of the White Flint Metro Station in North Bethesda. Rockville Pike (MD 355), designated as a major highway with a 150-foot wide right of way, forms the eastern property line. Adjacent C-O zoned property to the south is owned by an affiliate of the applicant and is developed with two office buildings, (Rockwall I and II), seven and eight stories in height respectively, and a four-story parking structure. Woodglen Drive, classified as an Industrial and Business Street with an 80-foot wide right of way, forms the western border of the site. Adjacent property to the north is also owned by the applicant and is developed with four, four-story commercial buildings and a surface parking lot.

The White Flint Shopping Mall and Fitzgerald's Auto World are located across Rockville Pike from the site. The Fallstone townhouse community, developed under PD-11 zoning, lies directly across Woodglen Drive from the site. The residential community lies 20 feet above the elevation of Woodglen Drive and is well buffered by existing vegetation. The White Flint Metro station is located north and east of the site along Rockville Pike. An aboveground WSSC storage facility and the Montgomery Aquatics Center lie to the north and west of the site.



**PROJECT DESCRIPTION: Prior Approvals**

A local map amendment rezoning the subject property from the C-2 to the TS-M zone was approved by the District Council on September 20, 2005. The approval included the adoption of a Development Plan, G-830, which contained several binding elements.

The Site Plan, 820060170 for White Flint Crossing, was presented to the Planning Board on April 26, 2006 (Planning Board Opinion dated September 28, 2006, attached in Appendix B), concurrently with Preliminary Plan, 120060310, for approval of 223,000 sf of commercial space and 426,114 sf of residential space (440 dus, incl. 66 MPDUs) on 5.91 acres in the TS-M Zone. Approval of the Certified Site Plan is still pending at the time of this writing.

The proposed development shall comply with the Conditions of Approval for Site Plan 820060170 as listed in the Planning Board Opinion dated September 28, 2006 except as modified by this amendment.

**PROJECT DESCRIPTION: Proposed Amendments**

The applicant, White Flint Crossing LLC/The JBG Companies, filed the Site Plan Amendment, 820060170A, in February 21, 2007. A detailed description of the proposed modifications is included in Appendix C. The proposed amendments are summarized as follows:

1. Executive Boulevard is realigned, causing the north façade of the point tower to be realigned parallel to the realigned road right-of-way. The realignment of Executive Boulevard requires additional right-of-way dedication on the north side of Executive Boulevard, slightly reducing the net lot area and active and passive recreation area requirements.
2. The existing parking garage for the adjacent office buildings known as Rockwall I and II, as well as the parking required for the residential units located in Building 'C', is included in the shared parking analysis.
3. The Approved Preliminary Plan and Site Plan approved up to 440 dwelling units. The Applicant is now proposing 393 dwelling units on the subject site plan and has provide parking and recreation facilities to support the proposed 392 units. A note has been added to the plans that states that any increase above 393 units, up to a maximum of 440 units, may require a site plan amendment. The determination as to whether a site plan amendment is necessary will be made by the Commission.
4. The Recreation Amenity Analysis has been modified to reflect the reduced number of proposed dwelling units.
5. The proposed number of floors for Building B is modified from two stories to 2-3 stories. The proposed maximum height of 82 feet remains unchanged from the original approval.
6. The approved 24 foot width of the Service Lane is reduced from 24 feet to 22'-6", and minor modifications have been made to the loading dock entrances. In addition, the sidewalks on either side of the Paseo near the southern end have been raised to be closer to the elevation of the Plaza to increase the viability of the fronting retail uses.
7. Architectural clarifications to indicate the location of roof and building overhangs and modifications to the architectural treatment of the building facades.
8. Minor grading modification in the central plaza area, revisions to the design of the rooftop garden area (including elimination of the approved pergola), and additional landscape planting.



The amended site data is included in the following table:

**PROJECT DATA TABLE (TS-M)**

Development Standard	Required/Permitted By Zoning Ordinance	Approved with 820060170	Proposed for Approval with 820060170A	
Min.Gross Tract Area (sf):	40,000	257,309 (5.907 ac.)	257,309 (5.907 ac.)	
-Exec. Blvd. Dedication		42,112	43,564	
-MD 355 Dedication		26,535	26,535	
Net Lot Area (sf):		188,662 (4.33 ac.)	187,210 (4.33 ac.)	
Gross Floor Area (sf.)				
-Commercial retail on or above grade		163,100	163,100	
-Commercial-cellar space (not incl. In FAR)		59,900	59,900	
-Total Commercial		223,000	223,000	
-Base Residential		349,274	349,274	
Total FAR square Footage		512,374 (1.99 FAR)	512,374 (1.99 FAR)	
Bonus Residential Density		76,840 (22% of base)	76,840 (22% of base)	
Total Residential incl. MPDUs		426,114	426,114	
Total FAR square footage plus Bonus Residential Density	(3.0 FAR) Max. 2.4 established by the Master plan	589,214 (2.29 FAR)	589,214 (2.29 FAR)	
Total square footage incl. cellar space		649,114	649,114	
Number of Residential Units				
-Market Rate		374	334	
-MPDUs	(12.5% of total)	66 (15% of Total)	59 (15% of Total)	
Total Number of Residential Units		Up to 440	Up to 393**	
Open Space (%/sf):				
-Public Use Space	10%/18,721	10%/19,079	10%/18,736	
-Active/Passive Rec. Space	25%/46,802	25%/47,698	25%/46,835	
Total Open Space	35%/65,523	35%/66,777	35%/65,571	
Maximum Building Height:				
-Building A		24 Stories	24 Stories (265'-289')***	
-Building B		7 Stories	2-3 Stories (65'-82')***	
-Building C		6-7 Stories	6-7 Stories (76'-84')***	
Building Setbacks (ft.):				
-Building A - Rockville Pike		10	10	
-Building A - Exec. Blvd.		1	none	
-Building B - Rockville Pike		10	10	
-Building B - Service Lane		None specified	none	
-Building C - Woodglen Dr.		20 (from curb)	none	
-Building C - Exec. Blvd.		20 (from curb)	none	
Minimum Sidewalk Width (measured in ft. from face of curb):				
-Executive Boulevard			18	
-Rockville Pike			34	
-Service Lane			11'-6"	
-Paseo			6	
-Woodglen Drive			20	
Residential Parking- 334 market rate dus:		No. of Units/Parking Req'd.	No. of Units/Parking Req'd.	
			Building 'A'	Building 'C'
Eff. Units @1sp./unit		37/37	17/17	37/37
1BR @1.25 sp/unit		206/258	90/112.5	74/92.5
2 BR @1.5sp/unit		122/183	40/60	49/73.5
2 BR + Den@1.5sp/unit			7/10.5	14/21
3 BR@ 2.0 sp/unit		9/18	6/12	--
Residential Parking Required for Market Rate Units			160/212	174/224
Total Residential Market Rate Parking			436	

Residential Parking- 59 MPDUs:		No. of Units/Parking Req'd.	No. of Units/Parking Req'd.	
			Building 'A'	Building 'C'
Eff. Units @.5sp./unit		7/4	3/1.5	7/3.5
1BR @.625 sp/unit		36/23	15/9.375	13/8.125
2 BR @.75sp/unit		21/16	8/6	9/6.75
2BR + Den@1.5sp/unit		2/3	2/1.5	2/1.5
Residential Parking Required for Market Rate Units			28/18.375	31/19.875
Total Residential MPDU Parking		461*		39
<b>Total Residential Parking Required based on unit type</b>				<b>404*</b>
Parking				
(See Mixed-Use Shared Parking Analysis below)				
Total Req'd. Commercial and Residential Parking	1,777	1,550		
Total Provided number of parking spaces				1,815****
<p>* 15% credit taken for proximity to Metro per Section 59-E. 3.33(a)  ** Any additional units above 393, up to 440, may require a site plan amendment to ensure adequate parking and recreation facilities have been provided. The determination with be made by the Commission.  *** Approved height limit ranges do not include rooftop mechanical equipment or penthouses.  **** Includes 580 existing parking spaces in Rockwall II garage</p>				



White Flint Crossing Mixed-Use Shared Parking Analysis per Section 59-E-3.1  
(adjacent Rockwall I and II Garage Included in calculations)

Minimum Parking Requirements Shared Parking Formulas:	Ratio:	Base Reqmt.	Discounts for mixed use				
			Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening	Nighttime
General Retail Use (Above Grade)	78,9005/1000 x .85	335.3	201.2	301.8	335.3	234.7	16.8
Grocery (GLA)	50,0005/1000 x .85	212.5	212.5	212.5	212.5	212.5	212.5
General Retail Use (Cellar Retail)	54,1005/1000 x .85	229.9	138.0	206.9	229.9	160.9	11.5
Restaurant (Total Area)	20,000.85 25/1000 x .4 x	170.0	85.0	170.0	170.0	170.0	17.0
Retail-total GLA	203,000						
Outdoor seating-Restaurant	3,085 15/1000 x .85	39.3	19.7	39.3	39.3	39.3	3.9
Residential - Building A tower	188	195.8	195.8	195.8	195.8	195.8	195.8
Residential - Building C west	205	207.3	103.7	207.3	207.3	207.3	207.3
Existing Office-Rockwall 1 and II	342,0952.4/1000	821.0	821.0	82.1	82.1	41.1	41.1
<b>Totals for White Flint Crossing:</b>		<b>2211</b>	<b>1777</b>	<b>1416</b>	<b>1472</b>	<b>1262</b>	<b>706</b>
		Base Requirement	Peak				
		w/o shared parking	w/ shared parking				
Minus Existing Parking in Rockwall II:		580	580				
Total New Parking Required:		1631	1197				
		Base Requirement	Peak				
		w/o shared parking	w/ shared parking				

Assumptions:

1. Project is 800'-1600' from Metro
2. Residential unit mix, unit sizes and required parking count preliminary
3. 15% credit taken for retail located in proximity to metrorail per Section 59-E-3.32
4. MPDU's park at .5 x market rate units
5. 15% credit taken for residential parking near Metrorail per Section 59-E-3.33 (a)
6. 20,000 sf deduction to reach GLA parkable square footage (Service corridors, docks, shafts, stairs, etc.)
7. Restaurant space parks at 25/1000 patron area. Assumed 40% of restaurant space as patron area.
8. 580 spaces provided in existing Rockwall II garage.
9. Grocery not included in shared parking
10. Residential tower (Building A) not included in shared parking. West block residential (Building C) included in shared parking.

**PROJECT DESCRIPTION:** Community Outreach/Public Notice

A notice regarding the subject site plan amendment was sent to all adjacent and confronting property owners and parties of record by the Applicant on March 1, 2007 (Appendix D). The Applicant also posted a sign on the property and submitted an affidavit of posting (Appendix E). A community meeting was held on February 13, 2007. Staff received one phone call from a community member regarding the garage entrance to the Whole Foods grocery store. Staff believes the resident is in support of the proposal.

**PROJECT DESCRIPTION:** Analysis

The proposed amendments to the site plan do not alter the overall design character of the development in regards to the original approval. A condition has been included in the recommendation section of the report that requires that additional detail be provided with the certified site plan to ensure that the architectural quality and character of the development as originally approved is substantially intact. The modifications are mainly further refinements and clarifications to the original design with the exception of the slight adjustment to the realignment of Executive Boulevard. This modification to the alignment was in response to comments from a confronting property owner across Rockville Pike. The realignment has been reviewed and approved by DPWT and SHA. See Appendix A.

APPENDIX

- A. Memorandums from Agencies
- B. Planning Board Resolution for Site Plan 820060170
- C. Applicant's detailed list of proposed amendments
- D. Applicant's notice of Application
- E. Affidavit of Posting
- F. Certificate of Pre-submittal Community Meeting



APPENDIX A



Martin O'Malley, *Governor* |  
Anthony G. Brown, *Lt. Governor* |

| John D. Porcari, *Secretary*  
| Neil J. Pedersen, *Administrator*

Maryland Department of Transportation  
April 26, 2007

Mr. Kevin J. Johnson, P.E.  
Johnson Bernat Associates, Inc.  
1395 Piccard Drive  
Suite 350  
Rockville, Maryland 20850

Re: Montgomery County  
White Flint Crossing  
Preliminary Plan # 1-2006031A  
Site Plan # 8-2006017A  
MD 355 @ Executive Boulevard

Dear Mr. Johnson:

The State Highway Administration (SHA) received your March 26<sup>th</sup> submission of a Rockville Pike Exhibit and April 2<sup>nd</sup> submission of revised preliminary plan amendment and revised site plan amendment. We offer the following comments:

One right-in/right-out/left-in public street connection (Executive Boulevard) to MD 355 and one right-in/right-out private entrance on MD 355 are proposed. These access locations are acceptable. The proposed MD 355 improvements are generally acceptable. **SHA has no objection to inclusion of the White Flint Crossing with site plan amendment on the next available Planning Board meeting agenda.** We recommend that our following comments be made conditions of Planning Board approval, if the amended site plan is approved by the Planning Board:

- The proposed 30' turning radius in the northwest corner of the MD 355 @ Executive Boulevard is insufficient. The submitted Auto-Turn exhibit shows that a tractor trailer (apparently a WB-40) can complete this turn. Our manual turning templates conclude that a minimum 40' radius is needed to accommodate a WB-50. Previously we required a 50' turning radius. Please revise the plans to reflect a 40' turning radius.
- Our December 26, 2006 letter required the construction of a southbound MD 355 right-turn lane to westbound Executive Boulevard. Field observations conclude that the existing southbound MD 355 right-turn lane to westbound Security Lane extends beyond Executive Boulevard to the north. The length of this right-turn lane is sufficient. This existing right-turn lane is only 10' wide and must be widened to 11' or more. SHA will review the applicant's recommendations on how to widen this right-turn lane from Nicholson Lane south beyond Executive Blvd. to the proposed right-in/right-out entrance.
- The Executive Boulevard connection with MD 355 must be designed to prohibit left-turns to northbound MD 355, as stated in our December 26, 2006 letter. Please utilize the attached sketch to design a "half-island" where eastbound Executive Boulevard connects with MD 355.
- The developer shall install a traffic signal at the MD 355 @ Executive Boulevard intersection, if and when SHA concludes that signalization is warranted. Additional traffic counts and an updated warrant analysis shall be performed six months after Executive Blvd is opened to traffic to determine whether a traffic signal is warranted.

My telephone number/toll-free number is \_\_\_\_\_

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Mr. Kevin Johnson, P.E.  
Page Two

- The proposed northbound MD 355 left-turn lane to westbound Executive Boulevard is shown with a 93' long left-turn bay and 100' long taper. Please revise this left-turn lane to provide a 118' long left-turn bay and 75' long taper.
- The appropriate signage must be added to the proposed, private right-in/right-out entrance. See the attached detail.
- We recommend that a separate 20 or 30-scale MD 355 improvement plan be developed and submitted showing both entrances and all required work within MD 355 rights-of-way. Please include a typical section showing MD 355 from the median across the existing southbound lanes to the curb, sidewalk and other features within MD 355 rights-of-way.
- Sidewalk ramps are shown, but must also be labeled with the appropriate SHA standard numbers.
- All existing and proposed storm drain systems must be shown. Hydrologic and hydraulic computations must be submitted for review and comment.
- Truncations and right-of-way dedications must be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications be platted to SHA standards. These plats must be submitted in hard copy format for review and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division at 410-545-8860 or [dandrews@sha.state.md.us](mailto:dandrews@sha.state.md.us).

If you have any questions, please contact Raymond Burns at 410-545-5592 or our toll free number in Maryland only 1-800-876-4742.

Very truly yours,

  
Steven D. Foster, Chief  
Engineering Access Permits Division

for

SDF/rbb  
attachments

cc: Mr. Steven Robbins, 3 Bethesda Metro Center, Suite 460, Bethesda, Maryland 20814  
Mr. Stephen Orens, 11 N. Washington Street, Suite 700, Rockville, Maryland 20850  
Mr. Kevin Johnson, JBA Associates, Inc.  
Ms. Catherine Conlon, M-NCPPC  
Mr. Shahriar Etemadi, M-NCPPC  
Ms. Sarah Navid, MCDPS  
Mr. Sam Farhadi, MCDPWT  
Mr. Jeff Wentz *sent via e-mail*  
Ms. Kate Mazzara *sent via e-mail*  
Mr. Augustine Rebish *sent via e-mail*



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

April 28, 2007

**MEMORANDUM**

TO: Dolores Kinney, Senior Planner  
Linda Komes, Site Planner  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Ed Axler, Coordinator/Planner EA  
Transportation Planning

SUBJECT: Preliminary Plan No. 120060310  
Site Plan No. 820060170  
White Flint Crossing  
White Flint (Metro Station) Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan and site plan amendment. The application is for a design change to extend Executive Boulevard and connecting it with MD 355. The new design will gradually shift the centerline of the road 15 feet southward from the current location at Rockville Pike (MD 355).

**RECOMMENDATIONS**

Transportation Planning staff recommend the following conditions for transportation requirements related to the approval of the preliminary and site plans amendments:

1. The applicant must comply with all requirements of the Maryland State Highway Administration (SHA) stated in their letter dated April 26, 2007 and The Montgomery County Department of Public Works and Transportation (DPWT) state in their letter dated January 2, 2007.



2. The amended preliminary and site plans must retain the previously approved transportation related condition of approval.

## **DISCUSSION**

The property owner of Fitzgerald Auto Mall on the east side of Rockville Pike requested the change in the alignment of Executive Boulevard. Shifting the centerline of Executive Boulevard 15 feet to the south will potentially reduce the impact on Fitzgerald Auto Mall property on the east side of Rockville Pike where it connects to Huff Court. The shift also creates the intersection with MD 355 at less than a 70-degree angle, which is the typical minimum required degree of angle the any intersection. Both SHA and DPWT have agreed to less than a 70-degree angle of the intersection, considering other mitigation measures are provided. The mitigation measures include installation of a "half-island" on the eastbound approach to prohibit left turn and through movements onto northbound MD 355. In the future, if a traffic signal is installed at this location, that will be an additional mitigating measures for having less than the minimum 70-degree angle of the intersection. At the time of installing a traffic signal, full traffic movements will be allowed at this intersection.

SHA has also agreed to a reduced curb return of 40 feet, rather than the original recommendation of 50 feet as desired by the Planning Staff.

For previous transportation recommendations to the Planning Board, refer to the attached Transportation Planning memorandum dated April 6, 2006.

EA: JB  
Attachments

cc: Larry Cole  
Kevin Johnson  
Kristin O'Connor  
Steve Robins



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

John D. Porcari, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation  
April 26, 2007

Mr. Kevin J. Johnson, P.E.  
Johnson Bernat Associates, Inc.  
1395 Piccard Drive  
Suite 350  
Rockville, Maryland 20850

Re: Montgomery County  
White Flint Crossing  
Preliminary Plan # 1-2006031A  
Site Plan # 8-2006017A  
MD 355 @ Executive Boulevard

Dear Mr. Johnson:

The State Highway Administration (SHA) received your March 26<sup>th</sup> submission of a Rockville Pike Exhibit and April 2<sup>nd</sup> submission of revised preliminary plan amendment and revised site plan amendment. We offer the following comments:

One right-in/right-out/left-in public street connection (Executive Boulevard) to MD 355 and one right-in/right-out private entrance on MD 355 are proposed. These access locations are acceptable. The proposed MD 355 improvements are generally acceptable. **SHA has no objection to inclusion of the White Flint Crossing with site plan amendment on the next available Planning Board meeting agenda.** We recommend that our following comments be made conditions of Planning Board approval, if the amended site plan is approved by the Planning Board:

- The proposed 30' turning radius in the northwest corner of the MD 355 @ Executive Boulevard is insufficient. The submitted Auto-Turn exhibit shows that a tractor trailer (apparently a WB-40) can complete this turn. Our manual turning templates conclude that a minimum 40' radius is needed to accommodate a WB-50. Previously we required a 50' turning radius. Please revise the plans to reflect a 40' turning radius.
- Our December 26, 2006 letter required the construction of a southbound MD 355 right-turn lane to westbound Executive Boulevard. Field observations conclude that the existing southbound MD 355 right-turn lane to westbound Security Lane extends beyond Executive Boulevard to the north. The length of this right-turn lane is sufficient. This existing right-turn lane is only 10' wide and must be widened to 11' or more. SHA will review the applicant's recommendations on how to widen this right-turn lane from Nicholson Lane south beyond Executive Blvd. to the proposed right-in/right-out entrance.
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- The developer shall install a traffic signal at the MD 355 @ Executive Boulevard intersection, if and when SHA concludes that signalization is warranted. Additional traffic counts and an updated warrant analysis shall be performed six months after Executive Blvd is opened to traffic to determine whether a traffic signal is warranted.

My telephone number/toll-free number is \_\_\_\_\_

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Mr. Kevin Johnson, P.E.  
Page Two

- The proposed northbound MD 355 left-turn lane to westbound Executive Boulevard is shown with a 93' long left-turn bay and 100' long taper. Please revise this left-turn lane to provide a 118' long left-turn bay and 75' long taper.
- The appropriate signage must be added to the proposed, private right-in/right-out entrance. See the attached detail.
- We recommend that a separate 20 or 30-scale MD 355 improvement plan be developed and submitted showing both entrances and all required work within MD 355 rights-of-way. Please include a typical section showing MD 355 from the median across the existing southbound lanes to the curb, sidewalk and other features within MD 355 rights-of-way.
- Sidewalk ramps are shown, but must also be labeled with the appropriate SHA standard numbers.
- All existing and proposed storm drain systems must be shown. Hydrologic and hydraulic computations must be submitted for review and comment.
- Truncations and right-of-way dedications must be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications be platted to SHA standards. These plats must be submitted in hard copy format for review and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division at 410-545-8860 or [dandrews@sha.state.md.us](mailto:dandrews@sha.state.md.us).

If you have any questions, please contact Raymond Burns at 410-545-5592 or our toll free number in Maryland only 1-800-876-4742.

Very truly yours,

  
for Steven D. Foster, Chief  
Engineering Access Permits Division

SDF/rbb  
attachments

cc: Mr. Steven Robbins, 3 Bethesda Metro Center, Suite 460, Bethesda, Maryland 20814  
Mr. Stephen Orens, 11 N. Washington Street, Suite 700, Rockville, Maryland 20850  
Mr. Kevin Johnson, JBA Associates, Inc.  
Ms. Catherine Conlon, M-NCPPC  
Mr. Shahriar Etemadi, M-NCPPC  
Ms. Sarah Navid, MCDPS  
Mr. Sam Farhadi, MCDPWT  
Mr. Jeff Wentz *sent via e-mail*  
Ms. Kate Mazzara *sent via e-mail*  
Mr. Augustine Rebish *sent via e-mail*





DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett  
*County Executive*

Arthur Holmes, Jr.  
*Director*

January 2, 2007

Mr. Shahriar Etemadi, Supervisor  
Transportation Planning  
The Maryland-National Capital  
Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-20060310  
White Flint Crossing

Revised Alignment Proposal for  
Executive Boulevard Extended  
(at and east of MD 355)

Dear Mr. Etemadi:

We are writing in follow-up to our December 11, 2006 inter-agency review meeting with representatives from the JBG Companies, Fitzgerald Auto Mall, and the Maryland State Highway Administration regarding the private property owners' joint proposal to modify the alignment of Executive Boulevard Extended between centerline station 19+00 and Huff Court. This letter is to advise you that DPWT conditionally supports this modification to the previously approved alignment, as follows:

1. Waiver from the Montgomery County Planning Board for intersection angle less than seventy (70) degrees.
2. Access and improvements on Rockville Pike (MD 355) per the Maryland State Highway Administration.
3. In addition to the previously approved dedication, the applicant will need to dedicate additional rights-of-way per the December 12, 2006 "Conceptual Alignment Executive Boulevard" drawing; the southern right-of-way line, within the realignment area, is to be set no less than twenty five (25) from the relocated centerline of pavement.
4. Applicant to grant, as necessary, construction and perpetual easements adjacent to the additional right-of-way dedication.

**Division of Operations**

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878  
240-777-6000 • 240-777-6013 TTY • 240-777-6030 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Mr. Shahriar Etemadi  
Preliminary Plan No. 1-20060310  
January 2, 2007  
Page 2

5. As discussed during the December 11<sup>th</sup> meeting, the southern right-of-way line for Executive Boulevard Extended, east of Rockville Pike (MD 355), appears to be coincident with the common property line of Fitzgerald Auto Mall and White Flint Mall. The package we received did not include a conceptual profile nor a regrading plan for this extension. We note the alignment plan does indicate a grade change between the two properties, so we anticipate the need for grading easements on one or both of those properties. We do not support allowing retaining wall(s) in the right-of-way for this roadway.
6. Terminus and traffic control at the intersection of relocated Executive Boulevard Extended, Huff Court, and the nearby White Flint Mall "Loop Road" to be determined at the time of redevelopment (for either the Fitzgerald Auto Mall or White Flint Mall properties) or in the pending White Flint Sector Plan, which ever comes first.

Thank you for your cooperation and assistance on this matter. If you have any questions regarding this letter, please e-mail me at [greg.leck@montgomerycountymd.gov](mailto:greg.leck@montgomerycountymd.gov) or call me at 240-777-2197.

Sincerely,



Gregory M. Leck, Manager  
Development Review Group  
Traffic Engineering and Operations Section

M:/sub/gml/docs/pp/1-20060310, White Flint Xing, amended Exec Blvd align.doc

cc: Steven A. Robins; Lerch, Early & Brewer  
Stephen J. Orens; Miles & Stockbridge  
Robert G. Brewer, Jr.; Lerch, Early & Brewer  
Kevin Johnson; Johnson Bernat Associates  
Catherine Conlon; M-NCPPC DRD  
Edward Axler; M-NCPPC DRD  
Raymond A. Burns; MSHA EAPD  
Sarah Navid; DPS RWPPR  
C. Robert Simpson; DPWT DO  
Emil Wolanin; DPWT TEOS  
Sam Farhadi; DPWT TEOS  
David C. Adams; DPWT TEOS



March 21, 2006

**MEMORANDUM**

TO: Dolores Kinney, Senior Planner  
Linda Komes, Site Planner  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

FROM: Ed Axler, Coordinator/Planner EA  
Transportation Planning

SUBJECT: Preliminary Plan No. 120060310  
Site Plan No. 820060170  
White Flint Crossing  
White Flint (Metro Station) Policy Area

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary and site plans that are based on the approved Local Map Amendment No. G-830 to rezone Parcels N059 and N062, both are part of Lot 4, from a C-2 zone to a TS-M zone.

**RECOMMENDATION**

Transportation Planning staff recommend the following conditions as part of the APF test for transportation requirements related to the approval of these preliminary and site plans, and supersede the approved Preliminary Plan No. 1-04025, Woodglen Commons relating only to Parcel N062:

1. Limit the preliminary and site plans to a maximum of 440 mid-rise and high-rise apartments, and 203,000 square feet of gross leasable area for general retail uses including restaurants and a supermarket. The new mixed-use development will replace the existing motel and retail uses currently on site.
2. Dedicate 15 more feet of right-of-way for a total of 75 feet from the centerline of Rockville Pike (MD 355) with recordation of the plat.



3. Provide for the extension of Executive Boulevard between Woodglen Drive and Rockville Pike as follows:

- a. Dedicate 76.5 feet of right-of-way for the master-planned extension of Executive Boulevard between Woodglen Drive and Rockville Pike with recordation of the plat.
- b. Place in an easement for the future dedication of an additional 3.5 feet of right-of-way along the north side of the master-planned extension of Executive Boulevard between Woodglen Drive and Rockville Pike when recording the plat in the land records.
- c. Construct Executive Boulevard between Rockville Pike and Woodglen Drive with the alignment and cross-sectional design approved by the Montgomery County Department of Public Works and Transportation (DPWT) and in accordance with the *North Bethesda/Garrett Park Master Plan* recommendations. The cross-sectional design should include the following:
  - 1) A 20-foot-wide area on the south side from the curb to the building-face.
  - 2) An eight-foot-wide shared-use bike path on the north side.
  - 3) The design requirements of the Maryland State Highway Administration (SHA) for the intersection of Executive Boulevard and Rockville Pike.

Executive Boulevard should be constructed and opened to traffic prior to release of use and occupancy permits for the supermarket.

4. Provide improvements at the intersection of Rockville Pike and the future Executive Boulevard as follows:

- a. Install a traffic signal at the intersection of Rockville Pike and Executive Boulevard, when determined by SHA to be warranted. Additional traffic counts and an updated warrant analysis shall be performed when a percentage of the residential units and a percentage of commercial and building areas are occupied to determine if a traffic signal at this intersection is warranted. Final decision on installing a traffic signal at this intersection will be determined by SHA.
- b. As part of the traffic signal installation, reconstruct the driveway on the east side of this intersection serving the existing automobile dealership, Fitzgerald Auto Mall, as required by SHA before Executive Boulevard is open to traffic.
- d. In the interim before a traffic signal is installed, design and construct the intersection of Executive Boulevard and Rockville Pike in a way that through and left turns from eastbound Executive Boulevard are prohibited. All other turning movement shall continue to be permitted.

- e. Construct a left-turn storage bay from southbound Rockville Pike into the driveway on the east side serving Fitzgerald Auto Mall before Executive Boulevard is opened to the public.
5. Provide at the recordation of the plat, an eight-foot-wide clear space (outside the door swing and other streetscape elements) along the east side of Woodglen Drive's public right-of-way to allow users of the North Bethesda Trolley Trail to pass by the site frontage.
6. The applicant must enter into a traffic mitigation agreement (TMAg) with the Planning Board and DPWT to participate in the North Bethesda Transportation Management District (TMD). The TMAg must be signed and executed by all parties prior to the issuance of the initial building permit for the project and shall continue in force in perpetuity.
7. Provide 20 bicycle parking spaces, of which six spaces shall be inverted-U or hitch racks installed as part of the streetscape improvements along Executive Boulevard and Woodglen Drive and 14 spaces shall be bike lockers installed in the parking garage.
8. Satisfy all preliminary and site plan conditions included in the DPWT's letter dated March 17, 2006, and SHA's letter dated October 11, 2005 (Attachment Nos.1 and 2).

## **DISCUSSION**

### Site Location and Vehicular Access Points

The site is located between Rockville Pike and Woodglen Drive south of the unbuilt extension of Executive Boulevard. The vehicular access points are as follows:

1. External access is from:
  - a. Rockville Pike via two east-west connections: A service road along the southern property line and Executive Boulevard along the northern property line.
  - b. Woodglen Drive via the same two east-west connections.
  - c. Executive Boulevard via an internal north-south street, Paseo.
2. Internal access to the underground parking garage is from the service road along the southern property line, Woodglen Drive, and Executive Boulevard.
3. Internal access to reach the drop-off point for the "apartment tower" is from the internal north-south street, Paseo.
4. Internal access for service vehicles is from the service road along the southern property line.



4. Internal access for service vehicles is from the service road along the southern property line.

#### Pedestrian and Bicycle Facilities

Adequate sidewalks exist or will be provided along the adjacent roadways and internal streets with a monumental pedestrian access point from Rockville Pike between Executive Boulevard and the service road. In addition to the existing bikeway along Woodglen Drive, the master-planned bikeway will be constructed along the extension of Executive Boulevard between Woodglen Drive and MD355.

#### Available Bus Service

Transit service is available along the segment of Rockville Pike fronting the site via Ride-On routes 5, 38, and 46, and Metrobus route J-5. No transit service operates along Woodglen Drive.

#### Master-Planned Roadways and Bikeways

In accordance with *North Bethesda/Garrett Park Master Plan and Countywide Bikeways Functional Master Plan*, the master-planned roadways and bikeways are as follows:

1. Rockville Pike (MD 355) is designated as a major highway (M-6) with a 150-foot right-of-way.
2. Woodglen Drive is designated as a business district street (B-3) with an 80-foot right-of-way and an interim eight-foot-wide shared-use path; SP-41 will be constructed on the east side. An ultimate construction of a bike path will be on the west side. This shared-use path is part of the North Bethesda Trolley Trail that requires the restricted use of an eight-foot-wide clear space along the east side of the public right-of-way.
3. Executive Boulevard is designated as a business district street (B-7) with an 80-foot right-of-way and Class I bikeway/ten-foot-wide shared-use path along the north side.

The applicant is constructing the master planned segment of Executive Boulevard between Woodglen Drive and Rockville Pike. Park and Planning staff have analyzed the alignment of Executive Boulevard from Woodglen Drive to MD 355 and found the applicant's alignment to conform to the recommendations of the *North Bethesda/Garrett Park Master Plan*. Final alignment and right-of-way for Executive Boulevard east of MD 355 will be determined in the future.



North Bethesda Transportation Management District

This mixed-use development of multi-family housing and large-scaled retail uses is located within the boundary of the TMD. Therefore, the applicant is required to enter into a Traffic Mitigation Agreement to participate in the TMD to assist the County in achieving and maintaining the 39% non-auto-driver mode share for employees and 30% non-driver mode-share goal for multi-family residents. The applicant has submitted a draft Traffic Mitigation Agreement and it is currently under review by DPWT and Planning Board staff.

Traffic Signal Warrants at the new intersection of Rockville Pike and Executive Boulevard

The applicant’s traffic engineer prepared a traffic signal warrant study for SHA’s review. Five of the signal warrant conditions for minimum vehicular volumes in the *Manual on Uniform Traffic Control Devices* were met using the projected traffic generated by this proposed mixed-use development. SHA, in coordination with DPWT, is reviewing the traffic study warrants, including review of the operational adequacy of the traffic flow along Rockville Pike. The traffic signal warrant study will be updated in the future to reflect the actual traffic generated by this mixed-use development when required by SHA.

Local Area Transportation Review

The proposed mixed-used development is projected to generate the number of peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and peak-hour trips during the weekday evening peak period (4:00 to 7:00 p.m.):

Land Use	Square Feet or Unit Type	Morning Peak Hour		Evening Peak Hour	
		Total	New	Total	New
Proposed Mixed Use Development:					
General Retail Use with a Supermarket	203,000 sq. ft.	418	314*	1,522	639**
Mid-Rise Apartments	208 Apts.	86	86	99	99
High-Rise Apartments	323 Apts.	78	78	91	91
Total Trips		582	478	1,712	829
Credit for Previously Approved and Existing Land Uses					
Credit for Previously Approved Preliminary Plan No. 1-04025, Woodglen Commons					
General Retail Use with a Supermarket	118,000 sq. ft.	281	211*	1,124	472**
General Office Use	112,200 sq. ft.	183	183	181	182
Trip Credit – Subtotal		464	394	1,305	654
Credit for the Existing Land Uses on the Site					
General Retail Use	15,000 sq. ft.	28	21	111	47
Motel	160 rooms	103	103	93	93
Trip Credit – Subtotal		131	124	204	140
Trip Credit – Total		333	270	1,101	514
Net Increase in Trips		249	208	611	1,315

In the previous table, the net number of vehicular trips was determined by subtracting the trips generated by the proposed mixed-use development from the number of trip credited for generated trips by the previously approved Preliminary Plan No. 1-04025, Woodglen Commons, and the existing land uses.

The asterisk on the above table indicates that the total trips for the general retail uses during the weekday morning peak hours were reduced by internal captured trips by residents living near a large mixed-use development. The two asterisks indicate that the total trips during the weekday evening peak hours were reduced for the internal trips plus pass-by/diverted trips. Pass-by/diverted trips are those trips stopping at the retail uses on the site along their route and continue to their destination after shopping.

#### Congestion Levels at Nearby Intersections

A traffic study was required to satisfy Local Area Transportation Review because the proposed subject mixed-use development generates 30 or more total peak-hour trips during the weekday morning or evening peak periods. The table below shows the critical lane volumes (CLV) and the applicable congestion standard for the analyzed intersections in the study area. The traffic conditions analyzed included the existing, background (existing traffic plus traffic from approved, but unbuilt developments), and total future traffic conditions.

Intersection	CLV Congestion Standard	Weekday Peak Hour	Traffic Condition		
			Existing	Background	Total
Rockville Pike and Marinelli Road	Intersection CLV Standard=1,800	Morning	1,106	1,312*	1,312*
		Evening	1,128	1501*	1,473*
Executive Boulevard and Nicholson Lane	Intersection CLV Standard=1,800	Morning	645	722	772
		Evening	585	704	780
Nicholson Lane and Woodglen Drive	Intersection CLV Standard=1,800	Morning	586	620	666
		Evening	665	804	824
Rockville Pike and Nicholson Lane	Intersection CLV Standard=1,800	Morning	1,234	1,372*	1,386*
		Evening	1,456	1,669*	1,660*
Nicholson Lane and Huff Court	Intersection CLV Standard=1,800	Morning	579	606	606
		Evening	752	784	787
Woodglen Drive and Security Lane	Intersection CLV Standard=1,800	Morning	364	425	478
		Evening	346	554*	504*
Rockville Pike and Security Lane	Intersection CLV Standard=1,800	Morning	966	1,084**	1,110**
		Evening	1,130	1,408**	1,311**
Rockville Pike and Edson Lane	Intersection CLV Standard=1,500	Morning	1,128	1,219	1,266
		Evening	1,292	1,501	1,506

The calculated CLV values for all analyzed intersections are less than the intersection's applicable congestion standard.



In the total traffic condition, the extension of Executive Boulevard between Woodglen Drive and Rockville Pike is assumed to be built and traffic is redistributed on this new roadway segment. Thus, when traffic is redistributed, some CLV values in the total traffic condition are lower than the values in the background traffic condition. In addition, part of the improvements at Rockville Pike and Executive Boulevard include a new southbound left-turn lane being constructed at this intersection. This southbound left-turn lane would provide a protected and safe area for southbound U-turns in front of Fitzgerald Auto Mall. It also provides for an alternate route for U-turns that are now occurring at the intersection of Rockville Pike and Security Lane.

EA:gw

Attachments

cc: Larry Cole  
Craig Hedberg  
Chuck Kines  
Ivy Leung  
Kristin O'Connor  
Margaret Rifkin  
Steve Robins

mno to Kinney re White Flint Crossing 120060310-820060170





DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Arthur Holmes, Jr.  
Director

March 17, 2006

Ms. Catherine Conlon, Subdivision Supervisor  
Development Review Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-06031  
White Flint Crossing

Dear Ms. Conlon:

We have completed our review of the revised preliminary plan dated March 6, 2006. An older version of this plan was reviewed by the Development Review Committee at its meeting on October 11, 2005. 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 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.

1. Necessary dedication for Rockville Pike in accordance with the master plan. Also necessary dedication for standard truncations at the intersections of Executive Boulevard Extended with Woodglen Drive and Rockville Pike.
2. Full width dedication per Master Plan and construction of Executive Boulevard as a commercial business district road.  
Due to applicants request, we have accepted the following modifications in regard to Executive Boulevard extension:
  - One (1) foot northerly shift of the centerline in compare to existing Executive Boulevard on its intersection with Woodglen Drive;
  - Seventy six and half (76.5) feet of right of way dedication and three and half (3.5) feet of easement for future dedication (additional dedication may be needed to accommodate widening the shared use path if cafes are proposed in the future within the right-of-way on the north side of Executive Boulevard);
  - A continuous forty six (46) feet pavement section at intersection with Woodglen Drive which gradually increases to fifty (50) feet of pavement at intersection with Rockville Pike.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.



Division of Operations

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240/777-6000, TTY 240/777-6013, FAX 240/777-6030

4. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to obtain the approval of grade establishment for Executive Boulevard from DPS. We recommend the Planning Board Staff confirm the alignment of Executive Boulevard between Rockville Pike and Huff Court.
5. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
6. The storm drain capacity and impact analysis has been accepted.
7. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference. We have approved the proposed driveway locations on Woodglen Drive and Executive Boulevard.

The proposed parking spaces on Executive Boulevard have not been approved and should be considered conceptual. The applicant will need to contact Mr. Eduardo Mondonedo (of our Parking Operations Section) at 240-777-8746 to coordinate the removal/relocation of existing parking meters on Woodglen Drive and the installation of new parking meters on Executive Boulevard.

8. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
9. In accordance with Section 49-35(e) of the Montgomery County Code and the Master Plan, sidewalks and off road bikepaths are required to serve the proposed subdivision on Executive Boulevard and Woodglen Drive. On the north side of Executive Boulevard, provide (an unobstructed) minimum of eight (8) foot wide scored concrete for the shared use path. Provide a five (5) feet or wider (unobstructed) sidewalk along the south side of the Executive Boulevard Extended. On the Woodglen Drive site frontage, provide (an unobstructed) eight (8) foot minimum pavement width (to accommodate the sidewalk and the Interim North Bethesda Trail).

Cafes will be allowed in the right-of-way on the south side of Executive Boulevard, in areas to be identified and approved, under revocable permit issued by DPS. Cafes will not be allowed in the right-of-way on Woodglen Drive until such time as the permanent North Bethesda Trail is fully constructed on the west side.

10. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
11. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.



12. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway.
13. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
14. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
15. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
16. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
17. Access and improvements along Rockville Pike (MD 355) as well as the intersection with Executive Boulevard as required by the Maryland State Highway Administration.
18. If the applicant is required to install streetscaping amenities along the site frontages, it shall be in accordance with the Bethesda CBD Streetscape details. Prior to approval of the record plat by DPS, the applicant will need to execute and record a Declaration of Covenants (for Maintenance and Liability) for the maintenance of those items and note the Covenant recordation reference on the Record Plat.
19. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
20. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
21. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
22. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
23. Please coordinate with Department of Fire and Rescue Services about their requirements for emergency vehicle access.



03/17/06 FRI 17:23 FAX 240/772060 TRAFFIC ENGR  
Ms. Catherine Conlon  
Preliminary Plan No. 1-06031  
Date March 17, 2006  
Page 4

24. Provide a minimum of 30' radius for all curb returns at intersection of Executive Boulevard and Woodglen Drive.
25. The locations of driveways and entrances have been accepted as shown on the preliminary plan.
26. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
  - A. Full width street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required) along Executive Boulevard site frontage.
  - B. Across the Woodglen Drive site frontage, provide (an unobstructed) eight (8) foot minimum pavement width (for the sidewalk and the Interim North Bethesda Trail), street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required), and street lights.
  - C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - D. Erosion and sediment control measures as required by Section 50-35(j) 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.
  - E. Developer shall ensure final and proper completion and installation of all utility lines underground on Executive Boulevard.
  - F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Sam Farhadi at (240) 777-6000 or e-mail him, at [sam.farhadi@montgomerycountymd.gov](mailto:sam.farhadi@montgomerycountymd.gov) or.

Sincerely,



Gregory M. Leck, P.E., Manager  
Traffic-Safety Investigations and Planning Team  
Traffic Engineering and Operations Section

Ms: Catherine Conlon  
Preliminary Plan No. 1-06031  
Date March 17, 2006  
Page 5

cc: Kevin Johnson; Johnson Bernat Associates  
Matt Hurson; White Flint Crossing LLC  
Steven A. Robins; Lerch Early & Brewer  
Shahriar Etemadi; M-NCPPC Transportation Planning  
Joseph Y. Cheung; DPS Right-of-Way Permitting & Plan Review  
Christina Contreras; DPS Right-of-Way Permitting & Plan Review  
Sarah Navid; DPS Right-of-Way Permitting & Plan Review  
Gail Tait-Nouri; DPWT Capital Development  
Robert Simpson; DPWT Director's Office  
Eduardo Mondonedo; DPWT Parking Operations  
Stephen Orens, Dufour & Orens  
Perry Berman, Berman Consulting  
Raymond Burns, MSHA





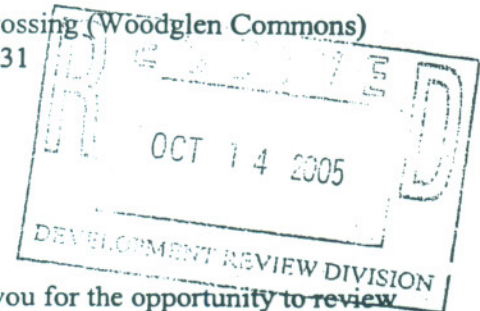
Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation  
October 11, 2005

Ms. Cathy Conlon  
Supervisor, Development Review  
Subdivision Division  
Maryland National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Re: Montgomery County  
MD 355  
White Flint Crossing (Woodglen Commons)  
File No. 1-06031



Dear Ms. Conlon:

The State Highway Administration (SHA) would like to thank you for the opportunity to review the preliminary plan application for the White Flint Crossing development. We have completed our review and offer the following comments:

- Truncations (right of way flares) and right-of-way dedications need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications and changes to access controls be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division @ 410-545-8860 for additional information. For questions regarding the plat review process, please E-mail Mr. Andrews at ([dandrews@sha.state.md.us](mailto:dandrews@sha.state.md.us)).
- This office acknowledges the plan revisions made since the review of the zoning application, G-830. However, the adjustments are not complete at this time. Access to this property is subject to the "Rules and Regulations" of this Administration with a permit issued by this office for entrance, median and sidewalk reconstruction. As shown on the preliminary plan, the southern entrance shall be a typical channelized right-in right-out entrance designed to accommodate passenger vehicles or commercial vehicles. Standard details are attached for your reference. The northern entrance shall be a typical directional right-in right-out left-in entrance. The median needs to be further modified to preclude left turns out and through movements from eastbound Executive Boulevard. The standard detail for a directional 20' median crossover is attached for your reference. Please verify the proper sizing of the channelized island on the plan and adjust accordingly. A left-turn lane shall be provided for Fitzgerald Auto Mall. Sidewalk along MD 355 shall be 6' wide with a 10' grass strip.
- Resubmit the sight distance profile with the forms provided. Please include the sight distance profile with the package for SHA approval and have the information certified by a licensed professional.
- A grade establishment plan will be required for review and approval at the MD 355/Executive Boulevard intersection prior to permitting from SHA.

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • [www.marylandroads.com](http://www.marylandroads.com)



Ms. Cathy Conlon

Page 2

- A request was made at the Development Review Committee (DRC) meeting for a signal at the intersection of MD 355/Executive Boulevard. The SHA will consider a traffic signal once the extension of Executive Boulevard to Huff Court is constructed, as stated in the Master Plan.

If additional information is required from SHA regarding this project, please do not hesitate to contact Mr. Gregory Cooke at 410-545-5602, Mr. John Borkowski at 410-545-5595, or by using our toll free number in Maryland only, 1-800-876-4742 (x-5602 for Greg, x-5595 for John). You may also E-mail Greg at [gcooke@sha.state.md.us](mailto:gcooke@sha.state.md.us) or John at [jborkowski@sha.state.md.us](mailto:jborkowski@sha.state.md.us). Thank you for your cooperation.

Very truly yours,



Steven D. Foster, Chief  
Engineering Access Permits Division

SDF/jb

Encl. SHA Standard Right-in/Right-out Entrance Detail  
SHA Directional Median Crossover (20'-wide Median)  
SHA Sight Distance Evaluation Form

cc: Mr. Darrell Mobley (Via E-mail)  
Mr. Augustine Rebish (Via E-mail)  
Mr. Lee Starkloff (Via E-mail)  
Mr. Daniel Andrews (Via E-mail)  
Mr. Richard Weaver, M-NCPPC (Via E-mail)  
Mr. Shahriar Etemadi, M-NCPPC (Via E-mail)  
Mr. Kevin Johnson (Johnson Bernat Associates)

APPENDIX B

M-NCPPC



## MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION*8787 Georgia Avenue  
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SEP 28 2006

**MCPB No. 06-18**  
**Site Plan No. 820060170**  
**White Flint Crossing**  
**Date of Hearing: April 27, 2006**

## MONTGOMERY COUNTY BOARD

RESOLUTION

WHEREAS, pursuant to Montgomery County Code Division 59-D-3, the Montgomery County Planning Board ("Planning Board" or "Board") is required to review site plan applications; and

WHEREAS, pursuant to Montgomery County Code § 59-D-3.4 (b), following a public hearing on the application, the Planning Board must, by resolution, approve, approve with conditions or disapprove a proposed site plan; and

WHEREAS, the Planning Board, in reaching its decision on a site plan, must determine that the site plan meets all the requirements of Code Section 59-D-3.4(c); and

WHEREAS, on October 19, 2005, White Flint Crossing, LLC, ("Applicant"), filed an application for approval of a Site Plan for 440 multi-family dwelling units, including 66 MPDUs, and 223,000 square feet of retail on 5.91 gross acres of TSM-zoned land on the west side of Rockville Pike, approximately 460 feet south of its intersection with Nicholson Lane, ("Property" or "Subject Property"); and

WHEREAS, on September 20, 2005, the District Council approved zoning application, G-830, and its Development Plan for the reclassification from the C-2 zone to the TSM-zone for the Subject Property; and

WHEREAS, Applicant's site plan application was designated Site Plan No. 820060170, White Flint Crossing ("Application" or "Site Plan"); and

WHEREAS, following review and analysis of the Application by Planning Board staff ("Staff") and the staffs of other governmental agencies, on April 27, 2006, Staff



presented the Application to the Planning Board at a public hearing for its review and action (the "Hearing"); and

WHEREAS, on April 14, 2006, prior to the Hearing, Staff had issued a memorandum to the Board setting forth its analysis of, and recommendation for approval of the Application subject to certain conditions ("Staff Report"); and

WHEREAS, at the Hearing, the Planning Board heard testimony and received evidence submitted for the record ("Record") on the Application and approved the Application subject to certain conditions, on Motion of Commissioner Wellington, duly seconded by Commissioner Robinson, with a vote of 4-0, Commissioners Berlage, Perdue, Wellington, and Robinson voting in favor (Commissioner Bryant necessarily absent)

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WHEREAS, on April 27, 2006, the Planning Board concurrently considered Preliminary Plan No. 120060310 for the Subject Property ("Site Plan"), and, prior to its action on the Site Plan Application, the Board approved the Preliminary Plan subject to conditions; and

NOW, THEREFORE, BE IT RESOLVED THAT, pursuant to the relevant provisions of Montgomery County Code Chapter 59, the Montgomery County Planning Board approved Site Plan No. 820060170 for up to 440 multi-family dwelling units, (including 15% MPDUs), and up to 223,000 square feet of commercial development on 5.91 acres in the TS-M zone, subject to the following conditions:

1. Development Plan Conformance

The development shall comply with the binding elements of Development Plan G-830. The ground floor of each building shall be in commercial use, except for residential lobbies and other ancillary residential uses associated with the residential buildings. The amount of commercial development shall not be less than 130,000 square feet.

2. Preliminary Plan Conformance

The development shall comply with the conditions of approval for Preliminary Plan 120060310.

3. Building Height

Buildings heights shall be measured as shown on Site Plan 820060170, and as amended as follows: The measuring point used to measure the height of Building C shall be shown along Executive Boulevard at the curb grade opposite the middle of the front of the building to the highest point of the roof surface of the flat roof, per Section 59-A of the Zoning Ordinance.



4. Architecture

Buildings shall be constructed in substantial conformance with the architectural plans and elevations prepared by Torti Gallas & Partners, as revised and dated March 6, 2006, and as subsequently amended by the following conditions: (a) The top of the Point Tower, which is intended to be developed as a landmark, shall be designed and constructed in substantial conformance with the approved elevations, and (b) All service areas will be completely enclosed within the buildings and will be equipped with garage doors to fully screen view of loading activities.

5. Streetscape Improvements

The plans shall be revised to address the comments of DPS contained in the March 20, 2006 memorandum from Navid to Komes.

6. Transportation Division Memo

Conditions of M-NCPPC Transportation Planning Division memo dated April 6, 2006.

7. Public Art

Prior to submission of the certified site plan, the Applicant shall present a fully developed and detailed program for the public art component to the Art Review Panel for approval, and shall revise the site plan drawings to incorporate the approved public art.

8. Certified Site Plan

Prior to certified site plan approval of site and landscape/lighting plans, the following revisions shall be included and/or information provided, subject to staff review and approval:

- a. All building setbacks shall be clearly dimensioned on the site plan.
- b. Provide adequate spot elevations in the plaza, paseo and along walkways, to ensure ADA accessibility and positive drainage. Provide spot elevations at the top and bottom of all walls and steps and ramps.
- c. Add the required number of bicycle and motorcycle parking spaces to the development data table and locate them on the plan.
- d. The location of all required handicap accessible parking spaces shall be identified on the plan.
- e. Demonstrate that all light fixtures shall be full cut-off fixtures or shall be able to be equipped with deflectors, refractors or reflectors, on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential property.
- f. Additional trees and landscape planting shall be added to soften the plaza area and pedestrian walkway from Rockville Pike to the Plaza.
- g. Provide construction details for the trellis and screens proposed along the south façade of the building along the Service Lane.



- h. Provide a section through the planter/planting bed for all trees planted over top of structures that demonstrates that all trees planted over structure will have enough soil volume to encourage growth and maintain the health of the trees.
- i. The pedestrian area of the sidewalk on the south side of Executive Boulevard shall be a minimum of seven-feet wide, free of café seating.
- j. Details for a new attractive bus shelter as approved by DPWT and MNCPPC staff shall be added to the plans.
- k. The location of the benches along Rockville Pike shall be revised with a better orientation to the pedestrian space.
- l. The Recreation Facilities chart shall be amended in conformance with the chart provided at page 15 of the Staff Report. Provide details of the fitness equipment to be included in the indoor fitness facility in conformance with the standards contained on page 44 of the *Recreation Guidelines*.
- m. The Shared Parking Analysis Table, which appears on the site plan, shall be revised in accordance with the table entitled "White Flint Shared Parking Analysis per Section 59-E-3.1", which is located on page 14 of the Staff Report .
- n. The west elevation of the building along Woodglen Drive shall be revised and annotated to ensure that parking will not be visible from Woodglen Drive and from the confronting residential development. Special attention shall be given to screening the view of parked and moving vehicles and lighting within the garage.
- o. The east elevation of Buildings A and B, which front onto Rockville Pike, shall be revised to provide an "activated edge" and will minimize expanses of blank walls at the pedestrian level. The elevations shall be clearly annotated to demonstrate the location of windows, doorways, etc.
- p. Special consideration shall be given to the architectural design of all four sides of the penthouse on the Point Tower, to ensure that the highly visible top of the building is designed as an area landmark as envisioned by the Master Plan. The final design of the penthouse shall be included in the certified site plan.
- q. The plans shall be amended to reflect the relocation of the existing overhead utility lines and poles on the east side of Woodglen Drive to the west side of Woodglen Drive or shall be located underground.
- r. The Public Amenity Plan shall be revised to eliminate the following areas from the passive and active recreation area calculations: the residential lobby of Building A, internal access corridor between the parking structure and the Paseo, the island in the center of the vehicular drop-off from the area, and the areas in the public right-of-way created by the right-of-way truncation.



- s. The location of the garage intake and exhaust vents shall be added to the plans. Special consideration shall be given to the location of these vents so as not to impact the use of the pedestrian areas or to adversely impact the health of landscape plant materials. Every reasonable effort shall be made to relocate and/or reduce the number of grates proposed in the sidewalk along Rockville Pike.
- t. A plan shall be submitted that demonstrates that a safe barrier-free route exists or will be provided between the interim parking facility and Rockwal I and II until the permanent parking facility is completed.
- u. The Applicant shall provide a letter to the Development Review staff from the Old Georgetown Village Condominium ("OGVC") confirming that adequate evergreen planting has been planted by the Applicant on the Old Georgetown Village Condominium property boundary, consistent with OGVC's request in its letter to the Chairman, dated April 4, 2006, and Applicant's proffer at the Hearing.

9. Master Plan Compatibility

- a. Provide a minimum of 18-foot wide sidewalk along Woodglan Drive and Executive Boulevard extended, with tree pits and landscaped areas.
- b. Provide a minimum of 15-foot wide sidewalk along the festival street for safe and desirable pedestrian circulation on the site.

10. Forest Conservation

The proposed development shall comply with the conditions of the forest conservation plan. The applicant shall satisfy all conditions prior to recording of plat(s), or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits:

- a. Submission of financial security to M-NCPPC for tree planting needed to meet afforestation requirement.
- b. Approval of Maintenance and Management Agreement by M-NCPPC staff prior to first inspection of planted areas.
- c. Required site inspections by M-NCPPC monitoring staff per Section 110 of the Forest Conservation Regulations, as applicable.

11. Noise Study

Prior to building permit release for Building A, the "Point Tower", compliance with all exterior/plaza and interior noise mitigation recommendations and detailed building shell analysis as specified in report entitled "Phase I Traffic Noise Analysis - White Flint Crossing" Report #5283 by Polysonics Corporation dated 01/26/2006:

- a. Certification from an acoustical engineer that the building shell for residential dwelling units will, if constructed in accord with the specified acoustical criteria, attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn.
- b. Commitment by the builder to construct in accordance with the acoustical design criteria as specified in the noise report. An acoustical engineer must approve any



changes to the building shell construction that may affect acoustical performance in writing with copy to MNCPPC staff prior to implementation.

12. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated September 8, 2005.13. Development Program

Applicant shall construct the proposed development in accordance with the Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of certified site plan. The Development Program shall include a phasing schedule as follows:

- a. Streetscape improvements including paving, lighting, street furniture and tree planting for Woodglen Avenue, Executive Boulevard, Rockville Pike (including the rain garden), Festival Street, and the service lane shall be installed as site construction is completed, but no later than six months after issuance of the first use and occupancy permit for buildings with frontage on the applicable street. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.
- b. Clearing and grading shall correspond to the construction phasing, to minimize soil erosion.
- c. Phasing of dedications, stormwater management, sediment/erosion control, pedestrian paths, trip mitigation or other features.
- d. The Plaza (and associated pedestrian access walkways) including all paving, planting, lighting, fountain, site furnishings and public art shall be completed no later than six months after the issuance of the first use and occupancy permit for buildings A or B. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.
- e. The rooftop courtyard and recreation amenities proposed for the courtyard and in interior spaces within the residential buildings shall be completed no later than 6 months after the issuance of the first use and occupancy permit for residential units in buildings A or C. A copy of the use and occupancy permit shall be provided to site plan enforcement staff within 10 days of issuance so that staff can initiate the inspection process.

14. Demolition, Clearing and Grading

No demolition, clearing, or grading, prior to M-NCPPC approval of certified site plan of plans, except for the existing hotel structure.

BE IT FURTHER RESOLVED THAT the Board hereby grants the Applicant's request to (1) reduce the amount of parking required for the retail use, pursuant to Section 59-E-3.32; and (2) to reduce the residential parking requirement by 15%, pursuant to Section 59-E-3.33; and



BE IT FURTHER RESOLVED, that all site development elements shown on White Flint Crossing plans stamped by the M-NCPPC on March 6, 2006, shall be required except as modified by the above conditions of approval; 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, having given full consideration to the recommendations and findings of its Staff, which the Board hereby adopts and incorporates by reference, and other evidence contained in the Record, which is hereby incorporated in its entirety into this Resolution, the Montgomery County Planning Board FINDS that:

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Montgomery County Code § 59-D-1.64.*

The Board finds that the Site Plan is in conformance with the approved development plan, G-830, for the TS-M zoned property, as approved by the District Council on September 20, 2005. Below, are listed the binding elements and a brief discussion demonstrating the conformance:

(i) Development of the property shall be limited to 649,114 square feet of development (that includes 60,000 square feet of cellar space). The total amount of residential development on the property (including the number and percentage of MPDUs) may increase as a result of the conversion of commercial to residential use so long as the ground floor of each building remains commercial (except for residential lobbies and other ancillary residential uses associated with those buildings at the ground level). The minimum amount of commercial development will be 130,000 square feet.

The proposed site plan includes 649,114 square feet of development, including approximately 59,900 square feet of cellar space. The first floor of each building is proposed and approved for commercial use. A total of 163,100 square feet of the project (not including cellar space) will be devoted to commercial uses.

(ii) The Applicant shall provide up to 15% of the total number of residential units as MPDUs depending on the amount of the density bonus achieved by the Applicant pursuant to Chapter 25A of the Montgomery County Code, as amended 2004. The total number, mix and location of the residential units, including the MPDUs, shall be determined at site plan. All MPDUs shall be provided on site.



The Site Plan Application proposed and the Board approves up to 440 dwelling units including 15% MPDUs. The MPDUs include the same proportional mix of unit types as the market rate units. A letter dated April 10, 2006 from Montgomery County Department of Housing and Community Affairs states that the number, mix, and ratio of the MPDUs, as presented, is acceptable.

(iii) The following maximum height limitations shall apply to the development: (i) up to 24 stories for the building A located at the northeast corner of the property along Rockville Pike, (ii) up to six stories for the building(s) located along Woodglen Drive and (iii) the height of the parking structure located west of Festival Street, if any, shall be no greater than the height of the adjacent residential building(s) along Woodglen Drive. The final determination of the height, in feet, of each of the buildings referenced on the development plan shall be made at site plan.

The following building heights were proposed and are approved by the Board: (i) Building A, located in the northeast corner of the site along Rockville Pike, will be 24 stories and 289 feet tall, as measured from the level of the approved street grade for Executive Boulevard extended, opposite the middle of the front of the building to the top of the flat portion of the roof. (The approved height does not include the rooftop penthouse structure housing mechanical equipment.) Building C, located in the northwest corner of the site, between Executive Boulevard, the service lane, Woodglen Drive and Festival Street varies in height with the grade and will be between six and seven stories. In conformance with the binding element, the height of the building along Woodglen Drive is six stories. The proposed and approved height of the building is 84 feet, measured from the level of the approved street grade opposite the middle of the front of the building along Executive Boulevard. The layout of the buildings has changed since the development plan was approved. The majority of the parking is now located below grade in an underground parking structure, rather than in a seven-story, above grade parking structure as conceptually represented on the Development Plan. The portion of the building west of Festival Street is primarily residential, with an integrated level of parking above the grocery store. The height of the building is consistent across the block, approximately 84 feet tall. However, because the site slopes from northwest to southeast, an additional floor is possible along Festival Street. This change in grade was recognized at the Development Plan stage and is represented on the approved Development Plan. Although the height of Building B was not specified in the Binding Elements of the Development Plan, the submitted architectural drawings indicate that the building will be 2 stories and 82 feet tall, as measured from the street grade along Rockville Pike opposite the middle of the front of the building to the highest point of the roof.



Staff informed the Board that, subsequent to the approval of the Development Plan, plans were submitted and reviewed by MCDPWT for the extension of Executive Boulevard. Staff further informed the Board that MCDPWT has determined that the pavement width for Executive Boulevard must be a minimum of 46 feet wide, increasing to 50 feet near its intersection with Rockville Pike. As a result, the width of the sidewalk on the south side of Executive Boulevard has decreased from 20 feet to 18 feet. Staff advised the Board that such a reduction is, in its expert view, acceptable; the Board concurs with the Staff position.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

The Planning Board finds that the Application meets all of the standards and requirements of the TS-M Zone. In its Staff Report, Staff presented a data table, which listed the Zoning Ordinance development standards requirements for the TS-M Zone, the standards approved in the Development Plan and the development standards proposed for approval. The Board finds that the Site Plan meets all of the requirements of the TS-M Zone, based on the aforementioned data table and other relevant information contained in the Staff Report describing the requirements of the TS-M Zone, and Staff and Applicant Hearing testimony. The development standards approved by the Planning Board are set forth below:

**Approved Development Standards**  
**(TS-M Zone)**

Development Standard	Approved by Planning Board for Site Plan No. 820060170 and Binding on Applicant
Min. Gross Tract Area (sf.):	257,309 (5.907 ac.)
-Exec. Blvd. Dedication	42,112
-MD 355 Dedication	26,535
Net Lot Area (sf):	188,662 (4.33 ac.)
Gross Floor Area (sf.)	
-Commercial retail on or above grade	163,100
-Commercial-cellar space (not incl. In FAR)	59,900



-Total Commercial	223,000
-Base Residential	349,274
Total FAR square Footage	512,374 (1.99 FAR)
Bonus Residential Density	76,840 (22% of base)
Total Residential incl. MPDUs	426,114
Total FAR square footage plus Bonus Residential Density	589,214 (2.29 FAR)
Total square footage incl. cellar space	649,114

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Number of Residential Units

-Market Rate	374
-MPDUs	66 (15% of Total)
Total Number of Residential Units	Up to 440

Open Space (%/sf):

-Public Use Space	10%/18,867
-Active/Passive Rec. Space	25%/47,165
Total Open Space	35%/66,032

Maximum Building Height:

-Building A	24 Stories (289 feet)
-Building B	2 Stories (82 feet)
-Building C	6-7 Stories (84 feet)

Building Setbacks (ft.):

-Building A - Rockville Pike	10
-Building A - Exec. Blvd.	1
-Building B - Rockville Pike	10
-Building B - Service Lane	11'-6" (from curb)
-Building C -	20 (from curb)

Woodglen Dr.  
 -Building C – Exec.  
 Blvd. 18 (from curb)

Parking (Residential-  
 market rate):  
 (37) Eff. Units 37  
 @1sp./unit  
 (206) 1BR @1.25 258  
 sp/unit  
 (122) 2 BR 183  
 @1.5sp/unit  
 (9) 3 BR@ 2.0 sp/unit 18

Parking (Residential-  
 MPDUs):  
 (7) Eff. Units 4  
 @.5sp./unit  
 (36) 1BR @.625 23  
 sp/unit  
 (21) 2 BR @.75sp/unit 16  
 (2) 2BR + 3  
 Den@1.5sp/unit  
 Total Residential  
 Parking 461\*, \*\*

Parking-Commercial  
 (See table on page 14  
 of Staff Report)

Total Commercial and  
 Residential Parking 1,550\*\*

\*15% credit taken for proximity to Metro per Section 59-E. 3.33(a).  
 \*\*The total number of residential parking spaces provided will be based on final unit count.

3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*



a. Buildings

Staff advised the Board that a podium of mid-rise buildings has been introduced to shape a strong pedestrian-focused public realm in and around the project. The scale of the podium ranges from 4-7 stories and is comprised of ground floor retail uses and residential uses above. At one location within the development, the Applicant proposes a "point tower", to create a landmark gateway for the southern edge of the White Flint area. Staff advised the Board that such an approach to crafting urban blocks and districts is a proven method of making successful high-density neighborhoods, citing successful examples of this approach in Vancouver, Seattle, San Diego, and Toronto.

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A majority of the project's ground floor space will be devoted to various retail uses, restaurants, and an anchor retail space that is proposed to house a "Whole Foods" grocery store. Additionally, a partial second floor of retail will be provided along the eastern half of the project. The retail and restaurant uses are envisioned to serve the surrounding residential neighborhood to the west, the residential component of the project itself, and the employees of several office buildings both to the north and south of the Property.

A residential component, consisting of two to three buildings of varied character and scale will be located above the retail element. A landmark hi-rise residential building with a two-story retail podium is proposed at the corner of Rockville Pike and Executive Boulevard. A smaller two-story mid-rise building is proposed adjacent to this building, also along Rockville Pike. A third building is proposed along Woodglen Drive in the form of a four to seven story mid-rise residential/retail building. The third building will contain two-story retail along a portion of its perimeter and single story retail along Executive Boulevard and part of Woodglen Drive.

The majority of the project's parking will be housed in a below-grade parking structure that is accessed from the new Service Lane and from Executive Boulevard. A smaller portion of the project's parking will be located in an above-grade parking structure in the western block that will be accessed from Woodglen Drive.

Service access for the project is handled discreetly along a proposed Service Lane at the project's southern edge. Service points for both the project and the adjacent office buildings to the south are located along this narrow street. This service approach removes this use from the more public street edges around the project.



The project is envisioned as both a Smart Growth Project, sited near the White Flint Metro and certified by the Smart Growth Alliance, and a Green Development. The project is foreseen to be capable of achieving at least 21 LEED points. This achievement clearly heightens the project's status as a green development in addition to its many smart growth qualities. The green building features that will achieve the LEED points are currently under investigation to determine the most appropriate set of green development features that the project will be able to provide.

b. Open Space

The plan proposes approximately 10% (18, 866 sf) of the site will be in public open space, meeting the 10% minimum requirement. The open space is located primarily along both sides of the Paseo (Festival Street) adjacent to the improved public right of way along Rockville Pike and includes the pedestrian accessway between Rockville Pike and the internal plaza. Approximately 25% of the site is devoted to Active and Passive Recreation Space, again meeting the minimum 25% requirement of the TS-M zone. The active and passive recreation space includes the courtyard and swimming pool area associated with Building C, a majority of the internal Plaza area, landscape areas and sidewalks along the service drive, narrow strips of sidewalk 1-2 feet in width along the Woodglen and Executive Boulevard frontages, the residential lobby of Building A, and an internal corridor between the parking structure and the Paseo. Staff advised the Board that, in its expert view, internal corridors, building lobbies and or parking lot islands do not fulfill the intent of passive and active recreation space; and, therefore, Staff had recommended the addition of a condition, which requires that the plans be revised to demonstrate on the certified site plan plans that requirements for both the amount and nature of the public use and active and passive recreation space are fully met.

The proposed stormwater management concept consists of on-site channel protection measures via underground storage; on-site water quality control via separator sand filters or Stormfilters and a possible green roof. On-site recharge will not be required. Stormwater Concept was approved by DPS on July 5, 2005 and reconfirmed on March 15, 2006.

c. Landscaping and Lighting

The proposed landscape of the White Flint Crossing Project, as amended by the conditions above, is designed to provide an engaging and pedestrian-friendly urban experience and is adequate, safe, and efficient. In keeping with the North Bethesda Master Plan, it places special emphasis on human scale and ease of access appropriate to the developing urban fabric of the White Flint transit stop



area while at the same time relating to the program of the proposed buildings. Streets and sidewalks are sufficiently separated from the automobile and sheltered by canopy trees to provide pedestrian safety and comfort. Café areas and small places for public gathering and relaxation are arranged throughout the project to foster active, busy, and safe public space.

Detailing of the site is intended, like the architecture, to be contemporary, while also establishing a unique character for the White Flint Community. Details such as small-sized stone and concrete pavers, small benches, and hedges and varied ground covers; all work toward providing a rich walking experience.

Environmental sustainability is emphasized throughout. A biofilter "Rain Garden", along Rockville Pike, provides for sustainable treatment of stormwater while lessening irrigation needs, revealing ecological process, and providing a place to display native plantings in an ornamental manner. Native plants are used throughout the development wherever possible. Non-invasive, non-native plantings are proposed only where site conditions are too difficult for native plantings. Paving materials and site structures are sourced locally whenever possible and sustainable production is favored in the selection process.

In the center of the project is a main plaza and primary gathering space. Its dynamic oval shape juxtaposed with the axial routes of the Paseo street and the walkway connection to Rockville Pike provides a multi-use space for strolling, relaxing, café seating, and small community events and performances. Its design theme is inspired by the geological significance of the White Flint name.

d. Recreation

The project meets the requirement for recreation as shown in the Recreation Amenity Analysis Table, included at page 15 of the Staff Report. As noted above, the Board has conditioned its approval of the site plan on the provision by the Applicant of additional details on the certified site plan in order to ensure the internal recreation facilities meet the guidelines.

e. Vehicular and Pedestrian Circulation

The Board finds that, as conditioned, the vehicular and pedestrian circulation will be adequate, safe and efficient. This plan encourages the development of active urban streets and improves the quality of the pedestrian environment by providing enhancement of the streetscape as envisioned by the master plan.

Careful consideration has been given to pedestrian and vehicular movements in and around White Flint Crossing. Executive Boulevard will be extended from



Woodglen Drive to Rockville Pike as part of the subject development. In addition the "superblock" formed by the surrounding roadways will be broken down into a smaller block by introducing an internal "Festival" street known as the Paseo. All the perimeter and internal sidewalks systems will incorporate special streetscape treatment including special paving, lighting and landscape planting. Following is a detailed description of the major pedestrian and vehicular spaces proposed as part of White Flint Center.

i. Executive Boulevard extended from Woodglen Drive to Rockville Pike:

The extension of Executive Boulevard from its current terminus at Woodglen Drive east to its intersection with Rockville Pike represents the implementation of a significant Master Plan recommended road improvement.<sup>1</sup> Executive Boulevard will be constructed as a four-lane (46-50 feet of paving) wide roadway. It is envisioned that parallel parking will be provided along both sides of the street until such time that traffic volumes require the lane be used for circulation.

Streetscape improvements will be provided on both sides of the street. A shared-use sidewalk, a minimum of eight-feet-wide will be located on the north side of Executive Boulevard. A five-foot wide tree panel with shade trees located approximately 24 feet on center underplanted with shrub masses and ground cover is proposed. Pedestrian scale street lighting is proposed. A small café area approximately 8 feet in width is proposed along the Whole Foods grocery store frontage. The Board's approval of the Application is subject to a condition that requires that the sidewalk on the south side of Executive Boulevard be a minimum of seven feet wide, free of café seating.

Associated with the alignment of Executive Boulevard extended is the issue of the Executive Boulevard/MD 355 intersection, and its potential impact on the access point to Fitzgerald's Auto Park facility ("Fitzgerald"), which is located on

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<sup>1</sup> The Planning Board received correspondence and testimony in opposition to the proposed alignment of Executive Boulevard Extended. The Board also received correspondence and Hearing testimony from the Applicant on this issue. In addition, Staff testified in support of the proposed alignment. Having considered all the evidence and testimony of record, the Board found the proposed alignment to be in substantial conformance with the Master Plan. The Board's master plan substantial conformance finding, including the bases for that finding, is included as a part of the Board's Preliminary Plan Opinion for White Flint Crossing; master plan conformance is not a required finding at site plan review.



the east side of Rockville Pike, across from the Subject Property.<sup>2</sup> During its deliberations at the Hearing, the Board addressed Fitzgerald's concerns regarding a staff-recommended Preliminary Plan condition, which had required Applicant to reconstruct Fitzgerald's driveway. The Board spent a great deal of time discussing and soliciting testimony on various aspects of the Executive Boulevard/MD 355 intersection, including the existing access point to Fitzgerald's property. The Board is persuaded, based on the testimony of its Staff and the Applicant's civil engineer, that the Maryland State Highway Administration ("SHA") has jurisdiction over all median modifications and access points within the Rockville Pike right-of-way. The record is clear that the SHA does not support the installation of a traffic signal at that intersection at the present time, for reasons set forth in a letter dated March 31, 2006 to Transportation Planning Staff. That letter also makes clear the position of SHA that motorists exiting the Fitzgerald Auto Park should be allowed to turn left, onto southbound Rockville Pike. Having heard the concerns of Fitzgerald that the extension of the MD 355 median northward would inhibit or render unsafe such left turns from Fitzgerald Auto Park, the Board obtained a commitment from the Applicant that no such median extension would be constructed until, and if, traffic lights are approved and installed at the intersection. The Board notes, however, that the Preliminary Plan conditions, as proposed and approved, did not and do not require such a northward extension of the median. The above-discussed SHA letter is clear that the only turning movement prohibited in the intersection is the left turn from eastbound Executive Boulevard onto northbound Rockville Pike; the Preliminary Plan conditions of approval are consistent with this SHA requirement.

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<sup>2</sup> During its deliberations at the Hearing, the Board addressed Fitzgerald's concerns regarding a staff-recommended Preliminary Plan condition, which had required Applicant to reconstruct Fitzgerald's driveway. The Board spent a great deal of time discussing and soliciting testimony on various aspects of the Executive Boulevard/MD 355 intersection, including the existing access point to Fitzgerald's property. The Board is persuaded, based on the testimony of its Staff and the Applicant's civil engineer, that the Maryland State Highway Administration ("SHA") has jurisdiction over all median modifications and access points within the Rockville Pike right-of-way. As such, if in the future SHA approves a signalized intersection, the existing Fitzgerald property access point shall be relocated, as required. At the Hearing, the Board crafted a Preliminary Plan condition, which, in the event SHA requires the installation of a traffic signal, requires the Applicant to: (1) reconstruct the aforementioned access point; (2) work with Fitzgerald on a plan to reconfigure that portion of the existing Fitzgerald parking lot that is directly impacted by the relocation of the access point; and (3) pay all reasonable expenses associated with such reconfiguration. The Board finds that such a condition was reasonable, promotes safety, and is fair to Fitzgerald, in that the Applicant will bear the reasonable costs of reconfiguring those directly impacted portions of Fitzgerald's parking lot.



ii. "Festival Street" also known as the Paseo:

Staff advised the Board that the Festival Street is a private street that has been introduced into the project to break down the scale of the block framework and to offer an important mid-block pedestrian connection from Nicholson Lane to Security Lane. It is envisioned as a multi-use public space that will provide limited automobile access through the property and more importantly, will frequently be restricted to pedestrian use for weekend functions and special events in conjunction with the Public Plaza.

Staff noted that the Festival Street is conceived to be similar in character to a "Mixed Street", as described in the Master Plan. It will include a row of parallel parking spaces on the west side of the street and will be a relatively narrow, (approximately 28 feet wide including parking) bollarded, tree-lined street that emphasizes the pedestrian and de-emphasizes the automobile. The entire width of the street from building face to building face is proposed to be paved using concrete pavers, granite banding, and flush granite curbs. The special paving extends across the crosswalks proposed at either end of the Paseo. Decorative bollards and steel or bronze pots filled with seasonal plantings help define the limits of the vehicular space. No garage access is proposed from the Paseo at this time. Street trees, approximately 24-feet on center, and special decorative, pedestrian scale street lighting is also proposed.

iii. The Public Plaza:

The Public Plaza is located in the center of the project and is the primary public space element around which the entire project is focused. Staff informed the Board that the Plaza is envisioned as an urban room physically defined by the five-six story residential/retail buildings that surround it and encircled by two-story retail shops which define its public character. Restaurants and outdoor café seating will be located around its perimeter and will substantially contribute to its animation.

Physically, the space will include a combination of hardscaped plazas, landscaped areas, outdoor café seating areas, an elaborate fountain, and programmable space for public functions that will be open and inviting to all. The primary piece of public art designed by artist Jim Sanborn will be installed in the Public Plaza. The space is connected to Rockville Pike, Executive Boulevard, the Service Lane, and to Security Lane by a series of specially designed landscaped sidewalks. Access to the underground parking garage will be provided directly to the Public Plaza.



iv. Rockville Pike:

The proposed buildings will be set back approximately 10 feet from the Rockville Pike right-of-way, creating a strong street edge which defines the pedestrian zone. The proposed sidewalk along Rockville Pike will vary slightly in width with the fenestration of the adjacent building façade from 14'-21'. This strong orientation to the street contributes to the goal of making this portion of Rockville Pike into an Urban Boulevard and the main street for North Bethesda. The Board's approval is subject to a condition that requires this edge be "activated" and that long expanses of blank building walls at pedestrian scale be avoided.

Staff informed the Board that large overhead utility lines are located along both sides of Rockville Pike. The overhead lines are located high enough so as not to prohibit the planting of street trees. The proposed streetscape treatment includes street trees (approximately 25 feet on center), hedges and ground cover planting, concrete pavers with decorative granite insets, bands of stone paving at the pedestrian walkway to the Plaza, decorative street and pedestrian scale lighting, benches, a new bus shelter, several pieces of public art and the introduction of an innovative "rain garden".

The location of a 24 story, "point tower" building along Rockville Pike, at its intersection with Executive Boulevard extended, will act as a an important landmark and will help distinguish the southern edge of the White Flint Urban District.

v. Woodglen Drive:

Existing Woodglen Drive consists of an 85 foot wide right-of-way. Buildings will be set back approximately one foot from the right-of-way and about 20 feet from the curb. The six-story building proposed along Woodglen Drive consists of grocery store at the ground level with one floor of parking and four floors of residential above. Parallel parking along the curb is anticipated along Woodglen Drive. Overhead utility lines will either be relocated to the west side of the road or as recommended in the preceding conditions, will be located underground.

A 10-foot wide sidewalk consisting of concrete pavers and granite cobble panels and decorative inserts is proposed. The decorative paving extends across the garage entrances and in the crosswalk across the service drive. The sidewalk will also function as an interim bike path until the bike path is constructed on the west side of Woodglen Drive. For this reason, DPWT has requested that the proposed outdoor café area be eliminated from the Woodglen frontage. Street trees, approximately 30-feet on center underplanted with masses of shrubs and groundcovers and decorative pedestrian scale street lighting are also proposed.



vi. Service Lane:

A Service Lane forms the southern boundary of the project site connecting Woodglen Drive with Rockville Pike. Access to the parking garage and to building loading areas is provided via the Service Lane. In addition underground vaults for stormwater management and garage intake and exhaust vents are proposed to be located in this area.

Pedestrian access is provided along both sides of the service lane by relatively narrow, five-foot-wide, colored concrete sidewalks, appropriate to the secondary scale of the street. The sidewalk treatment continues across the driveway entrances to the parking garage and loading areas featuring saw-cut joints in a pattern to safely demarcate and differentiate the vehicular zone. Tightly spaced (approximately six feet on center) Ginkgo trees lines both sides of the narrow Service Lane creating a more pedestrian friendly route. A series of trellis' and screens planted with vines soften the blank facades of the building at pedestrian level. The Board's approval of the Site Plan is subject to a condition that requires construction details for the trellis and screens be added to the certified site plan plans. A unique and highly desirable element of the service lane is the proposed lighting. Lighting in this area is proposed to be provided by light fixtures suspended on overhead cables and by ground mounted light bollards.

vii. Secondary pedestrian connections:

Staff advised the Board that a series of proposed pedestrian connections will help contribute to the urban nature and pedestrian friendly character of the development. A barrier free accessible route has been provided from Rockville Pike directly to the plaza area. This connection is also important in that it provides visual access from the Pike into the public plaza and its shops and restaurants. A connection to the Rockwall I and II office buildings and Security Lane has been introduced from the Festival Street to an existing pedestrian connection to Security Lane.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The Board's approval is subject to conditions of approval requiring that views of the parking garage be completely screened from view of the abutting residential development existing on the west side of Woodglen Drive. The Board finds that, with the implementation of such screening, each proposed structure and the mixed-use nature of the development is compatible with other uses and other Site Plans and with existing and proposed adjacent development. The Board notes that the record includes correspondence from the Fallstone Homeowners' Association—which confronts the Subject Property across Woodglen Drive—



expressing significant support for the project. The Board addresses, in its Preliminary Plan Opinion, concerns raised by speakers related to traffic and transportation-related matters. To the extent such matters are considered issues of compatibility, the Board incorporates herein the relevant Preliminary Plan findings.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

Forest Conservation requirements are being met by the provision of 0.89 acres of afforestation consisting of shade tree canopy on-site and within the surrounding road rights-of-way.

6. The Board finds, pursuant to Section 59-E-3.1(b)(3), that shared parking internally, and the shared parking arrangement between the subject development and adjacent Rockwal I and II office buildings is possible and appropriate at the location proposed. A portion of the Subject Property is currently developed with a surface parking lot, with a portion of the spaces currently needed to meet the parking requirement for Rockwal I and II. Staff informed the Board that the Applicant, or an affiliate thereof, owns the Rockwal I and II property and that 133 spaces must be provided on the Subject Property to satisfy the parking requirements for Rockwal I and II. The Board relies, in significant part, on the Shared Parking Analysis on page 14 of the Staff Report in arriving at its finding.

7. Pursuant to Section 59-E-3.4(a) of the Zoning Ordinance, "off-site parking spaces for development constructed in accordance with a building permit filed after June 28, 1984, may be approved by the director/planning board if . . . (2) the property proposed to be used for such required parking is plat-restricted, deed-restricted or is a meeting center restricted under a joint use agreement . . ."..... Staff advised the Board that the Applicant had provided staff with a copy of deed demonstrating that the Subject Property is encumbered by a deed restriction, which guarantees the availability of the a certain amount of parking to future users of Rockwal I and II.

APPROVED AS TO LEGAL MATTERS  
MAY 12 2006

In a letter to Staff, dated March 21, 2006, the Applicant proposed an interim parking plan, which, during construction of the subject development, will make available sufficient parking in a nearby lot, owned by an affiliate entity of the Applicant. That lot is located less than 100 yards from the Subject Property. In addition, the Applicant proposed to make valet parking services available.

8. Pursuant to Section 59-E-3.32(a), the Planning Board approves a 15% reduction in the standard parking requirements, finding that the entrance of the proposed use is located within 1,600 feet of a metrorail entrance.



9. Pursuant to Section 59-E-3.33(a), for "multiple-family dwelling units, townhouses fourplex units, and individual living units in personal living quarters, the director/planning board may approve a 10 percent reduction in the standard parking requirement provided in Section 59-E-3.7, if such units are located within a central business district or transit station development area." In addition, "a 5 percent reduction is also allowed where such units are located within 1,600 feet of a metrorail station entrance as defined by Section 59-E-3.21." Finding that the Subject Property is zoned TS-M and is located within 1,600 feet of the entrance to the White Flint Metrorail entrance, the Board approves the above-noted parking reductions.

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BE IT FURTHER RESOLVED, that this site plan shall remain valid as provided in Montgomery County Code § 59-D-3.8; and

BE IT FURTHER RESOLVED, that the date of this written opinion is SEP 28 2006 (which is the date that this opinion is mailed to all parties of record); and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this written opinion, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules of Court – State).

At its regular meeting, held on **Thursday, September 14, 2006**, in Silver Spring, Maryland, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission ADOPTED the above Resolution, on motion of Commissioner Wellington, seconded by Commissioner Perdue, and with Commissioners Perdue, Robinson, and Wellington voting in favor, and with Chairman Hanson and Commissioner Bryant abstaining. This Resolution constitutes the final decision of the Planning Board and memorializes the Board's findings of fact and conclusions of law for **Site Plan No. 820060170, White Flint Crossing**.



Adopted by the Montgomery County Planning Board this 14<sup>th</sup> day of September  
2006.



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Royce Hanson  
Chairman, Montgomery County Planning Board

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*R. Hanson signed for EMS*

Trudye M. Johnson  
Executive Director





HKS

# White Flint Crossing

Site Plan Amendment  
# 820060170A  
February 20, 2007

No.	Proposed Revision	<i>General Impact to Site Plan</i>
1.0	Realignment of Executive Boulevard.	<i>Provides alignment with through street crossing at Rockville Pike.</i>
1.1	North streetscape façade of two story retail podium at Building A rotates to align with new orientation of Executive Blvd.	<i>Tower above shifts due south, without rotation, emphasizing the podium at street level.</i>
1.2	Hardscape and Landscape along Executive Boulevard rotated to align with building & street orientation.	<i>Maintain min 18 ft sidewalk with approved streetscaping.</i>
1.3	Revised footprint to relocate Retail Area within Building A envelope.	<i>Porte Cochere is eliminated due to turning constraints. The Plaza area to the north of the elliptical site element is slightly reduced. The pedestrian access and view from Rockville Pike is unaltered. There are no changes to the public art.</i>
1.4	Increased Area to be dedicated for Executive Boulevard.	<i>Reduces net lot area for calculation of public amenities by 1,452 SF.</i>
1.5	Public Amenity Plan is modified to accommodate relocation of Executive Boulevard.	<i>Proposed Open Space and recreational area percentages remain unchanged.</i>
2.0	Elect to add Rockwall I and II Garage to Shared Parking Analysis.	<i>The approved Development Plan permits and actually contemplates this shared parking arrangement. The assumptions provided in the Development Plan remain unchanged. The final parking counts will be a function of the final unit count.</i>
2.1	Relocated Pedestrian Connection from Paseo to Parking Level P1 to the north.	<i>Approach to Paseo from garage is more centrally located to the Plaza.</i>
2.2	Eliminate garage entrance from Executive Boulevard down to Parking Level P1.	<i>Maintained ingress/egress parking access for residential parking at Level 02.</i>
2.3	Underground parking layout is revised.	<i>Residential parking moves to Level 02, Whole Foods parking moves to P1, general parking moves from P1 to P2.</i>

HKS  
**White Flint Crossing**

Site Plan Amendment  
# 820060170A  
February 20, 2007

<b>3.0</b>	<b>Revise residential unit count to 393 units.</b>	<i>Ratio of MPDUs remain at 15% as approved in Project Data Table. Approval continues to permit up to 440 units.</i>
<b>3.1</b>	<b>Floor to floor heights are being reduced.</b>	<i>A range of overall heights are provided in the revised Project Data Table.</i>
<b>3.2</b>	<b>Outline of building footprints have been tweaked as a result of design development and coordination issues. To accommodate future tenant design, a "zone of influence" is identified on the Site Plan to allow for flexibility of modest building changes to the building footprints and facade treatments, all of which will be consistent with the design patterns and project aesthetics established as part of the approved Site Plan.</b>	<i>There is no substantive effect on site design anticipated from these revisions; however, this addresses the need to allow for flexibility to accommodate tenant and project requirements without the need for further Site Plan Amendment.</i>
<b>3.3</b>	<b>Propose 2-3 stories in Building B.</b>	<i>Overall height limit in Project Data Table is unchanged.</i>
<b>4.0</b>	<b>Service Lane Modifications</b>	
<b>4.1</b>	<b>Widened access to retail truck dock area.</b>	<i>Allows for improved truck movement.</i>
<b>4.2</b>	<b>Adjusted Service Lane grades at Whole Foods dock.</b>	<i>Raise grade to reduce slope within Whole Foods Loading Dock.</i>
<b>4.3</b>	<b>Adjusted Whole Foods Dock location and width.</b>	<i>Allows for more functional arrangement within building program. There was no impact to the overall tree count in this area.</i>
<b>4.4</b>	<b>Sidewalk modifications at south end of Paseo.</b>	<i>Improves retail viability by raising sidewalk elevation closer to Plaza level and first floor retail. ADA accessible route from Rockwall Garage is maintained.</i>



HKS  
**White Flint Crossing**

Site Plan Amendment  
# 820060170A  
February 20, 2007

**4.5 An 11.5' sidewalk dimension on the south side of Buildings B and C is provided.**

*Internal garage parking dimensions and overall building efficiencies will be affected by moving the south wall of Building C north by 18", resulting in the loss a large number of cars in the garage and rentable square footage in the units. Propose that the service drive width be reduced from 24' to 22' - 6" to avoid impacting the buildings.*

**5.0 Architectural Items**

**5.1 Clarification of building overhangs on public streets and private drives.**

*Propose that on public streets, that building overhangs (cornices, residential balconies, architectural projections) could extend past the building lines up to the property/right of way lines. A minimum of 10' clear above the sidewalk would be provided. On private drives, propose similar extensions/projections. There are no projections that extend past the curb line into any street.*

**5.2 Building B height, architectural design, and fenestration along Rockville Pike and the service drive.**

*Confirms that this building may be either 2 or 3 stories in height, but will not exceed 82' in height as permitted in the Certified Site Plan. Final design of this building may also be modified. Actual determination of these items will be made based on tenant requirements, which are unknown at this time. Also, large exposed walls at the base of the building due to site topography will provide glazing as to avoid large blank solid walls. Final amount of glazing will also be determined by tenant requirements, and every effort will be made to provide a consistent retail type expression as in the balance of the project.*

**5.3 Eliminated indoor fitness center from active and passive recreation space calculation, and from Recreational Amenity Analysis.**

*Development satisfies Recreational Guidelines requirements without inclusion of this facility.*

HKS  
**White Flint Crossing**

Site Plan Amendment  
# 820060170A  
February 20, 2007

- |            |   |   |
|------------|---|---|
| <b>5.4</b> | <b>Adjusted façade design of building A (tower)</b> | <i>Top of building adjusted to accommodate mechanical equipment and design refinement. Residential program at base of tower shifted into tower footprint to better accommodate residential program goals. Lower façade at floors 3-7 adjusted due to unit mix adjustment as well as realignment of Executive boulevard.</i> |
| <b>5.5</b> | <b>Adjusted façade design of building C</b>         | <i>Façade design adjusted to accommodate preferred design and massing.</i>  |
| <b>5.6</b> | <b>Adjusted façade design of building B</b>         | <i>Result of changes to residential program within building such as removing loft program along Executive boulevard as well as more developed understanding of design direction.</i>  |

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**6.0**    **Landscape Enhancements**

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- |            |   |   |
|------------|---|---|
| <b>6.1</b> | <b>Modifications to the Plaza area.</b> | <i>Slightly Raised fountain façade making it more prominent and visible feature in the Plaza area. Modifications to the grading to reduce slopes on main plaza for better pedestrian movement and access.</i> |
| <b>6.2</b> | <b>Added trees to Paseo.</b>            | <i>Modification of sidewalk and building configuration allows space for additional street trees which will add shade and aesthetic benefit to the Paseo streetscape .</i>                                     |



Date: 3/01/07

**White Flint Crossing L.L.C.**  
c/o The JBG Companies  
4445 Willard Avenue  
Chevy Chase, Maryland 20815

**NOTICE OF APPLICATION  
ADJACENT AND CONFRONTING PROPERTY OWNERS  
APPLICATION TO BE CONSIDERED BY  
THE MONTGOMERY COUNTY PLANNING BOARD**

**SITE PLAN AMENDMENT:** 82006017A  
**PRELIMINARY PLAN AMENDMENT:** 12006031A  
**NAME OF PLAN:** White Flint Crossing  
**ZONING:** TS-M  
**AREA INCLUDED:** Gross Acreage = 5.91 Acres  
**GEOGRAPHICAL LOCATION:** 11404 Rockville Pike  
Rockville, MD 20852

The above-referenced plan application has been filed with the Montgomery County Planning Board and is being reviewed under the provisions of the Montgomery County Code.

A copy of the proposed plan is enclosed. This plan may change due to specific reviews and changes suggested by M-NCPPC and other county and state agencies. If you have any comments, please send them to the Development Review Division, Maryland-National Capital Park and Planning Commission, 8787 Georgia Avenue, Silver Spring, Maryland 20910.

The Montgomery County Planning Board will hold a public hearing on the above referenced plan application to obtain public comment. Written notification of the date of the hearing will be sent to you no later than ten days before the meeting.

If you have any questions, please contact the Park and Planning Commission's Development Review Division at (301) 495-4595.

Sincerely,

The JBG Companies

Matthew E. Hurson  
Manager









Johnson ♦ Bernat ♦ Associates, Inc.

**Affidavit**

Date: March 2, 2007

Project: White Flint Crossing

Preliminary Plan Number: 12006031A

Site Plan Number: 82006017A

This is to certify that the signs have been posted on the referenced property, advertising Preliminary Plan Amendment No. 12006031A and Site Plan Amendment 82006017A, in accordance with the Sign Posting Procedures published by MNCPPC.

Kevin J. Johnson, P.E.  
President

Subscribed, sworn to, and acknowledged before me this 2<sup>ND</sup> day of MARCH, 2007.

Notary Public Signature

My Commission Expires: April 1, 2009

**Engineering ♦ Surveying ♦ Planning**

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www.jba-inc.net





CERTIFICATE OF PRE-SUBMITTAL PUBLIC MEETINGS

WHITE FLINT CROSSING  
AMENDMENT TO SITE PLAN 820060170

Consistent with the requirements of Section 59-D-3.23(p) of the Montgomery County Zoning Ordinance, I hereby certify that White Flint Crossing I, L.L.C., the applicant for the referenced Site Plan Amendment, held a meeting with interested persons prior to submitting its application. The meeting was held as follows:

Meeting Date and Location

The meeting was held at 7:00 p.m. on February 13, 2007, in Suite 800 of 5515 Security Lane, Rockville, MD 20852.

Meeting Notice / Invitees

A letter of invitation to the meeting was sent on January 29, 2007 to adjoining and confronting property owners and applicable civic groups within a mile radius of the site (as identified by Park and Planning). A copy of the invitation letter and mailing labels is attached.

Attendees

A sign-in sheet of attendees is attached.

Meeting Minutes

The meeting minutes, including issues of concern voiced by those present, is attached. Also attached is a copy of the proposed site plan that was provided to attendees.

I have personal knowledge of and attest to the above statements:

Patrick L. O'Neil  
Patrick L. O'Neil,  
Attorney for White Flint Crossing I, L.L.C.

2/19/07  
Date

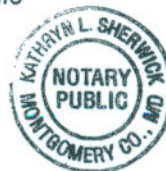
STATE OF MARYLAND :  
: ss.:  
COUNTY OF MONTGOMERY :

I HEREBY CERTIFY that on this 19th day of February, 2007, before the subscriber, a Notary Public of the State of Maryland and for the County of Montgomery, aforesaid personally appeared Patrick L. O'Neil, and did acknowledge the foregoing to be his act.

IN TESTIMONY WHEREOF, I have affixed my official seal.

Kathryn L. Sherwick  
Notary Public

My Commission Expires: July 1, 2007



**KATHRYN L. SHERWICK**  
Notary Public, State of Maryland  
Montgomery County  
My Commission Expires July 1, 2007



THE JBG COMPANIES

January 29, 2007

**Re: White Flint Crossing Site Plan Amendment**

Dear Neighbor:

The JBG Companies, on behalf of White Flint Crossing 1, LLC, is authorized to construct a mixed use residential and commercial project on 5 acres, between Rockville Pike and Woodglan Drive, across from White Flint Mall. The approved Site Plan (No. 820060170) allows up to 223,000 square feet of commercial development and up to 440 residential units. Since the Site Plan's approval, The JBG Companies has refined its development plans. The proposed modifications generally reflect building design and pedestrian/automobile circulation changes, which do not increase the size of the development. The primary proposed change is a slight realignment of proposed Executive Boulevard, as extended from Woodglan Drive to Rockville Pike. The JBG Companies intends to introduce these changes through an Amendment to the approved Site Plan. Prior to its submittal, The JBG Companies wants to discuss the proposed Amendment with you and has scheduled a meeting as follows:

DATE: February 13, 2007  
TIME: 7:00 p.m.  
LOCATION: 5515 Security Lane  
Suite 800  
Rockville, MD 20852  
RSVP: Jennifer Gephart  
(240) 333-3727  
[jgephart@jbg.com](mailto:jgephart@jbg.com)

Please feel free to contact me at (240) 333-3600 if you have any questions about the meeting or the proposed plans. We look forward to seeing you on February 13, 2007.

Sincerely

  
Kai Reynolds,  
Senior Vice President  
The JBG Companies

NAME	ENTITY/ASSOCIATION	ENTITY ADDRESS	EMAIL
David Hart	Board member (Fallstone)	11361 Morning Gate Dr N. Bethesda and 20852	
Sam Stibel	The STB Companies	4445 Willard Ave Cherry Chase MD 20815	SStibel@jbg.com
Paula Bienenfeld	Luxmanor Atizoris Assoc.	6018 TILDEN LN. N. Bethesda, MD 20852	paula_bienenfeld@jgahuo.com
Nancy Bernstein	Fallstone	11342 Hollystone Dr Rockville, MD 20852	nancy.bernstein@hklaw.com
Steve Bernstein	,	,	SBERNSTE@ARRA 507
George V. Pullin	Falls woods	7800 17802 Nicholson Ln Rockville, MD 20852	
Kai Reynolds	The STB Companies	4445 Willard Ave Cherry Chase, MD 20852	kreynolds@jbs.com
Patrick O'Neil	Lerch, Early & Brewer	3 Bethesda Metro center Suite 460 Bethesda, MD 20814	POneil@LerchEarly.com
Steve Robins	Lerch, Early & Brewer	"	SARobins@LerchEarly.com



**Pre-Submittal Meeting Minutes**  
**WHITE FLINT CROSSING**  
**Amendment to Site Plan Number 820060170**  
February 13, 2007

Development Team members present: Kai Reynolds (The JBG Companies); Sam Stibel (The JBG Companies); Steve Robins (Lerch, Early & Brewer); and Patrick O'Neil (Lerch, Early & Brewer)

Meeting minutes prepared by: Patrick O'Neil

The meeting commenced at 7:00 p.m. and concluded at approximately 8:00 p.m.

Kai Reynolds gave an overview of the approved project and a brief explanation of the proposed changes as follows:

- The primary change is a slight realignment of proposed Executive Boulevard to the south at its intersection with Rockville Pike. The realignment represents a settlement compromise of appeals filed by Fitzgerald Auto Mall and Jack Fitzgerald
- The other minor changes in the configuration of buildings and open spaces were set out on an overlay, which was placed on top of the approved plan.
- It is hoped that Planning Board will review the proposed amendment as a minor modification of the approved plan.

Steve Robins supplemented Mr. Reynolds' comments.

Issues Raised

1. Traffic on Woodglen Road

- Response: There are four garage entrances to the project and only one is on Woodglen Road. The various entrances are designed to disperse traffic in and around the project. Mr. Reynolds and Mr. Robins believe that the majority of vehicles will enter and exit the project from the "Service Lane" to the south of the project – thus minimizing the vehicular impact on Woodglen Road.

2. Environmental Impact of the Project

- Response: The project is currently designed to achieve 21 LEED points and may be able to achieve as many as 26 LEED points.

3. Concerns about Retail Tenants

- Response: The project is seeking higher-end tenants. Whole Foods is currently the only signed tenant and a second tenant, a national health club, is expected to sign in the near future. The attendees were asked to identify other desired tenants.

4. The Capacity of Nearby Schools

- Response: MCPS found that the surrounding schools could accommodate the project.

5. Cut-Through Traffic

- Response: The current measures to control cut-through traffic in the surrounding neighborhoods will remain.

Two attendees stated that they were happy with the project and look forward to it being implemented.