



March 13, 2009

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief *AK*
Vision Division

Dan Hardy, Chief
Move Division

FROM: Piera Weiss, *N* Master Planner (301.495.4728)

N.K. N'kosi Yearwood, Senior Planner (301.495.1332)
South Central Transit Corridor
Vision Division

SUBJECT: White Flint I Sector Plan Worksession #4: Land Use and Zoning
Property Owners' Presentations/Public Facilities

-
- STAFF RECOMMENDATIONS:**
1. Review and Discuss Property Owners' Presentations
 2. Public Facilities: Evaluate and Select a MARC Station Site

CURRENT WORKSESSION SCHEDULE

April 9 Worksession #5: Cancelled at request of Steering Committee

April 23 Worksession #5
Public Facilities: Schools and Parks
Design Guidelines
Environment and Sustainability
Transportation and Mobility

May 7 Worksession #6
Zoning
Staging
Implementation

PURPOSE OF THIS WORKSESSION

The worksession will continue with property owners' presentations. Two of the presentations involve the location of a MARC station. The Planning Board will be able to discuss the merits of both locations with both affected parties in attendance.

As promised in the last worksession, a complete summary of the January 12 Public Hearing testimony is attached (Attachment 3).

PROPERTY OWNERS' PRESENTATIONS

As was done at the March 5 worksession, staff has prepared a checklist for each property, including some revisions requested by the Planning Board. The checklists include existing conditions, the 1992 Plan and Draft Plan recommendations. The property owners' will be providing additional information at the worksession. The checklists are attached (Attachment 1, circle pages 9-18).

These property owners' will be presenting on March 19 as follows:

1. NRC District
 - HOC
 - Fitzgerald

2. White Flint Mall District
 - Fitzgerald – Block 1
 - Eisinger – Block 1
 - Combined Properties – Block 2
 - Nicholson Court – Block 3 – south MARC station location
 - White Flint Mall – Block 4

3. Nebel District
 - Montouri Property – north MARC station location

4. Mid Pike District
 - Federal Realty

5. Metro West District
 - Holladay – Block 3

MARC STATION LOCATION

Staff Recommendation: Establish a MARC station on the Montouri property adjacent to Old Georgetown Road.

Background

The *Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan* recommends that a new MARC station be established at Montrose Crossing (at the northern end of Nebel Street Extended) (Attachment 2, circle page 19). The White Flint Sector Plan recommends relocating this MARC station into the White Flint Sector Plan. The Twinbrook Sector Plan, adopted January 2009, removed the MARC station from the Montrose Crossing site to facilitate its relocation into the White Flint Sector Plan area.

The Plan identifies two sites indicated on Figure A (page 6). The northern site is on the Montouri property at the east end of Old Georgetown Road and the southern site is located off Nicholson Court south of the Nicholson Lane/CSX overpass. Staff estimates that the MARC station access will require two bus bays for Ride-On and shuttle services and approximately 10 kiss-and-ride spaces. Table A provides a comparison of the two sites:

TABLE A: Comparison of Two MARC Station Sites		
Characteristics	Montouri Property	Nicholson Court
Walking distance to planned Metrorail station entrance	1,800'	3,500'
Proposed FAR without station	2.5	2.0
Proposed FAR with station	2.5	2.5
Proposed adjacent maximum building heights	200'	100'
Distance of station to nearest public (non residential) street for access	Nebel Street, business district street, (500' to west) Parklawn Drive, arterial, (500' to east)	Nicholson Court, proposed business district street, (400' to west) Boiling Brook Parkway, business district street (700' to east)
Distance to of station to nearest roadway crossing of CSX tracks	Randolph Road, arterial, 1,100' to north	Nicholson Lane, arterial, adjacent
Current adjacent uses	Vacant, light industrial	Light industrial
Affected property owner support	No	Yes

The Sector Plan recommends 2.5-4.0 FAR within 3/8 mile of Metro, and 2.5 FAR within 1/8 mile of MARC. The Montouri property is within 3/8 mile of Metro and therefore receives a 2.5 FAR with or without the MARC station. The Nicholson Court site is more than 1/2 mile from Metro and further from Rockville Pike than the Montouri property, but gains a 0.5 FAR (up to 2.5 FAR) with the MARC station. The primary advantage to the Nicholson Court property site is that it is bounded on both sides by large properties with active redevelopment interests who support bringing the MARC station to their site.

Testimony (circle page 20) from the residential community either favored the Nicholson Court site (Randolph Civic) or opposed it because the location did not provide a good interface with the Metro station (Garrett Park Estates). There has also been concern that the relocation to White Flint will result in the closure of the Garrett Park MARC station.

In summary, staff recommends the Montouri site. The site is suitable because of its proximity to existing transit facilities in the core of White Flint and is more in concert with MTA's long range plan to provide distant commuter service to employment centers.

Pros and Cons		
	Montouri Property	Nicholson Court
Closer to Metro	Yes	No
Closer to MD 355	Yes	No
Close to Existing Communities	No	Yes
Adjacent to Arterial Road	No	Yes
Serves Distant Commuters	Yes	No
Best Serves Existing Residents	No	Yes
Supported by Randolph Civic	No	Yes
Supported by Garrett Park/White Flint Estates	Yes	No

Coordination with MTA and CSX

The expansion of MARC transit services to Montgomery County communities along the Red Line requires extensive coordination with both the Maryland Transit Administration (MTA) and the CSX Corporation. The CSX owns the tracks used by the MTA and their primary transportation objective is the efficient movement of freight. The MTA provides commuter rail services and their primary transportation objective for the MARC Brunswick line is efficient service for long-distance commuters between job centers in both Washington and Baltimore and distant residential communities.

The MTA prepared a MARC Growth and Investment Plan in September 2007 that identifies their planned system expansion statewide through the year 2035, as shown in Figure B (page 7). The MTA plans for the Brunswick Line include some \$530M of capital improvements and would more than triple the number of daily seats along the line, from 7,000 to 26,000.

The Planning Board discussed this plan with MTA in worksessions on March 27 and July 24, 2008. The MTA plan does not include a station in North Bethesda (or at Shady Grove, per the *2006 Approved and Adopted Shady Grove Sector Plan*) but does include an "Outer Montgomery Station," a third track along portions of the line, a new parking garage at the Germantown station and parking expansion at Metropolitan Grove, Rockville, and Kensington. Further coordination with MTA is needed to align the state goals for MARC station planning with local land use plans. Both MTA and M-NCPPC, however, are interested in expanding MARC services to include mid-day, weekend, and off-peak direction service.

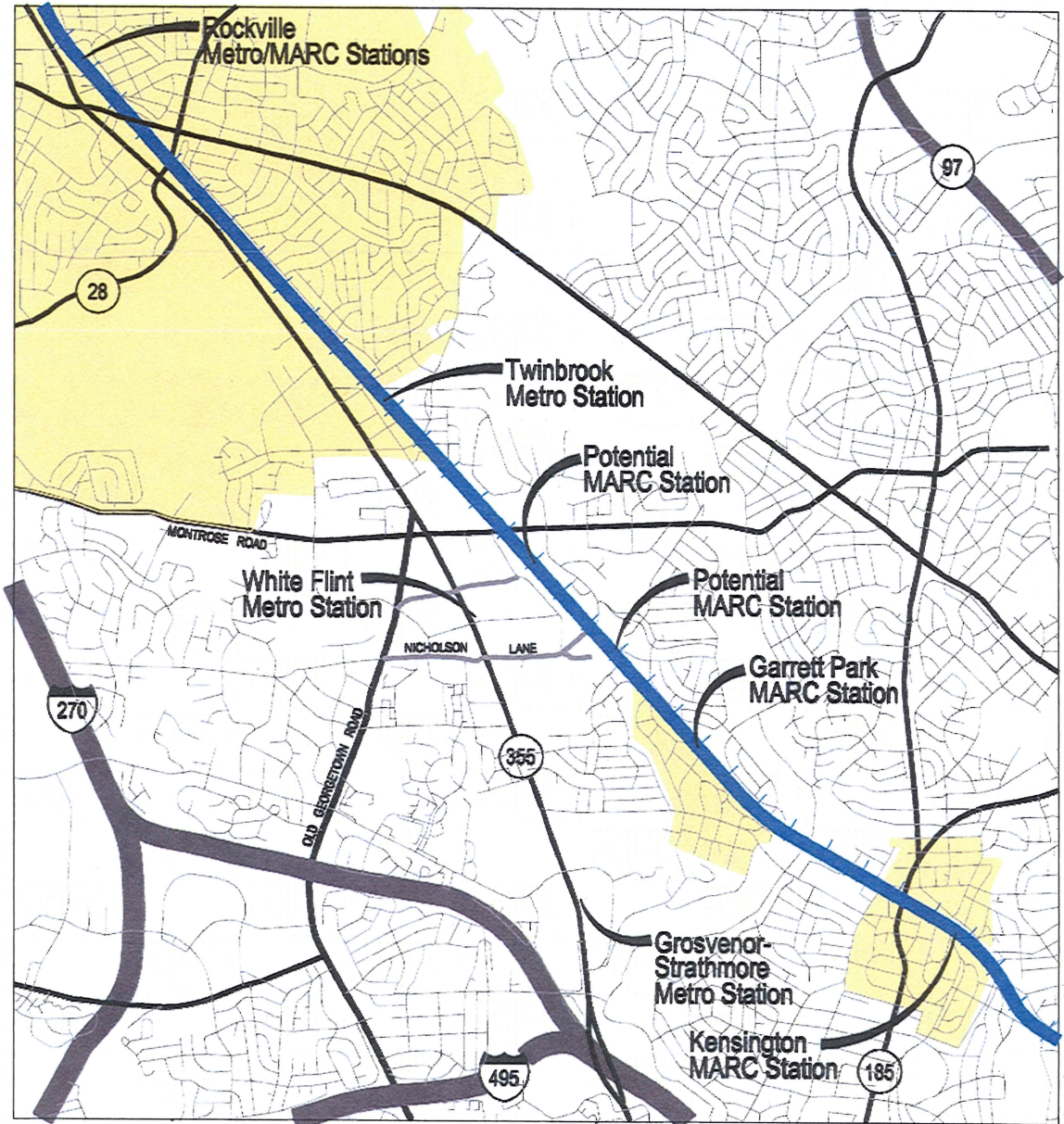
The MTA plan envisions a third track along the eastern side of the CSX tracks adjacent to the White Flint Sector Plan area; an additional 25' wide right-of-way should be reserved as part of the "White Flint II" Sector Plan effort for properties adjacent to and east of the CSX tracks (but outside of this Sector Plan boundary).

The Maryland Transit Administration (MTA) conducted an initial feasibility assessment in summer 2008 and found that neither the Montouri property or the Nicholson Court location was definitively superior to the other from a feasibility perspective, but either site would disrupt service at the Garrett Park MARC station, which is limited to skip-stop services, potentially requiring station closure.

The addition of the MARC station is expected to improve the transit market for long-distance commuters working in White Flint by providing a one-seat ride from Frederick County and points west (rather than requiring a transfer from MARC to Metrorail at Rockville). The White Flint market would also benefit from the more direct rail connection to Union Station provided by MARC.

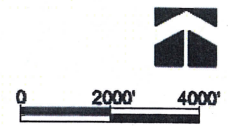
FIGURE A

MARC and METRO in WHITE FLINT AREA



Incorporated Areas

CSX Rail Line

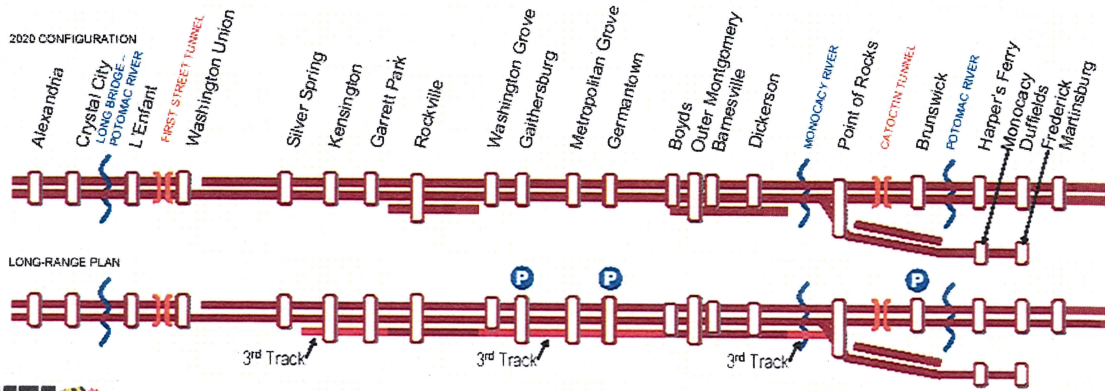


July 2008

FIGURE B

2035 Plan – Brunswick Line

- Incremental Seating Capacity
 - +7,000 daily seats
- Rail Service Improvements
 - Increased peak and off-peak service
 - Reverse-commute service
 - Weekend service
- Continued reliability improvement – 95% on-time performance
- Incremental Capital Investments – ~\$190m+
 - Additional triple tracking
 - Additional station parking expansion at Brunswick, Germantown, Gaithersburg
 - Additional rail cars and locomotives
- Incremental Operating Cost –\$5m/yr.+



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Attachments:

1. Checklists for Property Owners' Presentations
2. 1992 Map for MARC Station
3. Complete Summary of January 12 Public Hearing Testimony

ATTACHMENT 1

CHECKLISTS FOR PROPERTY OWNERS' PRESENTATIONS

Districts/Property Owners':

NRC – Housing Opportunities Commission

NRC – Fitzgerald

White Flint Mall – Fitzgerald

White Flint Mall – Eisinger

White Flint Mall – Combined Properties

White Flint Mall – Nicholson Court Group

White Flint Mall – Lerner and Tower

Nebel – Montouri

Conference Center – Holladay

Mid-Pike – Federal Realty Investment Trust

District: NRC			Block:	
Property Owner: Housing Opportunities Commission			Acres: 4.45	
Existing Development	Existing Zoning TSM (G-96)	1992 Plan TSM Zone	Sector Plan Recommendation Retain TSM Zone	Owner Proposal
1.0 FAR	1.83 FAR	2.0-2.4 FAR	2.0-2.4 FAR	
202 DU	202 DU	293 DU	293 DU	
0 SF	0 SF	234,000 SF	234,000 SF	

Requirements for Every New Development	Can't Provide	Will Provide	Provide More
Mixed Use			
60% Residential Development (minimum)			
40% Non-Residential Development (maximum)			
Affordable Housing			
12.5% Moderately Priced Dwelling Units			
10% Workforce Housing			
Agricultural Preservation			
Building Lot Termination (BLTs) for commercial only			
Sustainability			
20% energy needs on-site generation			
No net loss of pervious land cover			
20% pervious area for all new development			
30% tree canopy for plan area (includes street trees)			
Native vegetation			
Public Use Space			
20% (minimum) on-site public use space			
Private Outdoor Use Space for Every Unit			
Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: NRC			Block:	
Property Owner: Fitzgerald			Acres: 3.56	
Existing Development	Existing Zoning C-2	1992 Plan C-2 Zone	Sector Plan Recommendation	Owner Proposal
0.07 FAR	1.5 FAR	1.5 FAR	2.5 FAR	
0 DU	0 DU	0 DU	194 DU	
11,120 SF	232,610 SF	232,610 SF	166,194 SF	
			Rockville Pike Prom.	

Requirements for Every New Development	Can't Provide	Will Provide	Provide More
Mixed Use			
60% Residential Development (minimum)			
40% Non-Residential Development (maximum)			
Affordable Housing			
12.5% Moderately Priced Dwelling Units			
10% Workforce Housing			
Agricultural Preservation			
Building Lot Termination (BLTs) for commercial only			
Sustainability			
20% energy needs on-site generation			
No net loss of pervious land cover			
20% pervious area for all new development			
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Public Use Space			
20% (minimum) on-site public use space			
Private Outdoor Use Space for Every Unit			
Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: White Flint Mall				Block: 1
Property Owner: Fitzgerald				Acres: 4.22
Existing Development	Existing Zoning C-2 Zone	1992 Plan TSM Zone	Sector Plan Recommendation	Owner Proposal
0.28 FAR	1.5 FAR	2.0-2.4 FAR	2.5 FAR	
0 DU	0 DU	182 DU	280 DU	
43,748 SF	275,000 SF	219,000 SF	183,824 SF	
	Executive Blvd. Extended		Rockville Pike Prom. Executive Blvd. Extended	

Requirements for Every New Development	Can't Provide	Will Provide	Provide More
Mixed Use			
60% Residential Development (minimum)			
40% Non-Residential Development (maximum)			
Affordable Housing			
12.5% Moderately Priced Dwelling Units			
10% Workforce Housing			
Agricultural Preservation			
Building Lot Termination (BLTs) for commercial only			
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Private Outdoor Use Space For Every Unit			
Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: White Flint Mall				Block: 1
Property Owner: Eisinger				Acres: 4.42
Existing Development	Existing Zoning C-2	1992 Plan TSM Zone	Sector Plan Recommendation	Owner Proposal
0.51 FAR	0.51 FAR	2.0-2.4 FAR	2.5 FAR	
0 DU	0 DU	193 DU	241 DU	
99,100 SF	99,171 SF	231,000 SF	291,706 SF	
			Executive Blvd. Extended Neighborhood green	

Requirements for Every New Development	Can't Provide	Will Provide	Provide More
Mixed Use			
60% Residential Development (minimum)			
40% Non-Residential Development (maximum)			
Affordable Housing			
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10% Workforce Housing			
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Private Outdoor Use Space For Every Unit			
Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: White Flint Mall			Block: 2	
Property Owner: Combined Properties			Acres: 15.02	
Existing Development	Existing Zoning C-2	1992 Plan C-2 Zone	Sector Plan Recommendation	Owner Proposal
0.29 FAR	1.5 FAR	1.5 FAR	2.25 FAR	
0 DU	0 DU	0 DU	736 DU	
192,400 SF	981,406 SF	981,406 SF	588,844 SF	
			Public Streets School Neighborhood Park	

Requirements for Every New Development	Can't Provide	Will Provide	Provide More
Mixed Use			
60% Residential Development (minimum)			
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Affordable Housing			
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Building Lot Termination (BLTs) for commercial only			
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Private Outdoor Use Space For Every Unit			
Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: White Flint Mall				Block: 3
Property Owner: Nicholson Court Group				Acres: 16.5
Existing Development	Existing Zoning I-4	1992 Plan I-4 Zone	Sector Plan Recommendation	Owner Proposal
0.47 FAR	1.0 FAR	1.0 FAR	2.0-2.5 FAR	
0 DU	0 DU	0 DU	815 DU	
327,559 SF	720,500 SF	720,000 SF	979,186 SF	
			MARC Station	

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Mixed Use			
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Agricultural Preservation			
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Public/Private Streets along Frontage/Interior			
Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: White Flint Mall			Block: 4	
Property Owner: Lerner and Tower			Acres: 43.27	
Existing Development	Existing Zoning C-2/C-T/R-90	1992 Plan C-2/C-T/R-90 Zones	Sector Plan Recommendation	Owner Proposal
0.65 FAR	0.5-1.5 FAR		2.25 FAR	
0 DU	0 DU		1,700 DU	
933,000 SF	2,292,345 SF		1,553,761 SF	
			New Streets Huff Ct. Ext. School Site Executive Blvd. Rockville Pike Promenade	

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New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: Nebel			Block:	
Property Owner: Montouri			Acres: 2.5	
Existing Development	Existing Zoning I-4	1992 Plan I-4 Zone	Sector Plan Recommendation	Owner Proposal
Vacant	1.0 FAR	1.0 FAR	2.5 FAR	
	0 DU	0 DU	141 DU	
	0 SF	0 SF	109,000 SF	
			MARC Station	

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New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: Conference Center			Block: 3	
Property Owner: Holladay			Acres: 4.48	
Existing Development	Existing Zoning TSM	1992 Plan TSM Zone	Sector Plan Recommendation	Owner Proposal
0.29 FAR	2.22 FAR	2.22 FAR	3.0 FAR	
0 DU	247 DU	247 DU	302 DU	
69,000 SF	202,000 SF	202,000 SF	242,000 SF	
			Woodglen Ext. Bethesda Trolley Trail	

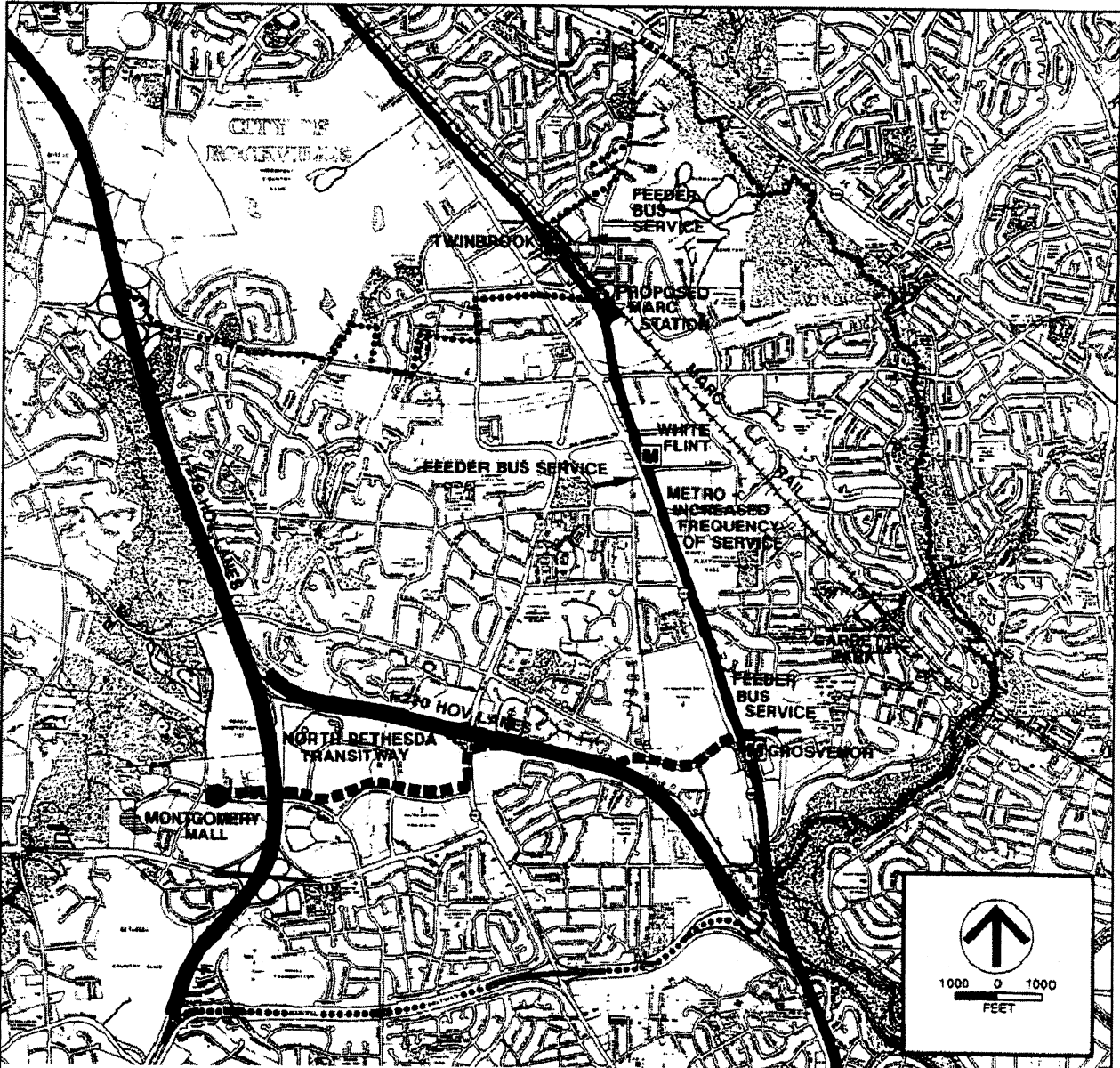
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Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

District: Mid-Pike				Block:
Property Owner: Federal Realty Investment Trust				Acres: 20
Existing Development	Existing Zoning C-2	1992 Plan C-2 Zone	Sector Plan Recommendation	Owner Proposal
0.38 FAR	1.5 FAR	1.5 FAR	2.75 FAR	
0 DU	0 DU	0 DU	1,198 DU	
331,700 SF	1,300,000 SF	1,300,000 SF	958,320 SF	
			Local streets Neighborhood Green Express library SHA land joint dev.	

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Dedicate ROW and construct			
Street trees			
Underground utilities			
New or improved sidewalks			
Parking			
Underground/structured – standards reduced			
Other Issues:			

PROPOSED PUBLIC TRANSPORTATION SYSTEM IMPROVEMENTS

FIGURE 53



page
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ATTACHMENT 3

Complete Summary of January 12 Public Hearing Testimony

White Flint Public Hearing Testimony

Affordable Housing

Person/Agency/Property	Comments	Response
<p>Sally Roman Housing Opportunities Commission (HOC)</p> <p>NRC District</p> <p>Strathmore Court</p>	<ul style="list-style-type: none"> ▪ Include a housing chapter in the Plan ▪ Provide more housing units; incorporate ways to increase the percentage of MPDUs ▪ Promote more housing in the early stages development; permission to 'jump the queue' of development reviews; reductions or waivers of certain development standards ▪ Associate density transfer with additional affordable units ▪ Flexibility for parking standards for all housing ▪ Evaluate whether if the Montrose Parkway surplus property is appropriate for residential use; land could be swapped for a more appealing area in the Sector Plan 	<p>The Sector Plan will include a section on housing, including affordable housing.</p> <p>The recommended residential development assumes the minimum requirement for Moderate Price Dwelling Units (MPDUs) and workforce housing.</p> <p>Zoning standards will address parking standards</p> <p>Surplus Montrose Parkway property is recommended for residential or public uses and could be traded with private property</p>
<p>Perry Berman and I.J. Hudson</p> <p>Eisinger Property</p> <p>White Flint Mall District</p>	<ul style="list-style-type: none"> ▪ Need for affordable and workforce housing in N. Bethesda ▪ Establish a separate FAR radius for housing ▪ Need new efficient multi-family dwellings that meet affordability needs, especially workforce households 	<p>Staff agrees that all types of affordable housing are needed</p> <p>Proposed zone will address incentives for residential development</p>
<p>Pamela Lindstrom</p> <p>Sierra Club</p>	<ul style="list-style-type: none"> ▪ Supportive of redeveloping government owned properties for affordable housing ▪ Increase measures to produce more than the required MPDUS and workforce housing 	<p>Zoning standards will address options, such as bonus densities for providing additional affordable housing</p>

Schools

Person/Agency/Property	Comments	Response
<p>Elizabeth King Walter Johnson Cluster PTA</p>	<ul style="list-style-type: none"> ▪ Arrange for the dedication or acquisition of land within the Plan area for a school site; reserve adequate property for an elementary school ▪ Dedication or acquisition of the Lutrell property; use of WMATA bus lot, if Pre-release center is relocated ▪ Oppose White Flint Neighborhood Park for any school activities 	<p>Plan recommends the following priority: a school site within the plan area; Reuse of a former school site; redistrict to use former school site</p> <p>Montgomery County Public Schools (MCPS) supports the dedication of land rather than purchase of land for a school site</p> <p>The Lutrell or WMATA must be acquired because a) property has a long-term lease and b) reduces bus operations of the only WMATA bus facility in Montgomery County</p> <p>No school activities are proposed for the White Flint Neighborhood Park</p>
<p>D. Pathmanathan White Flint Park-Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Locate an elementary school within the civic/town center core ▪ Endorse Walter Johnson PTSA Cluster position 	<p>Sites at the center such as LCOR, Mid-Pike Plaza, Conference Center, and WMATA bus lot would require acquisition or an amendment to an approved plan</p> <p>The Gables Residential property, which is closest to the center of the Plan area, is identified as an alternative school site but it must be acquired because the entire property is less than 5 acre</p>
<p>Dan Hoffman Randolph Civic Association</p>	<ul style="list-style-type: none"> ▪ Reopen Rocking Horse Center school; MCPS should decide which cluster the Rocking Horse Elementary school belongs at a later date 	<p>MCPS determines school cluster boundaries</p>
<p>Sallie C. Lowenstein and Robert E. Kenney</p>	<ul style="list-style-type: none"> ▪ Open one of the former school sites as an elementary 	<p>Staff agrees</p>

White Flint Park-Garrett Park Estates	school	
Kurt Meeske and Erica Leatham White Flint Plaza-Combined Properties	<ul style="list-style-type: none"> White Flint Plaza is not appropriate for a school; several environmental and access issues for an urban prototype; use an existing school site 	Proposed location will complement new and existing residential development
Sandra and Jason Warran-White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> Locate school at center of the Plan Area and not at White Flint Mall/Plaza property; quarter mile would be safe for children 	See above regarding school location
Susan R. Hoffman, Mayor City of Rockville	<ul style="list-style-type: none"> Locate a new elementary school within the Walter Johnson Cluster Existing schools are operating with portables Provide details on middle and high school levels to accommodate development 	Staff agrees; analysis indicates that existing and planned middle and high schools can accommodate additional students
Jorgen Punda Gables Residential	<ul style="list-style-type: none"> Gables property is not appropriate for an elementary school; it would preclude the future urban park on Wall Park 	This alternative does limit the potential public/private opportunity for Wall Park; it creates a campus of public uses
Lerner Enterprises and Tower Companies	<ul style="list-style-type: none"> 5-6 acre school site is inappropriate size for an elementary school Future students should attend a school that is equivalent in size to existing elementary schools. Identified site is difficult to achieve with environmental and topographical issues Use WMATA bus garage site; Rocking Horse Elementary School or the former Tilden Middle site as elementary school sites 	<p>There are several schools that are less than 10 acres, including Garrett Park Estates</p> <p>Plan recommends use of former school sites</p> <p>There are site constraints with the White Flint Mall site, but they do not limit the opportunity to create a multi-level school</p>
Suzanne Hudson White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> School should be centrally located at the core and where children can walk Oppose an elementary school at White Flint Mall/Plaza 	<p>No impact on White Flint neighborhood park</p> <p>Proposed location, when properties redevelop, will create a walkable destination</p>

	because it will impact the Neighborhood Park	
Glenn Adler White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Locate the school close to the town center at the WMATA site; a school at White Flint Mall would inevitably intrude on White Flint Neighborhood Park ▪ The school site area should be a green buffer to residential community 	See above regarding school location
D. Pathmanathan White Flint Park-Garrett Park Estates		A portion of the school with steep slopes will be retained

Residential/Neighborhood Compatibility and Transition

Person/Agency/Property	Comments	Response
Jim Humphrey Montgomery County Civic Federation	<ul style="list-style-type: none"> ▪ Lack of specificity towards protecting residential neighborhoods. Language leaves developers and residents with little reliability when redevelopment occurs ▪ Transition height should be 35 feet 	<p>Staff agrees that the Plan could provide more language regarding how new development must achieve compatibility with surrounding residential communities</p> <p>Properties adjacent to existing residential community are recommended for lower building heights, 36-50 feet, such as the rear portion of White Flint Mall and properties along Hillery Way</p>
Fran Gavelli White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Commercial Transition (CT) zone has been established to protect the community ▪ Retain and expand the CT zone to the north and east following Orleans Way. No buildings above 50 feet 	<p>Plan supports landscape buffer adjacent to White Flint Park community</p> <p>Plan limits rear portion of White Flint Mall with building height of 36-50 feet</p> <p>Mixed use zone rather than CT zone would better accommodate the goals of the Plan</p>
Jane Huff White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Maintenance of White Flint Neighborhood Park as a green buffer; neighborhood green meeting space and landmark; wildlife habitat; native vegetation; watershed protection; carbon sequestration 	<p>Staff agrees; there are no recommendations to change the Neighborhood Park</p>
Suzanne Hudson White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Transitional building heights must not exceed 50 feet with a landscape buffer 	<p>Building heights are between 36-50 feet and landscape buffers are suggested</p>
Glenn Adler White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Maintain CT zone; plan language is permissive; provide a greenbelt around the Mall 	<p>See above regarding compatibility</p>
Bob Knoll White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Support the retention of the CT zone for White Flint Mall property 	<p>See above regarding compatibility</p>

	<ul style="list-style-type: none"> CT area should become green space 	
Mary Ward Crest of Wickford	<ul style="list-style-type: none"> Recommended building heights (100 feet) are incompatible to townhouses with Crest of Wickford 	Building height at Hillery Way and Rockville Pike will be reexamined; townhouses are recommended for other properties along Hillery Way
Carol Alderson White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> Maintain the existing CT zone and expand to all properties abutting residential communities Inappropriate drainage from White Flint Mall-drains cannot accommodate routine summer storms Building should not be taller than 50 feet; provide a green buffer zone 	<p>Plan limits area adjacent to residential community to 36-50 feet</p> <p>A mixed use zone is recommended</p> <p>White Flint Mall representative has indicated that stormwater issues have been addressed</p>
Kathy McCoy White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Inappropriate height adjacent to single-family dwellings in White Flint Mall district 	The Plan recommends building heights of 36-50 feet range
Ursula Gillis White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Supports Garrett Park Estates concerns 	See above regarding transition
Marc Brenman White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Proposed plan would destroy many aspects of Garrett Park Estates-more traffic, tall buildings over the neighborhood, increase air pollution, noise, and destroys the Neighborhood park 	Neighborhood park is retained; tallest buildings are further away from residential community
Stephen and Lucia Daubresse- White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Green space buffer around White Flint Mall; only residential buildings at southern end of White Flint mall, no mixed use; preserve Neighborhood Park Limit buildings at 50 feet; ring road should be two lanes 	Neighborhood park space is preserved; proposed building heights are within 36-50 feet range; and green buffer is suggested in the Plan
Martha Cox and Sean Altekruse- White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Maintain Commercial Transition (CT) zone Provide a green buffer between the residential neighborhood and roadway 	See above

<p>Sallie C. Lowenstein and Robert E. Kenney White Flint Park/Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Protect and expand White Flint neighborhood park ▪ 2.0 FAR and 100 foot buildings are incompatible relationship with adjacent single family neighborhoods ▪ Green buffer to neighborhood ▪ Instead of ring road, extend Security Lane to Nebel Extended 	<p>See above regarding building heights</p> <p>Nebel Street Extended (B-5) is needed to circulate traffic (cars, buses, and bicycles) within and through the southeast quadrant of the Sector Plan, a function similar to Spring Street in Silver Spring or Woodmont Avenue in Bethesda. These urban streets will be designed to meet a 25 MPH target speed. A proposal to convert Nebel Street Extended from a four-lane to a three-lane section has merit because the street is located along the Plan boundary (so left turns will only be made from the northbound direction of travel). Executive Boulevard Extended (B-7) and Huff Court Extended (B-4) will serve a higher proportion of local access uses based on planned density. Security Lane (B-17) may be extended to Nebel Street but would require White Flint Mall demolition.</p>
<p>Albert and Andrea Didden White Flint Park/Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Building heights will overshadow residential community 	<p>Recommended heights are comparable to residential communities</p>
<p>Leonard Chiazze White Flint Park/Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Maintain the CT buffer zone; green buffer before the ring road; protect White Flint Local Park 	<p>See above: regarding White Flint Park and compatibility</p>
<p>Joyce Muluhly White Flint Park/Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Loss of green buffer adjacent to community 	<p>Plan supports green buffer adjacent to White Flint Park community</p>

Environment and Sustainability

Person/Agency/Property	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ Against 20 % energy on-site generation; 20% pervious area for developing properties; and 30% tree canopy ▪ No net loss of pervious land surfaces is inconsistent with preferred planning techniques and would create a suburban pattern 	On-site energy generation is an important component in the strategy to meet the greenhouse gas emission reduction goals mandated by Chapter 18A Montgomery County Climate Protection Law Staff will revisit the pervious area and tree canopy requirements. Suburban patterns are created more by arrangement of buildings and the use of surface parking than presence of pervious surfaces
Rita Bamberger Holladay Corporation/Metro Pike Shopping Center	<ul style="list-style-type: none"> ▪ 30% tree canopy and 20% pervious recommendations work at cross purposes 	These two goals work together to promote a livable, dense urban environment.
Jorgen Punda Gables Residential	<ul style="list-style-type: none"> ▪ 20% pervious should be an aspirational goal instead of a requirement 	The pervious recommendations will be re-examined.
Montouri Property	<ul style="list-style-type: none"> ▪ 20% pervious and tree canopy goals would greatly impact this undeveloped property 	See above regarding pervious area and tree canopy
JBG Companies	<ul style="list-style-type: none"> ▪ 20% on-site energy generation; 20% pervious area for all developing properties; and 30% tree canopy for the plan area are not realistic for an urban area 	There are multiple pathways to achieving on-site power generation that are appropriate for urban areas
Bob Stoddard Washington Real Estate Investment Trust	<ul style="list-style-type: none"> ▪ 20% pervious and 30% tree canopy conflict with concentrating density within Metro Station areas 	See above regarding pervious area and tree canopy recommendations See above

Don Briggs Federal Realty Investment Trust	<ul style="list-style-type: none"> Remove permeability and tree canopy recommendation 	See above
Jim Humphrey Montgomery County Civic Federation	<ul style="list-style-type: none"> Need to address how to increase tree canopy besides street trees; maintaining 72% impervious land will continue to degrade streams 	Pervious areas and tree canopy will be incorporated into open space and micro-scaled stormwater management areas.
Jane Huff White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Maintain White Flint Neighborhood Park as a green buffer; neighborhood green meeting space and landmark; wildlife habitat; native vegetation; watershed protection; carbon sequestration Additional green space needed for the area as more people are expected 	No changes are proposed for White Flint Neighborhood Park Staff will revisit opportunities for green space within this plan.
Paula Bienenfeld Luxmanor Citizens Association	<ul style="list-style-type: none"> Add data and a section on best management practices for sustainable development 	Sustainable development practices will be included in the design guidelines.
Pamela Lindstrom Sierra Club	<ul style="list-style-type: none"> Plan can do better than preventing no net loss of pervious surface; need more details Support tree canopy recommendations and ways to increase it Design guidelines should discuss green roofs which can fulfill some functions of pervious areas Goal of improvement in stream quality Energy use and global warming must be addressed, including greenhouse gas emissions 	Green roofs may be appropriate in some locations Water quality will not be improved without a much greater reduction of impervious area. Sub-watersheds with impervious areas greater than 50% will generally not be able to achieve a water quality rating above "poor" Greenhouse gas emissions will be addressed in the Planning Board draft of the master plan.
Sallie C. Lowenstein and Robert E. Kenney White Flint Park/Garrett Park	<ul style="list-style-type: none"> Require new development to meet LEED Gold Establish goal of 30% or 35% pervious land cover 	See above: re pervious area and tree canopy recommendations New developments will need to comply with County Council Bill 17-06, Montgomery County Green Buildings Law-private

<p>Estates</p>	<p>would be appropriate, instead of no net loss</p> <ul style="list-style-type: none"> ▪ All new parks and open spaces should comply with Sustainable Sites Initiative 	<p>development must be LEED Certified</p> <p>Sustainable Sites Initiative is national effort by the American Society of Landscape Architects, Lady Bird Johnson Wildflower Center and U.S. Botanic Gardens to promote sustainable land development and managerial practices</p>
<p>Greater Bethesda-Chevy Chase Chamber of Commerce</p>	<ul style="list-style-type: none"> ▪ Use green building as an incentive for inclusion of more green elements 	<p>Good suggestion</p>

Transportation Policy

Person/Agency/Property	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ PAMR and intersection standards should not apply; use a cordon line analysis or similar approach to Silver Spring CBD ▪ Designate the entire area as Metro Station Policy Area 	<p>The Plan recommends replacing PAMR and LATR with pro-rata transportation impact funding for development review purposes; thereby increasing the import of the analysis tools in defining an appropriate end state.</p> <p>A multimodal cordon line analysis, parking space caps, intersection delay and midday/weekend traffic analysis could be incorporated into the monitoring/staging studies; funding for these studies would need to be incorporated into the White Flint Implementation Authority.</p>
Office of the County Executive	<ul style="list-style-type: none"> ▪ Plan moves away from established capacity focused principles ▪ Use of LATR standards by expanding the Metro Station Policy Area enable projects to pass LATR with less mitigation ▪ PAMR standards for automobile congestion should not be lowered 	<p>The Plan retains the mobility focused principles promoted in the 2007 Growth Policy.</p> <p>The Plan recommends replacing PAMR and LATR with pro-rata transportation impact funding for development review purposes; this approach more equitably assigns impacts to all development and eliminates the “free rider” concern in LATR.</p>
Jorgen Punda Gables Residential	<ul style="list-style-type: none"> ▪ PAMR/LATR tests are of little use for an urban area; supports Collaborative position 	<p>The Plan retains the Planning Board’s May 2007 position on PAMR congestion standards recognizing that the County Council did not support the Planning Board’s position.</p> <p>See above regarding PAMR and LATR</p>

White Flint Plaza-Combined Properties and White Flint Mall	<ul style="list-style-type: none"> Supports Collaborative position 	See above regarding PAMR and LATR
JBG Companies	<ul style="list-style-type: none"> PAMR and intersection components of the Growth Policy should not apply in White Flint 	See above regarding PAMR and LATR
Don Briggs Federal Realty Investment Trust	<ul style="list-style-type: none"> Develop a substitute for PAMR and LATR 	See above regarding PAMR and LATR
Natalie Goldberg White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> LATR and PAMR should be used and strengthened Use intersection delay rather than Critical Lane Volume (CLV) Measure traffic during weekdays and on Saturdays 	<p>See above re: PAMR and LATR</p> <p>A multimodal cordon line analysis, parking space caps, intersection delay and midday/weekend traffic analysis could be incorporated into the monitoring / staging studies; funding for these studies would need to be incorporated into the White Flint Implementation Authority.</p>
Suzanne Hudson White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Do not expand the Metro Station Policy Area because it will create gridlock 	<p>The proposed Metro Station Policy Area (MSPA), at 430 acres, is similar in size to the Bethesda and Silver Spring MSPAs. Staff finds that these MSPAs are working as defined by both TMD reports and PAMR analyses.</p>
Paula Bienenfeld Luxmanor Citizens Association	<ul style="list-style-type: none"> Do not extend Metro Station Policy Area 	See above
Erica Leatham White Flint Plaza-Combined Properties	<ul style="list-style-type: none"> Eliminate LATR and PAMR test; replace with a cordon line analysis 	See above re: PAMR and LATR
Sandra and Jason Warran-White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Expanding MSPA would increase allowable congestion 	See above regarding MSPA

Rockville Pike-An Urban Boulevard

Person/Agency/Property	Comments	Response
<p>White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust</p>	<ul style="list-style-type: none"> ▪ Plan for MD 355 is illustrative at this stage. ▪ Use portions of eastern segment of MD 355 as most cost effective ▪ Rockville Pike requires further analysis to determine if the entire additional right-of-way must come from the western side of MD 355; Right -of-way should be equitable; buildings would be too far from MD 355 ▪ BRT along MD 355 may affect promenade 	<p>During Stage I, the White Flint Implementation Authority will need to work with SHA to fund a Development and Evaluation (D&E) project planning study to establish the ultimate curb lines, ROW lines, and funding/phasing process</p>
<p>Susan R. Hoffman, Mayor City of Rockville</p>	<ul style="list-style-type: none"> ▪ Create a street section that is similar to the Section that City is embracing, especially the area that is north of Montrose Parkway ▪ Rockville should be included in the proposed Rockville Pike Boulevard Feasibility Study 	<p>Montrose Parkway serves as a hinge-point between the White Flint Sector and the City of Rockville's Maximum Expansion Limits. The two plans therefore do not need to share a common cross section for the Rockville Pike.</p>
<p>Rita Bamberger Holladay Corporation/Metro Pike Shopping Center</p>	<ul style="list-style-type: none"> ▪ 30 feet of additional right-of-way for Rockville Pike expansion-Holladay Corp. had agreed to shift the majority of Woodglen Drive extension 	<p>The recommendation for dedicating the additional ROW from the west side of the Pike recognizes the WMATA and NRC site constraints on the east side of the Pike.</p> <p>The Plan recommendation for the cross-section elements of the Pike reflect stakeholder consensus that additional public space along the Pike is needed for bicyclists and transit vehicles, pedestrian features, and landscaping. The Plan anticipates a non-standard typical section, design guidelines, and a new zone that will require preliminary engineering efforts to confirm the relationships between building edges, utility easements, tree panels, and street curbs. Staff</p>

<p>recommends expanding the master planned right-of-way on the west side of the Pike. For most properties south of Nicholson Lane, this recommendation retains the historic right-of-way and does not require additional dedication. For most properties north of Nicholson Lane, a 30' width of additional dedication would be required.</p> <p>To the south of Nicholson Lane (where the right-of-way constraints do not severely affect development), opportunities to use the WMATA easement to augment boulevard treatments will be explored.</p> <p>During the preliminary engineering process, the ability to shift both the roadway centerline and asymmetric design treatments can be evaluated. The objective of the 150' wide right-of-way is to not preclude achievement of the Plan vision prior to implementation.</p>		<p>See above re ROW</p>
<p>See above</p>	<p>See above</p>	<p>See above</p>
<p>JBG Companies</p>	<ul style="list-style-type: none"> ▪ Maintaining the curb for properties east of MD 355 while taking properties west of MD 355 creates a hardship ▪ Use existing 50' WMATA easement 	<p>See above re ROW</p>
<p>Don Briggs Federal Realty Investment Trust Mid-Pike Plaza</p>	<ul style="list-style-type: none"> ▪ Additional right-of-way from only the west side of MD 355 is not equitable and is consistent with established County policy and practice ▪ Right-of-way should be equitably apportioned between both sides of MD 355 ▪ Moves development further away from MD 355 ▪ Requires a detail analysis and potentially adapt the 	<p>See above</p>

	road section to the realistic amount of right-of-way that is attainable	
Jay Gruber White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> ▪ BRT should be a prime reason for converting Rockville Pike into a boulevard; 	Staff concurs that transit priority treatment is a key element of improved mobility on Rockville Pike.
Kendall, Betty W., Carol S. Cooper, Sam Cooper-Wall and Stephen Wall White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> ▪ Gridlock on Rockville Pike 	The plan recommends travel demand management, a robust street network, additional transit services, the establishment of urban mobility expectations, and a staging plan to ensure that the land use and transportation system stay in balance.
Mary Ward Crest of Wickford	<ul style="list-style-type: none"> ▪ Support of MD 355 boulevard; however, traffic levels are high throughout the day, especially Saturday 	See above regarding road network
Joyce Muluhny-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Additional traffic on MD 355 from increased density 	See above

Public Facilities

Person/Agency/Property	Comments	Response
Office of the County Executive	<ul style="list-style-type: none"> ▪ Continued operations of existing Aquatic Center require 250 parking spaces. Relocating parking to the adjacent parcel may be challenging. ▪ Recognize and address the need for offices for an urban/business district staff. ▪ A satellite regional services for Bethesda-Chevy Chase Regional Services Center; meeting space and office for North Bethesda TMD; ▪ Express library in street front component of this facility located adjacent to Civic Green or in North Bethesda Town Center (LCOR) 	<p>Shared parking between the Wall Park/Aquatic Center and the adjacent property will create an opportunity for an urban park</p> <p>Staff concurs that a regional service center could be combined with Fire and EMS service or as a public amenity</p> <p>Express library is recommended for either LCOR or redeveloped Mid-Pike; however, the library could be associated with the Civic Green</p>
Jorgen Punda Gables Residential	<ul style="list-style-type: none"> ▪ Support shared parking garage through public/private partnership with the County to create a new urban park at Wall Park 	Staff agrees
Jim Humphrey Montgomery County Civic Federation	<ul style="list-style-type: none"> ▪ No recommendation for a public process for Wall Park improvements 	There is an existing public process for all M-NCPPC park improvements. Parks Department will conduct Facility Planning, which includes public meetings and Planning Board review and approval in public
Suzanne Hudson White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> ▪ Support for large civic green, parks and greenways, a library, police and fire station 	Staff agrees

Bikeways

Person/Organization	Comments	Response
<p>Pamela Lindstrom Sierra Club</p>	<ul style="list-style-type: none"> ▪ Supportive of pedestrian/ cycle priority and streets ▪ Connect internal cycle/pedestrian network to surrounding neighborhoods more systematically 	<p>Plan recommends accommodation of on-road cyclists in mixed traffic on all public streets as well as private streets; bikes on Rockville Pike would be able to share curb lane with transit vehicles. Bicyclists are legal vehicles and are expected to be riding in traffic.</p> <p>Shared use paths are used to provide off-road cyclist connections to the regional park system and other communities via the Montrose Parkway hiker biker trail, the Bethesda Trolley Trail, and Nebel Street connections into the City of Rockville.</p> <p>Wide outside curb lanes to accommodate bicyclists are now standard in road code design standards.</p> <p>Bike lanes are used strategically for Metrorail access along Nicholson Lane, to support Nebel Street (where vehicular and pedestrian conflicts will be lower) as a north-south alternative to Rockville Pike for higher-speed cyclists, and connect to adjacent communities via Nebel Street, Nicholson Lane and Executive Boulevard. Staff can prepare maps that better show the White Flint Sector Plan bikeway network in context with the regional bikeway network.</p>

<p>Jack Cochrane Montgomery Bicycle Advocates</p>	<ul style="list-style-type: none"> ▪ Plan does not treat bicycles as vehicles; bicyclists are relegated to share use paths; urbanized streets are active with pedestrians ▪ Odd shift of bicycle lanes at Tilden/Nicholson Lane and Executive Blvd ▪ Locate on-road bike lanes or wide outside lanes for Rockville Pike, Nicholson Lane, all of Executive Blvd, new section of Old Georgetown Road, Marinelli Road and Nebel Street (in sector Plan) 	<p>See above regarding bikeways</p>
<p>Casey Anderson Montgomery Bicycle Advocates (MoBike) and Washington Area Bicyclist Association (WABA)</p>	<ul style="list-style-type: none"> ▪ Cyclists are pushed onto bike paths within an urban area rather than on the streets; proposal concentrates on travel within the Plan area instead of to and from the Plan area ▪ Shared Use Paths create conflicts between bicyclist, pedestrians and vehicles ▪ Roadways are wide enough to accommodate AASHTO compliant bike lane ▪ Maintain master plan bike lanes on Nicholson Lane and Executive Blvd ▪ Incorporate bike lanes or other suitable on-road facility for Rockville Pike 	<p>See above regarding bikeways</p>
<p>Thomas Doerr Rockville Bicycle Advisory Committee</p>	<ul style="list-style-type: none"> ▪ Access to final destinations and connections are incomplete ▪ Configuration of MD 355 does not include bikes-a bike lane along this route would provide a meaningful route for the County 	<p>See above regarding bikeways</p>
<p>Mary Ward-Crest of Wickford</p>	<ul style="list-style-type: none"> ▪ Bike lanes on MD 355 for north-south, as well as east-west connections ▪ Bike paths and lanes do not allow adequate access 	<p>See above regarding bikeways</p>

	<p>from the Bethesda Trolley trail and Rock Creek Park bike paths; no bike lane along Woodglen</p>	
<p>Joanne Evans White Flint Park/Garrett Park Estates</p>	<ul style="list-style-type: none"> ▪ Opposed to closing pedestrian/bike path from the Mall via White Flint Park 	<p>The pedestrian path is open to the public</p>

Staging

Person/Organization	Comments	Response
Kurt Meeske White Flint Plaza-Combined Properties	<ul style="list-style-type: none"> ▪ Staging and phasing will arbitrarily restrict future development 	Staff disagrees; the staging plan coordinates development with infrastructure and is essential to good planning
Emily Vias Montouri Property	<ul style="list-style-type: none"> ▪ Provide a flexible list of improvements rather than a rigid list, which may prevent creative development of public and private improvements 	Staging requirements give certainty for new infrastructure required to support redevelopment
Don Briggs Mid-Pike Plaza Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ Allow development approvals for multi-phased projects to be processed and granted while the recommended 'prerequisites' are being coordinated or established 	All prerequisites must be met prior to Phase I and before any development is approved
Natalie Goldberg White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Feasibility and redesign of Rockville Pike must be in Stage 1; stage 1 road network is not a substitute capacity for Rockville Pike 	Plan recommends MD 355 feasibility study as a prerequisite to Phase 1 Reconstruction of MD 355 in Phase I will require acquisition of several properties and there will be insufficient funds to achieve other parts of the road network
Suzanne Hudson White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Construction of Rockville Pike boulevard should be in Stage 1 	Plan recommends completion of MD 355 at the 3 rd stage, which allows for implementation of new road network
Pamela Lindstrom Sierra Club	<ul style="list-style-type: none"> ▪ Promote the development of a coherent center first ▪ Zoning plan would permit more development than the area's facilities can accommodate 	New infrastructure and facilities are located in Metro West in phase I. Zoning plan would allow more development than staging plan.
Erica Leatham White Flint Plaza Combined Properties	<ul style="list-style-type: none"> ▪ Phasing and special assessment does not allow property owners flexibility 	Phasing allows coordination between new development and infrastructure Special assessment provides the financial mechanism to support the required infrastructure

Jay Gruber White Flint Park/Garrett Park Estates	▪ Rockville Pike should be first	See above regarding Rockville Pike in Phase 1
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Land Use and Zoning-Property Owners

Person/Agency/Property	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ 4.0 FAR is adequate to spur redevelopment ▪ Use an elliptical distribution method-concentrates density along MD 355, along transportation routes and major properties ▪ Against transfer of density with lower base densities ▪ Support TMX 4 or a similar alternative ▪ Standard method should be 1 FAR with a building height of 65 feet ▪ BLT purchase requirement should be 10% ▪ Workforce housing should be eliminated for optional method ▪ More language on grandfather provisions for larger properties 	<p>Recommended concentric approach provides highest density of 4 FAR within 1/8 mile of the Metro Station; increased density along MD 355 through density transfer</p> <p>Plan will recommend a TMX zone or another mixed use zone</p> <p>Workforce housing is required for any new development within a Metro Station Policy Area</p>
Derick Berlage, Lee Barnes, Paul Klinedinst and Robert Comstock	<ul style="list-style-type: none"> ▪ 2.5 FAR for Nicholson Court properties 	<p>If MARC station is located at this district, the recommended FAR would be 2.5</p>
Perry Berman and Jack Fitzgerald Jack Fitzgerald property	<ul style="list-style-type: none"> ▪ Use of elliptical approach ▪ Permit 4 FAR within 1/2 mile from the Metro ▪ 4 FAR for Fitzgerald property on MD 355 ▪ 3 FAR for Nicholson Lane property ▪ Opposed to density transfer (cost and economic viability of projects) 	<p>See above regarding density allocation</p>
Perry Berman, I.J Hudson and Jody Kline Eisinger property	<ul style="list-style-type: none"> ▪ Inflexibility of concentric rings; assign density based on public policy priorities instead of geographic location ▪ 3 FAR for Eisinger property with the ability to get up to 4 FAR (residential bonus); Establish a separate FAR 	<p>Density based on proximity to Metro Station (core) and MD 355 proximity</p> <p>Zoning standards will determine if any new residential incentives are recommended, such</p>

	<p>radius for housing</p> <ul style="list-style-type: none"> ▪ Opposed to density transfer (cost and economic viability of projects) 	<p>as bonus densities</p> <p>Density transfer area could be designated a bonus density area</p> <p>Plan recommends an average of 2.25 FAR overall this property with the opportunity to increase density along Rockville Pike</p>
<p>White Flint Mall Lerner Enterprises and Tower Companies</p>	<ul style="list-style-type: none"> ▪ 3.0 FAR or 2.8 FAR in the Collaborative proposal will spur redevelop 	<p>See above: regarding density allocation</p> <p>Workforce housing is required for any new residential development that is 40 dus/acre or more and is within a Metro Station area.</p> <p>Building Lot Termination (BLT) is not required for residential development if workforce housing is provided. BLT would be required for non-residential development.</p> <p>Zoning standards will establish requirements for different methods of development</p>
<p>JBG Companies</p> <p>North Bethesda Conference Center Eatzi's</p> <p>North Bethesda Market Rockwall I and II Luttrell</p>	<ul style="list-style-type: none"> ▪ Use Collaborative approach ▪ Against density transfer identified in Plan ▪ Support 4.0 TMX for White Flint with some changes- <ul style="list-style-type: none"> ○ Increase the standard method for TMX 2 to 1.0 FAR and 65' height ○ BLT requirement should be lowered to 10% of the optional method ○ Eliminate workforce housing requirements for optional method ▪ 4.0 FAR for Eatzi's property ▪ 3.5 FAR for North Bethesda Market Phase II & III ▪ TMX zone is appropriate for the Rockwall property; opportunity for minimal additional square footage to accommodate retail on the ground floor ▪ 3.0 FAR for Luttrell; eliminate ½ acre urban park for the Luttrell property and do not consider this site as a potential school site 	<p>Consistent with Plan recommendation</p>
<p>11720 Nebel Street –Jolles Property</p>	<ul style="list-style-type: none"> ▪ Support a 2.5-3.0 FAR; ▪ Unique challenges with small properties 	<p>Consistent with Plan recommendation</p>
<p>Washington Real Estate Investment Trust</p> <p>Montrose Center and</p>	<ul style="list-style-type: none"> ▪ 2.5 FAR is reasonable; however, given the costs to redevelop it is not likely to happen ▪ Potential density could be based on: 1500 feet from the Metro station, properties with frontage on a major east- 	<p>Consistent with Plan recommendation</p> <p>Transfer of density is allowed between properties and not only along MD 355</p>

<p>Randolph Center Maple Avenue and Nebel Corridor</p>	<p>west roadway; no adverse impact on neighboring areas</p> <ul style="list-style-type: none"> Provide increased opportunities to transfer density, not only to properties along MD 355, but consider superior design 	
<p>Old Georgetown SAAB and Nissan Conference Center District</p>	<ul style="list-style-type: none"> General support of the Plan's recommendation of 2.5-3 FAR with building heights from 60 feet to 250 feet 	<p>Consistent with Plan recommendation</p>
<p>Don Briggs Mid-Pike Plaza Mid-Pike Plaza District</p>	<ul style="list-style-type: none"> 3.0 FAR for Mid-Pike and use of elliptical approach Higher maximum standard method-1 FAR and building height of 65 feet More flexible grandfather provision for larger properties Reduction in BLT requirement to 10% for optional method Provision that allows a developer to offset the costs of BLTs with other public benefits built onsite Elimination of workforce housing requirement for optional method MPDUs need not be equally distributed onsite to allow for more affordable construction costs and use of differing financing methods Allow up to 1 FAR and 65 feet without triggering the optional method process Flexible range that responds to market demands; instead of master plan (60%-residential; 40% non-residential) 	<p>See above: regarding density allocation, BLTs, development standards and zoning requirements</p> <p>Plan's goal is to increase housing opportunities; therefore it recommends higher percentage of residential development</p>
<p>Erica Leatham Combined Properties White Flint Mall District- White Flint Plaza</p>	<ul style="list-style-type: none"> Return to the August 2008 density distribution, instead of the concentric circles, or elliptical diagram with 2.5 FAR and 150 building height 	<p>The averaged FAR for property is 2.25 with building heights up to 150 feet for a portion of the property</p>



	<ul style="list-style-type: none"> ▪ Support of density transfer within the Plan area 	
Sally Roman Housing Opportunities Commission (HOC) Strathmore Court	<ul style="list-style-type: none"> ▪ Rezone Strathmore Court to TMX 	This recommendation will be evaluated

Land Use and Zoning-Non-Property Owners

Person/Association	Comments	Response
Greater Bethesda-Chevy Chase Chamber of Commerce	<ul style="list-style-type: none"> ▪ Allow sufficient density as a means of financing infrastructure necessary ▪ Increase density to 6.0 FAR; market will dictate the maximum absorption; provide support for debt service for any bonds 	Plan recommends 4 FAR at the core of the Metro Station area with opportunities for additional densities along MD 355. Staff believes that this amount is enough to spur redevelopment

Urban Design

Person/Association	Comments	Response
Washington Real Estate Investment Trust	<ul style="list-style-type: none"> ▪ Design guidelines must be provided ▪ Introduce flexibility and variation to buildings with slender towers and podiums ▪ Remove outdoor space for each unit recommendation 	The draft design guidelines will be reviewed with all interested parties and modified as directed by the Planning Board before the White Flint Sector Plan is transmitted to the Council. The Planning Board will approve the guidelines after the Council approves the Sector Plan to accommodate any changes
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ Private open space concerns and standard for each residential unit with private open space-PB recreational guidelines are sufficient 	The guidelines will clarify how recommendations for open space will be achieved
JBG Companies	<ul style="list-style-type: none"> ▪ Eliminate private open spaces-each residential unit recommendation; limits design flexibility 	See above regarding design guidelines
Don Briggs Mid-Pike Plaza Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ Include worksession on the design guidelines ▪ Remove Plan language that references slender towers minimum disruption of the natural environment; and breaking up building mass along streets 	The worksession for the Design Guidelines is tentatively scheduled for April 23, 2009
Sierra Club Pamela Lindstrom	<ul style="list-style-type: none"> ▪ Proposed densities and quantity of development requires careful design review 	The guidelines will provide additional information to assist in the careful review of public and private projects.
Richard Pratt White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> ▪ Lack of walkable blocks; proposed blocks are super blocks; large blocks reduce pedestrian activity and reduces the walk mode share ▪ Reduce block size; desired 300 foot grid; if larger, pierce larger blocks with arcades and other forms of attractive public walkways-active store frontages 	New public and potential private streets break up existing super blocks into smaller blocks

Greater Bethesda-Chevy Chase Chamber of Commerce

- Include a policy statement that public utility easements should be located within the right-of-way

Utilities should be located in the public right-of-way as already provided in the Bethesda, Friendship Heights and Silver Spring CBDs

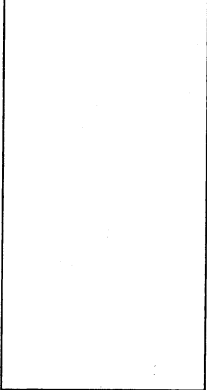
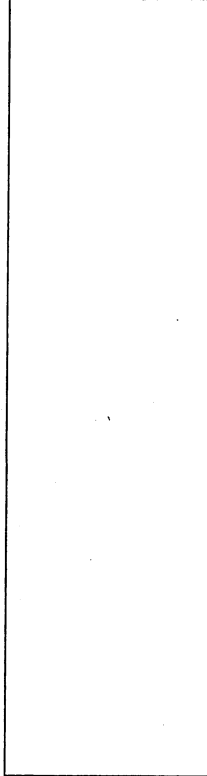
Transportation-Overall

Person/Association	Comments	Response
<p>White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust</p>	<ul style="list-style-type: none"> ▪ Supportive of Plan's principles and assumptions about mobility ▪ Supports transit, street network, bikeway network and travel demand management recommendations 	<p>Staff agrees</p>
<p>City of Rockville Susan R. Hoffman, Mayor</p>	<ul style="list-style-type: none"> ▪ Proposed development will result in a dramatic increase in congestion ▪ Provide data on future level of service along Rockville Pike; Old Georgetown Road, Executive Blvd; Montrose Parkway; Randolph Road and Nicholson Lane 	<p>Plan maximizes utilization of proposed street network system which does result in an increase in traffic congestion, a characteristic of urban areas. Drivers will have multiple transit alternatives.</p> <p>Information on levels of service included in Transportation Appendix</p>
<p>Perry Berman Fitzgerald property</p>	<ul style="list-style-type: none"> ▪ Greater attention to the character of streets (Nebel and Nicholson Lane) ▪ Executive Blvd extension will reduce traffic at Nicholson Lane by 30% 	<p>Master plan streets will be developed consistent with the County's road code and design standards. The Planning Board will adopt street design guidelines.</p> <p>Executive Boulevard extension is an integral portion of the street network. Testimony regarding 30% reduction relates to findings in a particular short-term traffic study and is not indicative of long-term system performance.</p>
<p>White Flint Mall Property</p>	<ul style="list-style-type: none"> ▪ Proposed an alternative road alignment with narrower road widths and bike lanes 	<p>The street network proposed by the White Flint Mall and associated property owners is described in the White Flint Transportation Appendix. Staff finds that the proposed network provides an appropriate interpretation of the Public Hearing Draft Sector Plan network in terms of roadway alignments. The details of street cross-</p>

		sections will be discussed with the Planning Board.
Montouri Property	<ul style="list-style-type: none"> Eliminate extension of Old Georgetwon Road; no transportation or circulation benefit –with or without MARC station 	The Old Georgetown Road extension east from Nebel Street serves solely as access to the proposed MARC station.
Old Georgetown SAAB and Nissan Properties	<ul style="list-style-type: none"> Roadway improvements and the creation of the Civic Green may require the taking of significant portions of the property 	The Planning Board discussed the impacts of proposed roadway on March 9 with the property owner
Jay Gruber White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> Increase volume on MD 355 related to increasing development Public transit proposals offer nothing No additional capacity on Metro to absorb more riders 	The White Flint Transportation Appendix describes the effects of increased development on both the street network and Metrorail. Sufficient capacity exists to accommodate proposed end-state development.
Natalie Goldberg White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> No innovative transit options; No corresponding increase in public transit capacity or road network Use intersection delay rather than Critical Lane Volume (CLV) Measure traffic on Saturdays No analysis of how the development would impact the mobility of existing communities End 4 lane Nebel Street extension at the intersection of Executive Blvd Extended and Nebel Widen Executive Blvd between Nicholson Lane and Nebel Extended to 4 lanes Create a two lane roadway from Rockville Pike and Edson going west around the residential community and meeting Executive Blvd at Nebel 	<p>Street network expansion includes Montrose Parkway and six miles of local streets.</p> <p>Transit capacity includes second Metrorail station entrance, MARC station, and reconstruction of Rockville Pike to include transit priority treatments.</p> <p>See above regarding White Flint Transportation Appendix analyses.</p> <p>Extension of Nebel Street through White Flint Mall District as a three-lane street, rather than a four-lane street, under consideration by staff. Nebel Street Extension designed to meet Edson Lane as circulator roadway system along edge of Plan where development densities and conflicts with both traffic and pedestrians are lower.</p>

<p>Paula Bienenfeld Luxmanor Citizens Association</p>	<ul style="list-style-type: none"> ▪ Traffic assumptions are not supported by data ▪ All streets need to be public 	<p>See above regarding White Flint Transportation Appendix.</p> <p>Private streets are supported in some Districts to improve flexibility in operations beyond that supported in the County Road Code.</p>
<p>Pamela Lindstrom Sierra Club</p>	<ul style="list-style-type: none"> ▪ Metrorail is not enough transit to meet other travel needs; most Metro riders arrive by car ▪ No attention to bus service besides circulator ▪ Draft plan does not adequately analyze transportation impacts ▪ Provide data for all peak hour trips; include data tables showing increase in car trips, trips by other modes and congestions levels at present and at several stages of development ▪ Clarify what is included in non-auto mode share trip 	<p>See above regarding White Flint Transportation Appendix.</p>
<p>Stephen and Lucia Daubresse- Garrett Park Estates-White Flint Park</p>	<ul style="list-style-type: none"> ▪ Ring road around the Mall should not be larger than a two lane road ▪ No circulator bus within residential neighborhood 	<p>See above.</p>
<p>Sallie C. Lowenstein and Robert E. Kenney Garrett Park Estates-White Flint Park</p>	<ul style="list-style-type: none"> ▪ No estimates regarding traffic and air pollution from additional development is provided, including impacts on neighboring streets, such as Strathmore Avenue 	<p>See above regarding White Flint Transportation Appendix analyses.</p> <p>Environmental Planning staff has prepared an analysis of projected CO2 emissions</p>
<p>Erica Leatham White Flint Plaza- Combined Properties</p>	<ul style="list-style-type: none"> ▪ Shift of Nicholson Lane and Nebel Street extended alignment to the east 	
<p>County Executive</p>	<ul style="list-style-type: none"> ▪ Provide greater specificity regarding the location of parking garages 	<p>As described in the White Flint Transportation Appendix, staff recommends revising the recommendation for a Parking</p>

Lot District to one of a Parking Management Authority, whereby the provision of parking garages open to the general public can be required as part of the subdivision process, with parking garages operated by either the public sector or private sector.



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Transportation-MARC Station

Person/Association	Comments	Response
Derick Berlage, Lee Barnes, Paul Klinedinst and Robert Comstock Nicholson Court	<ul style="list-style-type: none"> ▪ MARC Station at Nicholson CT is superior; likely to become a TOD catalyst; and supported by property owners 	<p>The Montouri property site maximizes walking distance from the MARC station to the Metro station and most intensely developed section of the Plan area.</p> <p>The primary advantage to the Nicholson Court property site is that site access on both sides of the CSX tracks is generally cleared of forest and includes properties with active redevelopment interests. It also serves residential neighborhoods to east of the CSX tracks.</p>
Washington Real Estate Investment	<ul style="list-style-type: none"> ▪ Old Georgetown Road location is the preferred site 	See above
Susan Hudson Garrett Park Estates-White Flint Park	<ul style="list-style-type: none"> ▪ Oppose to station at Nicholson CT; more than a 20 minute walk to Metro; MARC needs better interface to Metro 	See above
Dan Hoffman Randolph Civic Association	<ul style="list-style-type: none"> ▪ Support of Nicholson CT as MARC station- residents would benefit and take pressure off of Metro 	See above
Don Briggs Federal Realty Investment Trust	<ul style="list-style-type: none"> ▪ MARC should not be funded by public/private because of a lack of regular and dependable services 	<p>The MARC Growth and Investment Plan recommends \$530M of capital improvements to the Brunswick line by 2035. These system improvements will primarily be funded by public sources and will facilitate increased headways and bi-directional services. Staff finds that the additional \$13M estimated for a White Flint station, not yet in the MARC Plan, is a cost appropriately assigned to the White Flint Implementation Authority.</p>