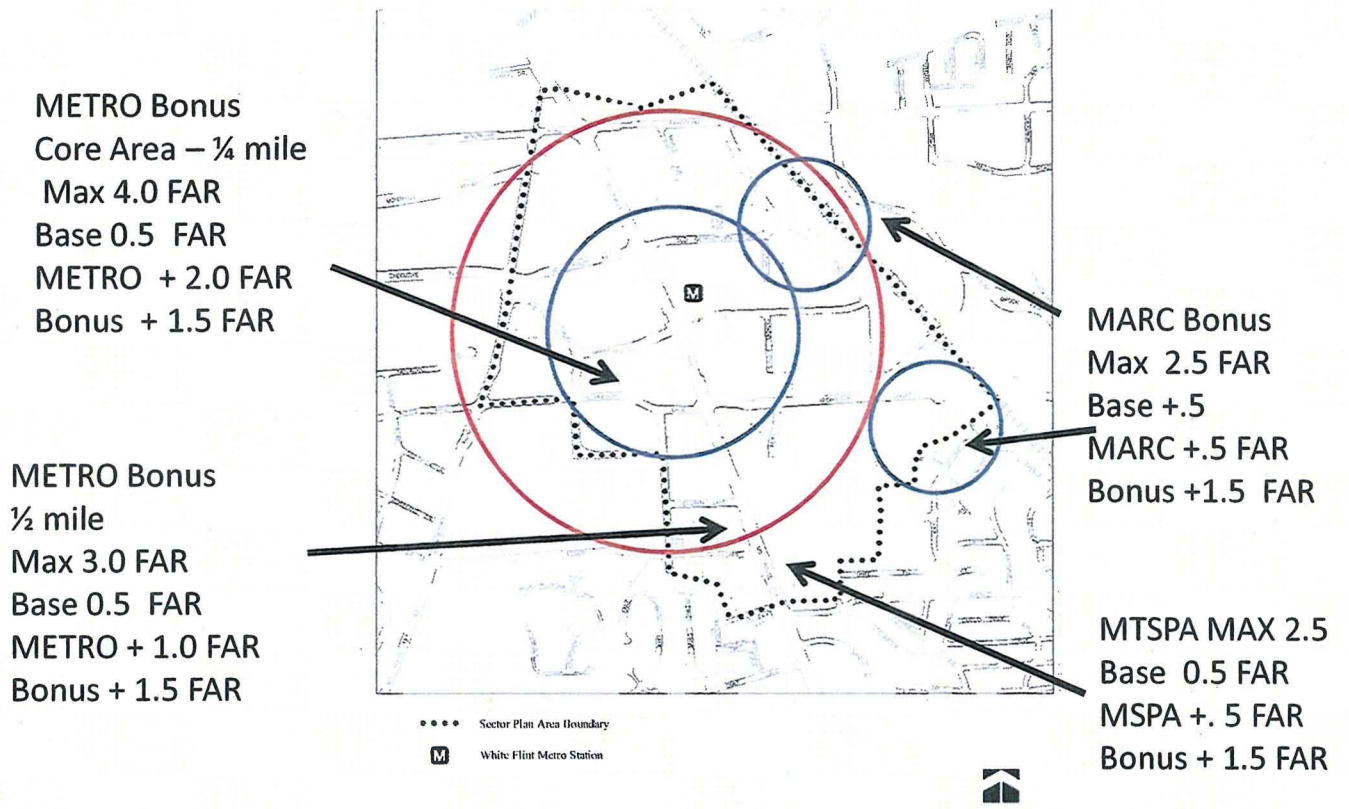


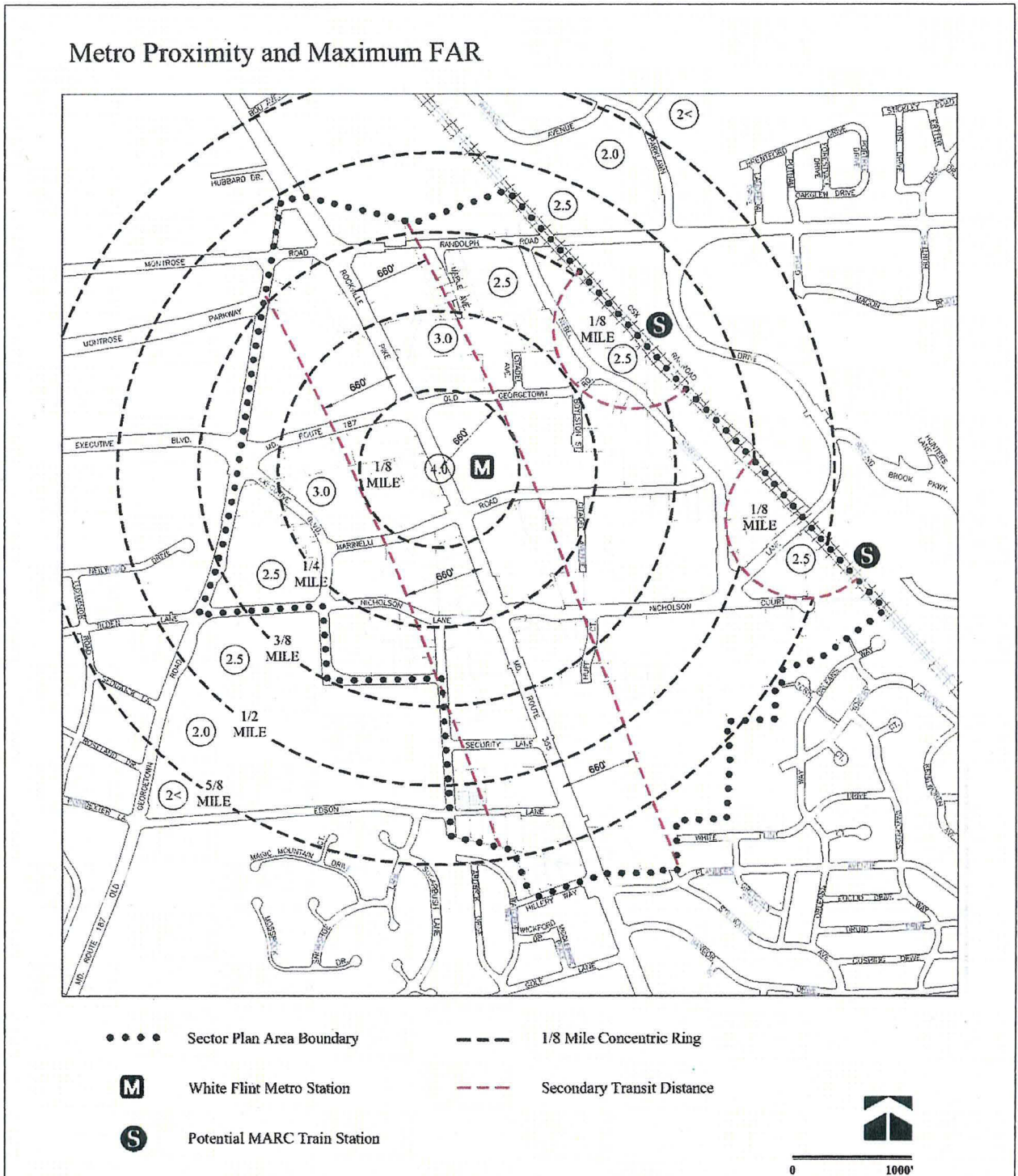
ATTACHMENT 1 Proposed Density Concept



PROPOSED BONUS DENSITY CONCEPT
Centered on Existing Station

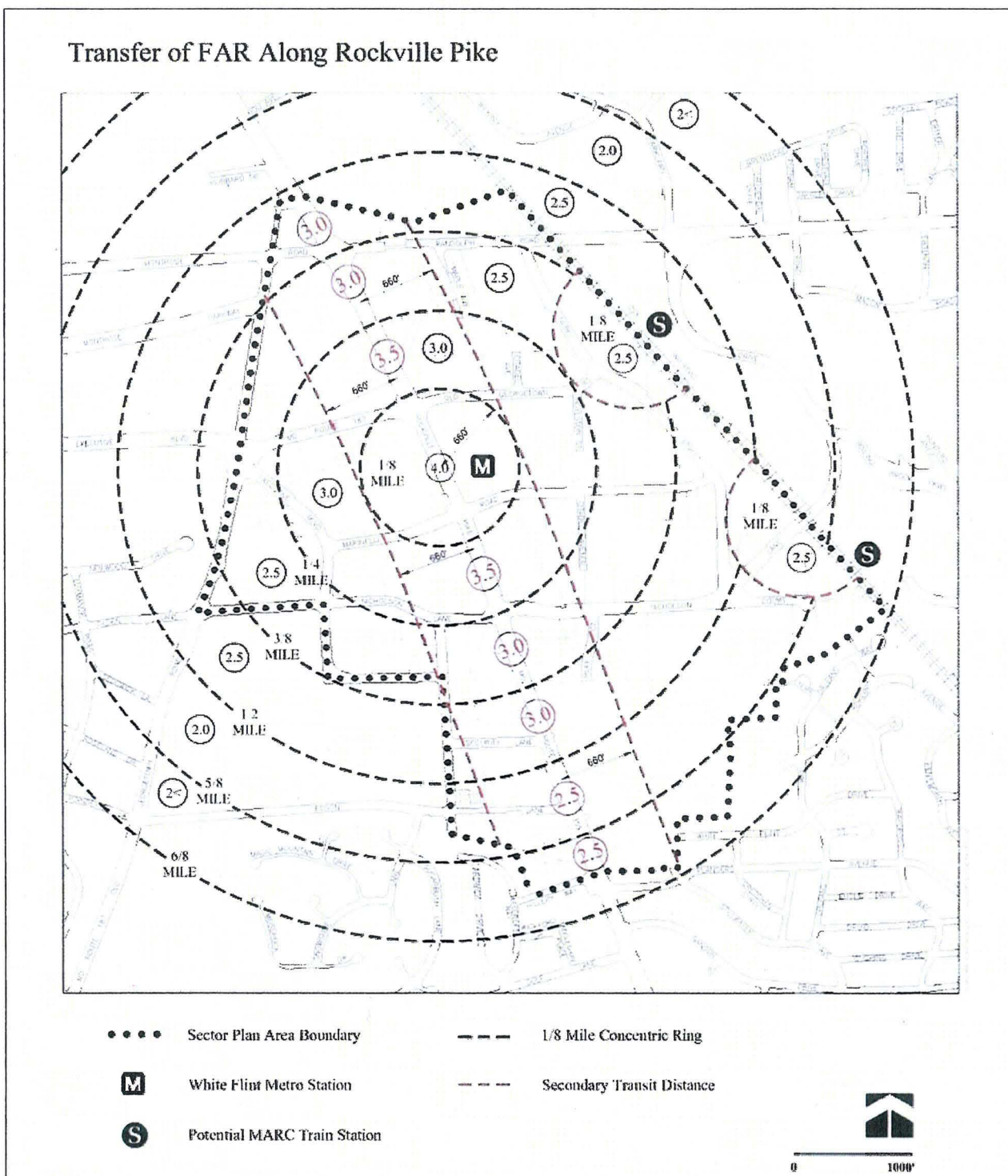
ATTACHMENT 2

Figure 15 from the Draft Sector Plan: Metro Proximity and Maximum FAR



ATTACHMENT 3

Figure 17 from the Draft Sector Plan: Transfer of Density along Rockville Pike



ATTACHMENT 4

WALTER JOHNSON CLUSTER

Projected Enrollment and Space Availability Effects of Recommended Amendments to the FY 2019–2014 CIP and Non-CIP Actions on Space Available

Schools			Actual 08-09	Projections						
				09-10	10-11	11-12	12-13	13-14	14-15	2018
Walter Johnson HS	Program Capacity	1905	1888	2194	2221	2248	2275	2275	2275	2275
	Enrollment	2006	2020	2022	2035	2071	2072	2087	2100	2190
	Available Space	(101)	(132)	172	186	177	203	188	175	85
	Comments		Mod.Comp. Dec.2009 +1 Asperg	Site Work Complete Aug. 2010	-2 SLC	-2 SLC	-2 SLC			
North Bethesda MS	Program Capacity	850	850	850	850	850	850	850	850	850
	Enrollment	804	779	773	781	769	794	873	915	995
	Available Space	46	71	77	69	81	56	(23)	(65)	(145)
	Comments									
Tilden MS	Program Capacity	988	1013	1013	1013	1013	1013	1013	1013	1013
	Enrollment	698	729	744	745	736	727	802	840	875
	Available Space	290	284	269	268	277	286	211	173	138
	Comments		-2 SLC			Fac. Plng. For Mod.				
Ashburton ES	Program Capacity	659	659	659	659	659	659	659		
	Enrollment	586	618	626	637	652	656	657		
	Available Space	73	41	33	22	7	3	2		
	Comments	+9 Rooms								
Farmland ES	Program Capacity	616	616	616	738	738	738	738		
	Enrollment	617	650	661	694	705	714	709		
	Available Space	(1)	(34)	(45)	44	33	24	29		
	Comments		@North Lake Facility Jan. 2010		Mod. Comp. Aug. 2011 +2 LFI					
Garrett Park ES	Program Capacity	456	456	456	662	662	662	662		
	Enrollment	472	461	475	488	513	540	567		
	Available Space	(16)	(5)	(19)	174	149	122	95		
	Comments			@ Grosvenor Facility	Mod. Comp. Jan. 2012					
Kensington-Parkwood ES	Program Capacity	517	517	517	517	517	517	517		
	Enrollment	554	587	615	613	614	618	594		
	Available Space	(37)	(70)	(98)	(96)	(97)	(101)	(77)		
	Comments									
Luxmanor ES	Program Capacity	239	446	446	446	446	446	446		
	Enrollment	370	371	382	403	414	433	429		
	Available Space	(131)	75	64	43	32	13	17		
	Comments	+9 Rooms Jan. 2009				Fac. Plng. For Mod.				
Wyngate ES	Program Capacity	422	422	422	422	422	422	422		
	Enrollment	603	619	637	655	689	694	693		
	Available Space	(181)	(197)	(215)	(233)	(267)	(272)	(271)		
	Comments	Fac. Plng. for Add.								
Cluster Information	HS Utilization	105%	107%	92%	92%	92%	91%	92%	92%	96%
	HS Enrollment	2006	2020	2022	2035	2071	2072	2087	2100	2190
	MS Utilization	84%	84%	85%	85%	84%	84%	89%	91%	93%
	MS Enrollment	1502	1508	1517	1526	1505	1521	1675	1755	1870
	ES Enrollment	3202	3306	3396	3490	3587	3655	3649	3800	3970

PROPOSED PUBLIC TRANSPORTATION SYSTEM IMPROVEMENTS

FIGURE 53



page
152

ATTACHMENT 6

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 	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 Plan will recommend a TMX zone or another mixed use zone Workforce housing is required for any new development within a Metro Station Policy Area
Derick Berlage, Lee Barnes, Paul Klinedinst and Robert Comstock	<ul style="list-style-type: none"> ▪ 2.5 FAR for Nicholson Court properties 	If MARC station is located at this district, the recommended FAR would be 2.5
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) 	See above regarding density allocation
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 	Density based on proximity to Metro Station (core) and MD 355 proximity Zoning standards will determine if any new residential incentives are recommended, such

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6A 37

	radius for housing	as bonus densities
White Flint Mall Lerner Enterprises and Tower Companies	<ul style="list-style-type: none"> ▪ Opposed to density transfer (cost and economic viability of projects) ▪ 3.0 FAR or 2.8 FAR in the Collaborative proposal will spur redevelop 	<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>
JBG Companies North Bethesda Conference Center Eatzi's North Bethesda Market Rockwall I and II Luttrell	<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>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>
11720 Nebel Street –Jolles Property	<ul style="list-style-type: none"> ▪ Support a 2.5-3.0 FAR; ▪ Unique challenges with small properties 	<p>Consistent with Plan recommendation</p>
Washington Real Estate Investment Trust Montrose Center and	<ul style="list-style-type: none"> ▪ 2.5 FAR is reasonable; however, given the costs to redevelopment 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>

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<p>Randolph Center Maple Avenue and Nebel Corridor</p>	<ul style="list-style-type: none"> west roadway; no adverse impact on neighboring areas 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>

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	<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

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Schools

Person/Agency/Property	Comments	Response
Elizabeth King Walter Johnson Cluster PTA	<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 	Plan recommends the following priority: a school site within the plan area; Reuse of a former school site; redistrict to use former school site Montgomery County Public Schools (MCPS) supports the dedication of land rather than purchase of land for a school site 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
D. Pathmanathan White Flint Park-Garrett Park Estates	<ul style="list-style-type: none"> ▪ Locate an elementary school within the civic/town center core ▪ Endorse Walter Johnson PTSA Cluster position 	No school activities are proposed for the White Flint Neighborhood Park 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 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
Dan Hoffman Randolph Civic Association	<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 	MCPS determines school cluster boundaries
Sallie C. Lowenstein and Robert E. Kenney	<ul style="list-style-type: none"> ▪ Open one of the former school sites as an elementary 	Staff agrees

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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>

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	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

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Transportation-MARC Station

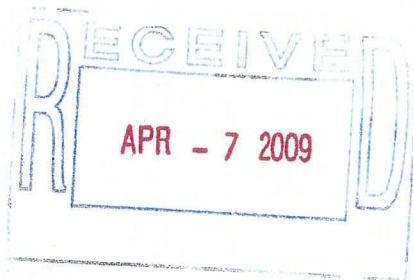
Person/Association	Comments	Response
<p>Derick Berlage, Lee Barnes, Paul Klinedinst and Robert Comstock Nicholson Court</p>	<ul style="list-style-type: none"> ▪ MARC Station at Nicholson CT is superior; likely to become a TOD catalyst; and supported by property owners 	<p>The Montouri property site maximizes 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>
<p>Washington Real Estate Investment Susan Hudson Garrett Park Estates-White Flint Park</p>	<ul style="list-style-type: none"> ▪ Old Georgetown Road location is the preferred site ▪ Oppose to station at Nicholson CT; more than a 20 minute walk to Metro; MARC needs better interface to Metro ▪ Support of Nicholson CT as MARC station- residents would benefit and take pressure off of Metro ▪ MARC should not be funded by public/private because of a lack of regular and dependable services 	<p>See above</p> <p>See above</p> <p>See above</p>
<p>Dan Hoffman Randolph Civic Association Don Briggs Federal Realty Investment Trust</p>		<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>

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6C 44

ATTACHMENT 7

**SHULMAN
ROGERS
GANDAL
PORDY &
ECKER, PA.**



David D. Freishtat, Esq.
(301) 230-5206
dfreishtat@srgpe.com

April 3, 2009

Dr. Royce Hanson, Chairman
Montgomery County Planning Board
Maryland-National Capital Park
& Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: MARC Train Station Location; Kronstadt Realty Property
Our File No. 102459.00006

Dear Dr. Hanson:

This Firm represents Randolph Building Limited Partnership and Randolph Properties, Limited Partnership, and Allen Kronstadt, Managing General Partner of both, owners of the property (approximately 26 acres) (hereinafter referred to as "Kronstadt Properties") located at the eastern side of the CSX tracks, opposite the Nicholson Ct properties as shown on the draft White Flint Sector Plan. The purpose of this letter is to express the support for the Nicholson Ct location for a MARC station in the White Flint Sector Plan.

Kronstadt Properties is the owner of the entire frontage along the CSX tracks from Nicholson Lane south to the Randolph Hills community. The property comprises approximately 26 acres, fronting on the CSX tracks, Boiling Brook Parkway and Wyancóna Road.

Approximately three years ago my client and I met with Simon Taylor, Director of Planning for the Maryland Transportation Administration and Mr. Gerald Cichy, also of that agency. The MTA is the agency that operates the MARC trains.

As a result of that meeting, the following facts were made clear:

1. The MTA has no money to build any new train stations.
2. The MTA is governed by the limitations imposed on it by CSX, the owner of the track right-of-way and the freight trains which operate on these tracks.

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3. There are approximately 48 freight trains that are operated on this section of track every day.
4. CSX will not allow any increase in the service on this section of the line, from Brunswick to Union Station.
5. CSX will not allow any increase in the number of stations. Only the location of stations can change, but only with permission of CSX.
6. The station at Garrett Park is a non-conforming station. MTA would like to close this station. The station is non-conforming because it is not handicapped accessible.
7. The Garrett Park station has, on the average, 24 passengers a day use the station. Its parking lot is very small. It is one of the stations that are always on the list to be closed.
8. The Kronstadt/Nicholson Ct location for a new MARC station is the closest location to Garrett Park, and by way of existing trails, could be accessed easily from Garrett Park.
9. MTA will be increasing service by extending the length of trains, and buying double deck cars, not increasing frequency of trains.
10. MTA and CSX prefer to run the passenger (MARC) trains on the eastern track because, they run at faster speeds than freight, and running the passenger trains on the east track will keep the trains away from the Metro tracks, where they run parallel, in case of a derailment. If a passenger train derails on the CSX tracks, it will be one track removed from the Metro track.

All of these facts make the Nicholson Ct location for a MARC station much more desirable than the alternate Old Georgetown Rd site.

As was stated by Mr. Berlage in his discussion of his client's property, Kronstadt is very willing to cooperate in the placement of a MARC station on his property. It is understood that a station would be situated primarily on his property, and he has considered plans for redevelopment of his property that would include a mixed use project, incorporating the MARC station.

Randolph Hills community unanimously supports the southern/Nicholson Ct. MARC train station location as well. A copy of an email trail indicating the support of the Randolph Hills community is enclosed.


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Dr. Royce Hanson
April 3, 2009
Page 3

Mr. Kronstadt has asked for his property to be included in the current White Flint, Phase I, and understands that he should be included in the White Flint, Phase II, Sector Plan.

Please let me know if you want to hear from me, either on the placement of the MARC station on or near the Kronstadt property, or the plans we have prepared for a mixed use development of the Kronstadt property, which could incorporate a MARC station.

Sincerely,



David D. Freishtat

DDF:grs

Enclosure

Cc: Mr. Allen Kronstadt ✓
Mrs. Piera Weiss ✓
Mr. Nkosi Yearwood
Mr. Gerald Cichy
Derick Berlage, Esquire

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Berlage, Derick P.

From: Ike Leggett [Ike.Leggett@montgomerycountymd.gov]
Sent: Thursday, July 31, 2008 9:50 AM
To: DanHoffman123@aol.com
Subject: RE: White Flint Sector Plan

Dear Mr. Hoffman:

Thank you very for sending me a copy of your July 14, 2008, e-mail to Royce Hanson supporting the inclusion of a new MARC station at Nicholson Court in the White Flint Sector Plan. I appreciate hearing from County residents as we work together to develop our Master Planned transportation network.

I acknowledge the Randolph Civic Association's support for the concept of building a MARC train station at Nicholson Court, with a footbridge connecting this station to Wyaconda Road. I understand your concern that relocating the Garrett Park MARC stop farther north would extend the route beyond walking distance for many residents.

Staff from the Department of Transportation has been following the Master Plan Process and are aware of your support for a station at Nicholson Court. I will take your concerns into account when the Planning Board transmits the Draft White Flint Sector Plan to me for comments. Once again, thank you for your interest in improving mobility in Montgomery County.

Sincerely,

Isiah Leggett
County Executive

-----Original Message-----

From: DanHoffman123@aol.com [mailto:DanHoffman123@aol.com]
Sent: Monday, July 14, 2008 11:23 PM
To: mcp-chairman@mncppc-mc.org
Cc: Ike Leggett; Knapp, Mike; Berliner, Roger; Crystal.Myers@mncppc-mc.org
Subject: White Flint Sector Plan

Honorable Royce Hanson
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Chairman Hanson:

The Randolph Civic Association (RCA), representing over 1300 homes, is the local community association for residents of the following communities: Randolph Hills, Randolph Farms, Montrose Park, Hilltop Square and Franklin Park. The RCA is a community-focused organization, updating residents about Montgomery County information, current events and legislative and regulatory changes. RCA also represents the community in local regional organizations, such as Montgomery County Civic Federation and North Bethesda Congress. RCA is proud to also have representation on the White Flint Sector Plan Advisory Group, and looks forward to remaining active in the process. Our representatives have been pleased with the process thus far and look forward to the report on our sector later this month.

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One aspect of this plan we would like point out our support for is the concept of building a MARC train station at Nicholson Court, with a footbridge connecting this station to Wyaconda Road (in RCA). At our May meeting it was moved and seconded that the RCA support such a bridge and MARC station. This passed unanimously. The previous concept of moving the existing Garrett Park MARC stop farther north along the tracks would take the station out of walking distance for thousands of residents. A station at Nicholson Court with a handicap accessible crossing and parking would make the station more functional for RCA residents and retain the connection it currently has to Garrett Park (this new location would still provide Garrett Park residents with walking access to the stop).

Thank you for your time and consideration in this matter. We have been satisfied with the planning process thus far, and hope that the desires of our community are taken into consideration.

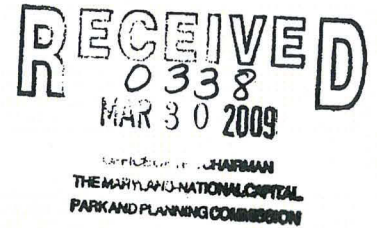
Sincerely,

Daniel Hoffman
2nd Vice President, Randolph Civic Association
Member, White Flint Sector Plan Advisory Group

CC:
Honorable Isiah Leggett, County Executive
Honorable Michael Knapp, Council President
Honorable Roger Berliner, Councilmember

This electronic copy is be sent ahead of a hardcopy which will follow via mail in the next several days.

Get the scoop on last night's hottest shows and the live music scene in your area - Check out TourTracker.com!



March 30, 2009

Via Email and Fax

Montgomery County Planning Board
 Maryland-National Capital Park and Planning Commission
 8787 Georgia Avenue
 Silver Spring, Maryland 20910

Re: **White Flint Sector Plan – MARC Station Location at Nicholson Court**

Dear Dr. Hanson and Members of the Planning Board:

A Marc Station at Nicholson Court, is the best option for a variety of reasons.

Proximity to the Metro Station

The Montouri site, which is 1,800 feet from the White Flint Metro station, is not close enough to encourage transfer ridership between MARC and Metro. Rockville and Silver Spring stations better serve this transfer purpose with immediate access to Metro. How many south-bound riders are going to pass the Rockville station to transfer at White Flint? Walk an additional quarter-mile between the two stations is not close enough.

MTA's Long Range Plan

The State's current focus is on serving "distant riders." In Montgomery County, MARC station locations should serve many functions. For example, improved access to DC from the North Bethesda area, which may not be distant, will nevertheless provide needed commuter service to employment centers. Moreover, the amount of ridership from a station in White Flint will also provide important traffic relief for the region as well.

In addition, Montgomery County could have other important goals in selecting a MARC station location: improving access to existing and future residential neighborhoods. Neighborhood revitalization for areas such as Randolph Hills, while encouraging new multi-family developments in White Flint, for example, would benefit from a direct rail connection to Union Station provided by the Nicholson Court location.

Access to the east side of the tracks

The Montouri site has at least two fatal flaws: the Old Georgetown Road Bridge over the CSX tracks; due to needed to serve the east side of the community is very expensive to build and has a difficult engineering problem to over come. One set of bridge alignments shows road grades of

either 23 - 34%, due to lack of distance needed to cross the CSX tracks and the elevation of Parklawn Drive. See attached studies.

On the other hand, the Nicholson Court MARC station would be served by the existing bridge at Nicholson Lane which will allow residents of the Randolph Civic Association's as well as other neighborhoods, to walk to the new station.

Reality

Navigating the financing, right of way acquisition and engineering challenges and to secure a new MARC station will be difficult. Because the Nicholson Court owners support a station, they are will help implement it. Because these landowners seek to redevelop their properties as transit-oriented mixed use projects, they will have the incentive to assist the State's creation of a new MARC station in White Flint.

Thank you for the opportunity to present my views on this subject.

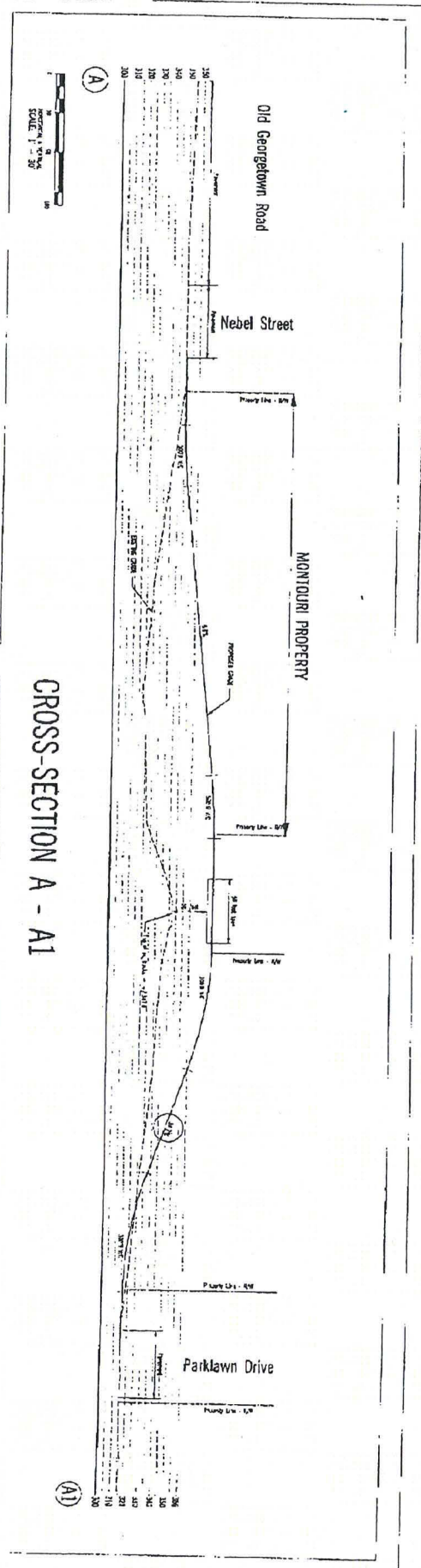
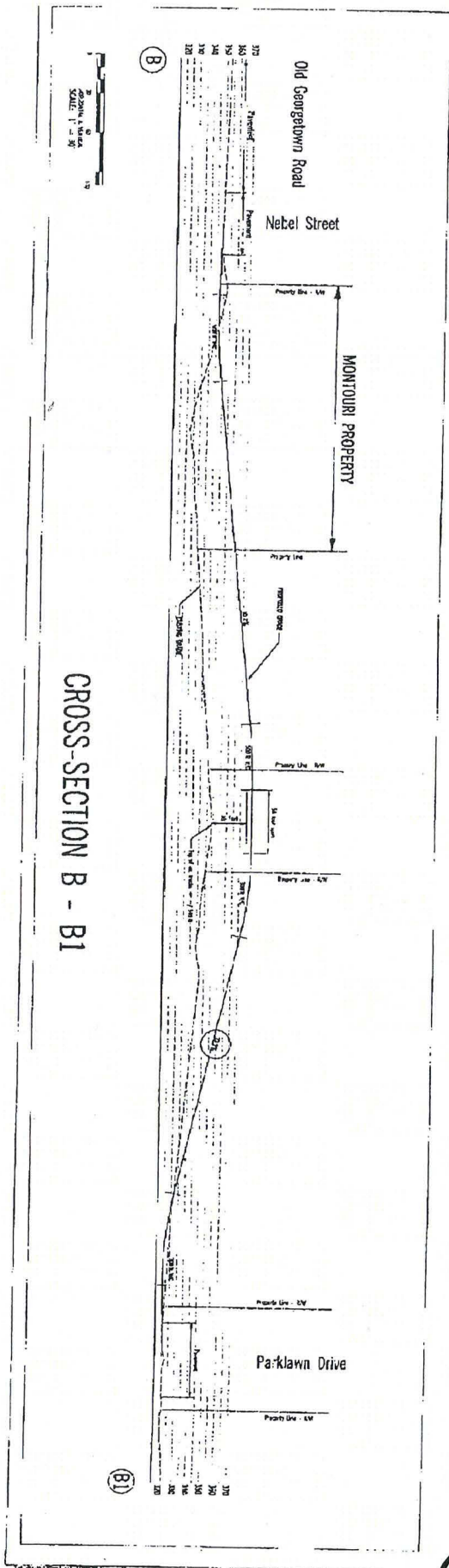
Sincerely



Perry Berman

CC: Piera Weiss
Dan Hardy
Nkosi Yearwood

Attachment (via e-mail)



Coleman, Joyce

From: Silberg, Jay E. [jay.silberg@pillsburylaw.com]
Sent: Sunday, March 29, 2009 10:40 PM
To: MCP-Chairman
Cc: councilmember.berliner@montgomerycountymd.gov
Subject: White Flint Sector Plan Phase II

RECEIVED
0339
MAR 30 2009
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I understand that the Planning Department is working on Phase II of the White Flint Sector Plan. I have received some information to suggest that Phase II may affect me as a resident of Neilwood Drive. I am interested in any information that has been developed with respect to this work, the names and contact information of those individuals who can describe the work that is being done, the schedule for that work, and how residents who may be affected can participate. Thank you in advance for your response.

Jay E. Silberg | Pillsbury Winthrop Shaw Pittman LLP

Tel: 202.663.8063 | Fax: 202.663.8007 | Cell: 301.523.5378
2300 N Street, NW | Washington, DC 20037-1122

Email: Jay.Silberg@pillsburylaw.com
www.pillsburylaw.com

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Coleman, Joyce

RECEIVED

MAR 30 2009

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

From: Perry Berman [perryplanning@comcast.net]
Sent: Monday, March 30, 2009 2:55 PM
To: MCP-Chair
Cc: Weiss, Piera; Hardy, Dan; Yearwood, Nkosi
Subject: White Flint Monday night worksession
Attachments: Nicholson lane station - board letter.doc; Old Georgetown bridge grade study.txt

Dr Hanson,

Please include my letter in support of the Nicholson Court MARC station, as part of your record in tonight's worksession

Thank you

Perry Berman
Office 301-854-2098
Cell 240-888-6166
Fax 410-799-0517
7910 Briarglen Drive
Elkridge, Maryland 21075

55



March 30, 2009

Via Email and Fax

Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: White Flint Sector Plan – MARC Station Location at Nicholson Court

Dear Dr. Hanson and Members of the Planning Board:

A Marc Station at Nicholson Court, is the best option for a variety of reasons.

Proximity to the Metro Station

The Montouri site, which is 1,800 feet from the White Flint Metro station, is not close enough to encourage transfer ridership between MARC and Metro. Rockville and Silver Spring stations better serve this transfer purpose with immediate access to Metro. How many south-bound riders are going to pass the Rockville station to transfer at White Flint? Walk an additional quarter-mile between the two stations is not close enough.

MTA's Long Range Plan

The State's current focus is on serving "distant riders." In Montgomery County, MARC station locations should serve many functions. For example, improved access to DC from the North Bethesda area, which may not be distant, will nevertheless provide needed commuter service to employment centers. Moreover, the amount of ridership from a station in White Flint will also provide important traffic relief for the region as well.

In addition, Montgomery County could have other important goals in selecting a MARC station location: improving access to existing and future residential neighborhoods. Neighborhood revitalization for areas such as Randolph Hills, while encouraging new multi-family developments in White Flint, for example, would benefit from a direct rail connection to Union Station provided by the Nicholson Court location.

Access to the east side of the tracks

The Montouri site has at least two fatal flaws: the Old Georgetown Road Bridge over the CSX tracks; due to needed to serve the east side of the community is very expensive to build and has a difficult engineering problem to over come. One set of bridge alignments shows road grades of

either 23 - 34%, due to lack of distance needed to cross the CSX tracks and the elevation of Parklawn Drive. See attached studies.

On the other hand, the Nicholson Court MARC station would be served by the existing bridge at Nicholson Lane which will allow residents of the Randolph Civic Association's as well as other neighborhoods, to walk to the new station.

Reality

Navigating the financing, right of way acquisition and engineering challenges and to secure a new MARC station will be difficult. Because the Nicholson Court owners support a station, they are will help implement it. Because these landowners seek to redevelop their properties as transit-oriented mixed use projects, they will have the incentive to assist the State's creation of a new MARC station in White Flint.

Thank you for the opportunity to present my views on this subject.

Sincerely

signed

Perry Berman

CC: Piera Weiss
Dan Hardy
Nkosi Yearwood

Attachment (via e-mail)

Coleman, Joyce

From: Deanne Knapp [knappdee@gmail.com]
Sent: Monday, March 30, 2009 6:20 AM
To: MCP-Chairman
Subject: Re White Flint Planning

RECEIVED

MAR 30 2009

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

hello

I want to express my belief that you are doing a fine job of balancing all points of view in developing your White Flint Plan.

--

Deanne E Knapp

11318 cushman rd, 20852-3606

301 530 8946

knappdee@gmail.com

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Coleman, Joyce

2009-0335

From: Hilary Goldfarb [hgoldfarb@promarkrealestate.com]
Sent: Friday, March 27, 2009 12:56 PM
To: MCP-Chairman; Hanson, Royce; John.Robinson@mncppc-mc.org; Cryor, Jean; Alfandre, Joe; Presley, Amy
Cc: Stanley, Rollin; Weiss, Piera; Yearwood, Nkosi; roe@promarkrealestate.com; rle@promarkrealestate.com; 'Berlage, Derick P.'; 'Paul Klinedinst'; 'Jody Kline'; 'Perry Berman'; 'Esther Gelman'; jack@fitzmail.com; 'Robert Wulff'; 'Rob Smith'; 'Phil Perrine'; 'Tom Fauquier'; 'I.J. Hudson'; info@randolphcivic.org
Subject: MARC station at Nicholson Court
Attachments: March 27 2009_MARC Station Location_Bob Eisinger_FINAL.pdf

Attached please find a letter for Monday's work session on the White Flint Sector Plan.

Many thanks,
Hilary Goldfarb

Hilary Allard Goldfarb
ProMark Real Estate Services
16220 Frederick Rd. Suite 325
Gaithersburg, MD 20877
hgoldfarb@promarkrealestate.com
301-208-6700
301-208-1303 (fax)
240-481-4282 (cell)

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MAR 27 2009

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

59

PROVARK
REAL ESTATE SERVICES, LLC

16220 Frederick Rd. Suite 325
Gaithersburg, MD 20877

March 27, 2009

Via Email

Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: **White Flint Sector Plan – MARC Station Location at Nicholson Court**

Dear Dr. Hanson and Members of the Planning Board:

We are writing to support Nicholson Court as the site for a new MARC Station for the following reasons:

Environmental Benefits

- ***The Nicholson Court location includes sixteen (16) acres of highly impervious development.*** When these properties were first developed in the 1970s, onsite storm water management systems were generally not required. The techniques that were in fact employed—such as leeching pits or subsurface sand traps that would have helped to mitigate runoff—have now, thirty years later, hardened.
- Assuming an east-side connection is desired, ***a single landowner controls thirty (30) highly impervious acres*** immediately adjacent to the CSX tracks and downhill from the Nicholson Court location. This site was developed in the early 1960s with no storm water management, a fact exacerbated by a very steep grade change. The effects of poor drainage and standing water impede traffic flow on Parklawn Drive and Boiling Brook Parkway every time it rains.
- As a result, the Nicholson Court location offers an opportunity to achieve ***major environmental benefits for the lower Rock Creek watershed by incentivizing the redevelopment of at least forty-six (46) acres.*** New projects will comply with County and State regulations that control the amount of storm runoff and related pollutants.
- On the other hand, ***the existing Montouri site is covered with trees and vegetation.*** A MARC station in this location requires paving over this green area and works against the goal of the White Flint Sector Plan to increase the overall tree canopy to 30%.

Property Owner Support: Cooperation versus Condemnation

- **The Nicholson Court property owners have ALL endorsed the Nicholson Court location** according to public hearing testimony and the Montgomery County Gazette (March 25, 2009).
- **The Nicholson Court property owners have active redevelopment interests;** the Montouri site does not. In fact, it may even be necessary for the County to condemn the Montouri site for use as a MARC Station. Regardless, it will require money to be acquired. Nicholson Court, on the other hand, may possibly be achieved through dedications at no expense to the County or MARC/CSX, given proper redevelopment incentives.
- Property owner cooperation and coordination is essential if the profitable businesses and commercial interests that currently operate are to be replaced. At the Montouri location, the properties on the east side of the CSX tracks are income-producing. As a result, **any process that locates a MARC station there will require a long and potentially expensive condemnation.**

Access to Residential Neighborhoods: Commuter and Community Needs

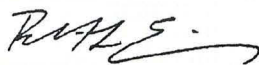
- The Nicholson Court site, unlike the Montouri site, **serves abutting residential communities such as Randolph Hills whose Civic Association has endorsed the Nicholson Court Site.** The Montouri site will not serve neighborhood commuters, without them getting in their cars, driving across the tracks at Nicholson Lane, turning on Nebel and increasing traffic congestion right where you don't want it.
- **MARC's proximity to existing and proposed residential areas will be paramount to the success of North Bethesda.** Proximity to Rockville Pike, on the other hand, is of secondary importance. This is because if located to serve neighborhood users, riders will walk or take a bus to reach the station. Out of the area, southbound commuters will not drive to the station; they will use other stations to the North with more convenient access to I-270 and therefore Nicholson Court should not attract out of the area traffic.
- **The Nicholson Court site is immediately adjacent to an arterial roadway that spans the CSX tracks.** The Montouri site does not provide access across the tracks for either pedestrian or vehicular traffic. In fact, the State has just upgraded and widened the bridge across the tracks at Nicholson.
- When redeveloped, Nicholson Court and the 30-acre property on the east side of the CSX tracks may offer a **synergistic relationship with the recreational hiker/biker trail** that runs throughout the White Flint planning area and will afford a link to Rock Creek Park and its bike trail. The Montouri property offers none of this.
- Also, spreading out the distance between MARC and Metro is, in fact, a desirable planning goal. It offers an opportunity to **enhance bus circulation** which, in turn, can facilitate additional stops for employment and residential developments. Bus transit can therefore become more efficient, more cost effective, more versatile and more widely used.

In conclusion, we believe that Nicholson Court is not only the preferred location for a new MARC station, but the only real option from environmental, cost, community enhancement, and bus circulation perspectives.

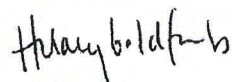
Thank you for your attention,



Robert O. Eisinger
Managing Member



Robert L. Eisinger
Development & Asset Director



Hilary Goldfarb
Planning Director

Cc:

Rollin Stanley
Piera Weiss
Nkosi Yearwood
Derick Berlage
Paul Klinedinst
Jody Kline
Perry Berman
Esther Gelman
Jack Fitzgerald
Robert Wulff
Rob Smith
Phil Perrine
Alan Kronstadt
Lee Barnes
Steve Orens
Tom Fauquier
I.J. Hudson
Matt Tifford
Dan Hoffman