






## Sketch Plan No. 32012004. White Flint Mall Redevelopment

---

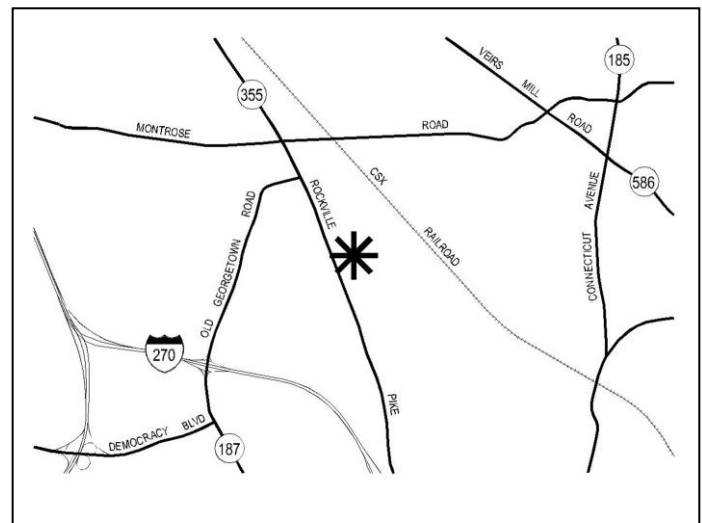
-  Nkosi Yearwood, Senior Planner, Area 2 Division, [nkosi.yearwood@montgomeryplanning.org](mailto:nkosi.yearwood@montgomeryplanning.org), 301.495.1332
-  Joshua Sloan, Planner Supervisor, Area 2 Division, [Joshua.Sloan@MontgomeryPlanning.org](mailto:Joshua.Sloan@MontgomeryPlanning.org), 301.495.4597
-  Glenn Kreger, Chief, Area 2 Division, [Glenn.Kreger@MontgomeryPlanning.org](mailto:Glenn.Kreger@MontgomeryPlanning.org), 301.495.4653

Completed: October 12, 2012

---

### Description

- Construction of 5.22 million square feet of development, including 2.87 million square feet of residential and 2.34 million square feet of non-residential uses;
- Current uses: an office building and commercial shopping mall;
- Located at 11301 Rockville Pike and 11501 and 11511 Huff Court;
- On 45.3 gross acres of land in three zones; in the CR4 C 3.5 R 2.0 H 250, CR3 C 1.5 R 2.5 H 200 and CR1.5 C 0.25 R 1.5 H 50 zones in the White Flint Sector Plan area;
- Applicant: White Flint Mall, LLLP and White Flint Associates, LLC filed on February 15, 2012.



### Summary

- Staff recommends the approval of the White Flint Mall Sketch Plan with conditions and adoption of the Draft Resolution.
- The proposed development will transform the existing single-use White Flint Mall and an office building into a vertical mixed-use destination with new amenities and facilities, street network, and public use spaces.
- Key elements of the plan are the new street network, public amenities, public use space, mixed-use development, and a park dedication.
- A particular concern regarding this development is the provision of a site for a future elementary school.
- Staff has received one letter of concern from a resident regarding the proposed development.

## TABLE OF CONTENTS

<b>SECTION 1: RECOMMENDATION AND CONDITIONS</b>	3
<b>SECTION 2: SITE DESCRIPTION</b>	7
Site Vicinity	
Site Analysis	
<b>SECTION 3: PROJECT DESCRIPTION</b>	10
Previous approvals	
Proposal	
Buildings and Height	
Open Space and Environment	
Transportation	
Phasing	
Community Outreach	
<b>SECTION 4: PROJECT ANALYSIS AND FINDINGS</b>	23

## RECOMMENDATION AND CONDITIONS

Staff recommends approval of the White Flint Mall sketch plan 32012004, application for a maximum of 5,220,565 square feet of development on 45.3 gross acres of land zoned CR4 C 3.5 R 2.0 H 250, CR3 C 1.5 R 2.5 H 200 and CR 1.5 C 0.25 R 1.5 H 50. The following site development elements shown on the sketch plan stamped “Received” by the M-NCPPC on July 2, 2012 are binding under Section 59-C-15.43(d); all other elements are illustrative:

1. Maximum density and height;
2. Approximate location of lot(s) and public dedications;
3. General location and extent of public use space;
4. General location of vehicular access points; and
5. Public benefit schedule.

This approval is subject to the following conditions:

1. Density  
The proposed development is limited to a maximum total of 5,220,565 square feet of development, including a maximum of up to 3,000,000 square feet of residential uses and a maximum of up to 2,500,000 square feet of non-residential uses. The final amount of non-residential development and residential dwelling units will be determined at site plan.
2. Height  
The proposed development is limited to the maximum heights as illustrated in the July 2, 2012 revised sketch plan; in no case may they exceed the limits established by the respective zones.
3. Incentive Density  
The proposed development must be constructed with the public benefits listed below, unless modifications are made under Section 59-C-15.43(c); total points must equal at least 100 points and be chosen from at least four categories as required by Section 59-C-15.82; the requirements of Division 59-C-15 and the Implementation Guidelines must be fulfilled for each public benefit provided. At site plan review, the Applicant must demonstrate how each public benefit meets the Ordinance and Guideline requirements and provide final point calculations.
  - a. Transit proximity;
  - b. Major public facilities with park dedication and school site;
  - c. Connectivity and Mobility achieved through public parking, advanced dedication, wayfinding, and through block connection;
  - d. Diversity of Uses and Activities achieved through small business opportunities;
  - e. Quality Building and Site Design achieved through structured parking, public art and open space, and exceptional design;
  - f. Protection and Enhancement of the Natural Environment achieved through the purchase of Building Lot Terminations (“BLTs”), vegetated areas, and vegetated walls.

4. Public Facilities

At preliminary plan review, the “Potential Elementary School Site” indicated on the Sketch Plan, must be conveyed in whole or part as determined by the Planning Board under the Adequate Public Facilities findings required by the Subdivision Regulations, Chapter 50.

5. Public Use Space

The proposed five public use spaces (central plaza, gateway plaza, north and south gateway plazas, and neighborhood plaza) must be provided as illustrated in the Sketch Plan, and finalized by subsequent site plans.

6. Building Lot Terminations (BLTs)

The Applicant must provide proof of purchase and/or payment for the required 11.19 BLTs, or 3.73 BLTs per phase, prior to release of the first building permit for core and shell construction.

7. Moderately Priced Dwelling Units (MPDUs)

The proposed development must provide MPDUs in accordance with Chapter 25A.

8. Environment

At Preliminary and Site Plan review, the Applicant must complete the following:

- a. Implement stormwater management strategies with Environmental Site Design methods to the maximum extent practicable;
- b. Comply with Forest Conservation Law and the Planning Board’s Environmental Guidelines;
- c. Demonstrate at site plan how the landscape plan will contribute to achieving the Sector Plan tree canopy goal of 20 percent.

9. Transportation

At Preliminary and Site Plan review, the Applicant must address the following issues:

- a. Enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation (MCDOT) to participate in the North Bethesda Transportation Management District (TMD) and assist in achieving and maintaining the non-auto driver mode share (NADMS) goals recommended the White Flint Sector Plan requirements. The Traffic Mitigation Agreement must be executed prior to release of any building permits.
- b. Provide a 6-foot-wide right-of-way dedication along Rockville Pike.
- c. The final extent, delineation and alignment of any private rights-of-way will be determined at the time of preliminary plan. Easements for private streets must be approved by the Planning Board and MCDOT, and must include, at a minimum, provision for the following:

- 1) Public access easements must be granted for all these sector-planned roads as approved by MCDOT and the Montgomery County Department of Permitting Services (DPS) for connectivity and consistency with the *White Flint Sector Plan*.
  - 2) Sector-planned roadways, B-4 and B-17, and the east-west and north-south Local Streets design must comply with the County's Road Code standards for similar public roads, the *White Flint Sector Plan*, and the *Sector Plan's* Urban Design Guidelines.
  - 3) Installation of public utilities must be permitted within the public easement.
  - 4) These sector-planned roads must not be closed for any reason unless approved by MCDOT.
  - 5) Public easements must be volumetric to accommodate uses above and below the designated easement area.
  - 6) Public easements must grant the County the right to construct and install appropriate traffic control devices, if not required to be installed by the Applicant.
  - 7) Maintenance and Liability Agreements for each easement area must be entered into by the Applicant. These Agreements must identify the Applicant's responsibility to maintain all the improvements within the easement areas in good fashion and in accordance with applicable laws and regulations.
- d. Submit documentation to support proposing wider rights-of-way for business streets, B-5, and B-17, instead of the *Sector Plan* recommended rights-of-way.
  - e. Provide bicycle parking spaces, as required by the Zoning Ordinance, based on the final approved densities and uses.
  - f. Issues detailed in the Montgomery County Department of Transportation (MCDOT) letter dated, October 5, 2012.
  - g. The Applicant must enter into a traffic mitigation agreement (TMAg) with the Planning Board and Montgomery County Department of Transportation (MCDOT) to participate in the North Bethesda Transportation Management District (TMD).
10. Unless a modification is approved by the Planning Board during preliminary plan or site plan review, the Applicant must construct the proposed development in accordance with the phasing program included in the Application.

#### 11. Future Coordination for Preliminary and Site Plan

In addition to any other requirements of Chapter 50, Subdivision Regulations, and Chapter 59, Zoning Ordinance, at the time of Preliminary and Site Plan review, the Applicant must address the following issues:

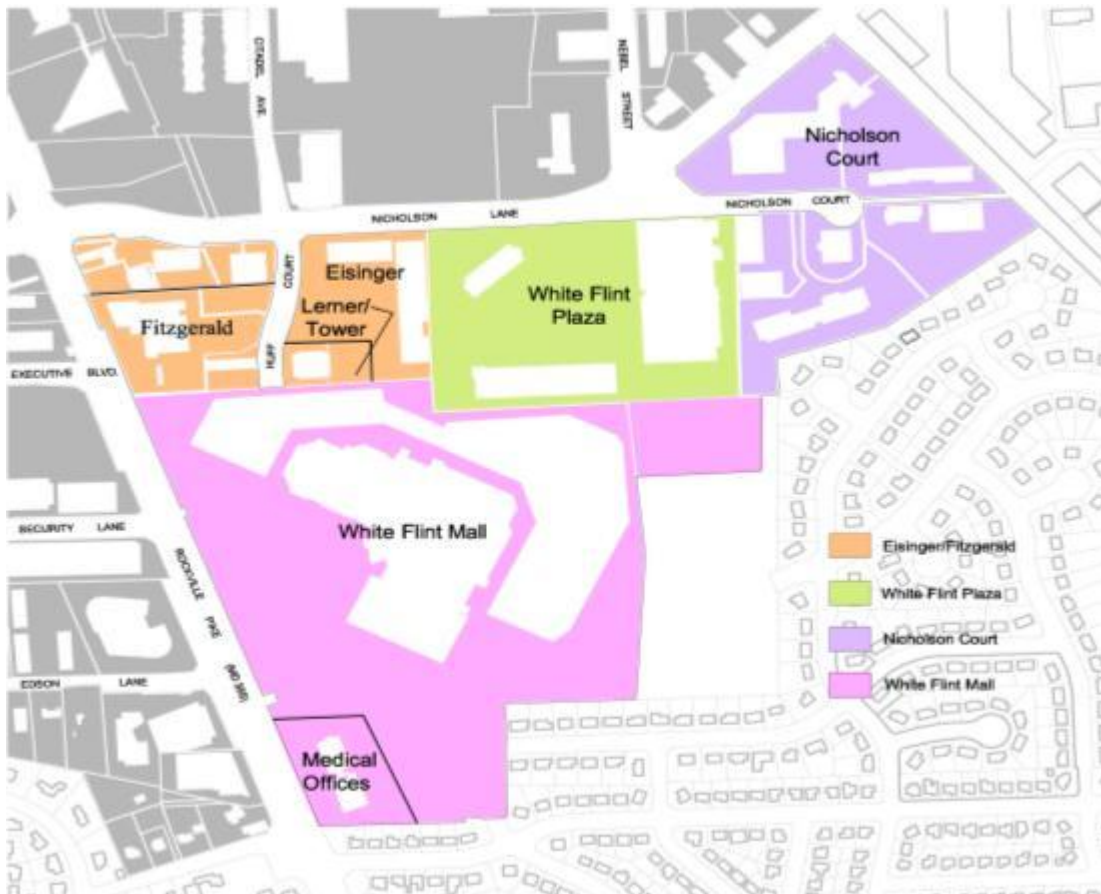
- The dedication or reservation of the elementary school site.

- Undergrounding of wet and dry utilities and Montgomery County Fire and Rescue access details.
- Consideration of ways to improve the central public use space and minimize shadows on public use spaces.
- Develop a Placemaking and Amenity Plan that shows the anticipated amenities and landscaping for each phase of the development. The Placemaking and Amenity Plan should address streetscape details, including furniture and street trees; art work; lighting and other items that will be developed for the public use spaces, and public and private streets.
- Implement the recreation loop extensions per the Sector Plan recommendations.
- The Applicant must submit a record plat for each phase of this development that provides specific details for all public and private streets, and lots.
- The Applicant must coordinate with Washington Metropolitan Area Transit Authority (WMATA) regarding use of the WMATA tunnel easement along Rockville Pike.
- The Applicant must comply with the White Flint Urban District requirements, if established by the Montgomery County Council.
- Public art program review by the Public Arts Trust Steering Committee.
- Compliance with the Planning Board's Recreation Guidelines.

## SECTION 2: SITE DESCRIPTION

### Vicinity

The White Flint Mall property covers approximately 45.3 acres in the southeastern section of the White Flint Sector Plan area. The property is identified in the Montgomery County land records as White Flint Park Parcel 1, P.81, Parcel F, Lot P4. The White Flint Neighborhood Park and White Flint Park and Garrett Park Estates residential neighborhoods are to the immediate east; Rockville Pike (MD 355) and commercial and multi-family residential properties are to immediate west; Huff Court and commercial properties, including White Flint Plaza and the approved North Bethesda Gateway Sketch Plan (No. 320110020), are to the immediate north. South of the property are two medical office buildings and White Flint Park residential community. The property is within a ½ mile from the existing White Flint Metro Station entrance.



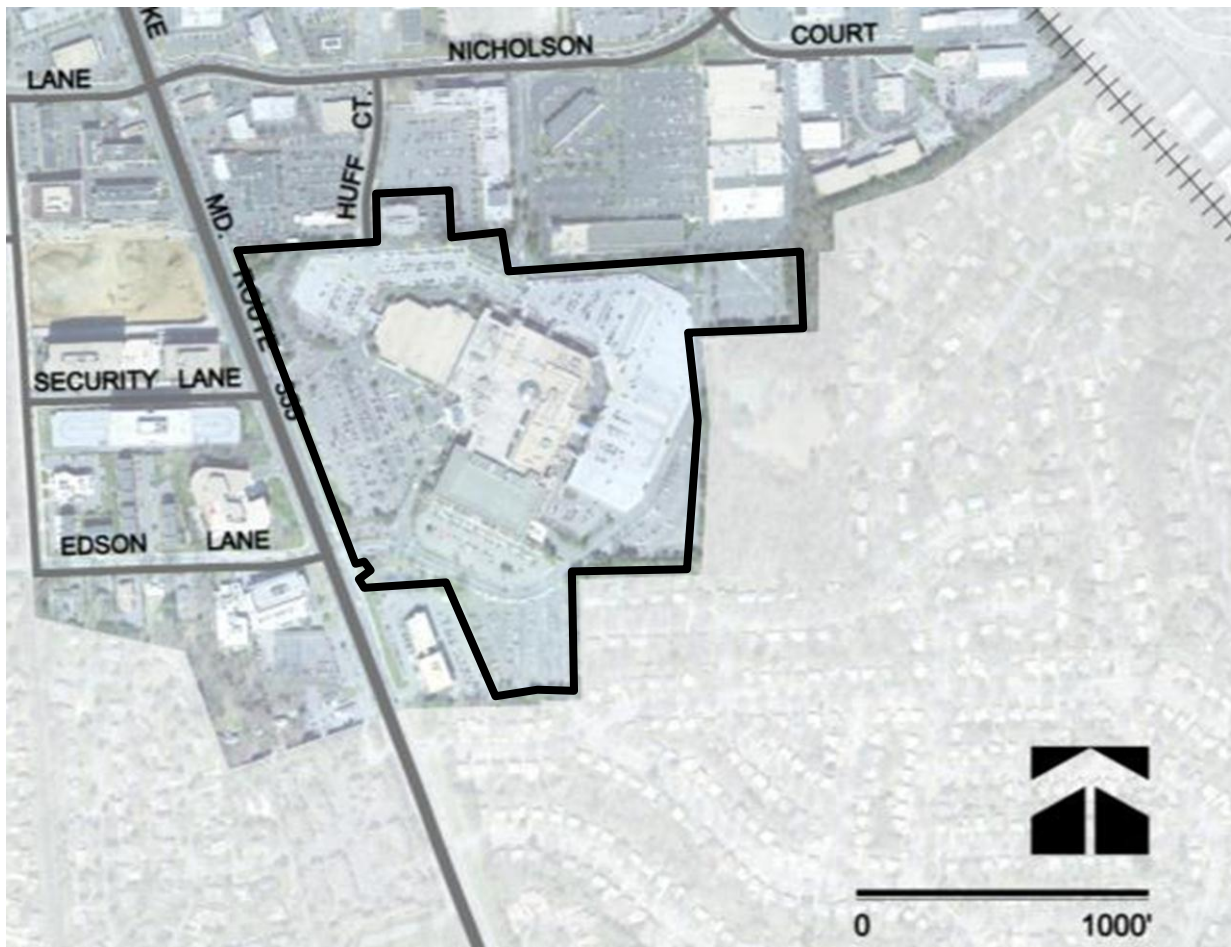
*Vicinity Map*

White Flint Mall is within the largest district, the White Flint Mall District, of the White Flint Sector Plan. The Plan recommends redevelopment of the property with new vertically mixed residential and non-residential uses that are compatible with surrounding community, new public amenities and facilities, new public use spaces, and utilization of the WMATA tunnel easement for a pedestrian promenade.

## Site Description

The property has several zoning categories: CR4 C 3.5 R 2.0 H 250; CR3 C1.5 R 2.5 H200; and CR 1.5 C0.25 R1.5 H 50. The site is developed with a regional shopping mall and an office building that is approximately 874,000 square feet in size. Acres of surface parking, a structured parking deck/garage, and the enclosed commercial mall structure are the main features of the site. There are several vehicular access points to the property, including three along Rockville Pike, one at Huff Court, and two other private access points.

The northwestern area of the property is higher in elevation, sloping down towards the eastern and southern property boundaries. A surface parking lot, in the northeastern segment of the property, has steep slopes around its perimeter.



*Aerial view of the site*

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #420110960) was approved on January 18, 2011. The site contains no streams or their buffers, wetlands or their buffers, 100-year floodplain, or known occurrences of rare, threatened or endangered species. There are no known historic properties or features on the site.



The NRI/FSD identified two forest stands totaling 1.4 acres of forest. Both stands have been categorized as Priority 1, high priority for retention due to their contiguity with existing forest on White Flint Neighborhood Park. The NRI/FSD also identified 3 specimen trees on site and an additional 13 specimen trees within 100 feet of the property boundary.

The 45.3 gross acres site appears to have been substantially filled and graded prior to development, resulting in fairly flat topography. Runoff from the site drains to Rock Creek. The property lies south of Route 28, placing it in the State Use Class I area of the Rock Creek watershed. It is not within a Special Protection Area.

## **SECTION 3: PROJECT DESCRIPTION**

### **Previous Approvals & Master Plan Staging**

#### Special Exception

A surface parking lot, which is east of the main mall structure, has a special exception (BAS-666) for surface parking associated with a commercial use. The surface parking lot was in the Single-Family Residential (R-90) zone prior to the 2010 comprehensive rezoning of the property to the CR zones.

#### Preliminary Plan

Following this sketch plan approval, a preliminary plan for the property will be submitted by the Applicant.

#### Site Plan

Following the preliminary plan, a site plan for phase I of the development will be submitted by the Applicant. Additional site plans will be submitted to complete redevelopment of the site.

#### Sector Plan Staging

The Sector Plan allows 3,000 dwelling units and 2.0 million square feet of non-residential development in Phase I. The allocation of residential and non-residential development does not occur at sketch plan, preliminary plan, or site plan. Development is allocated prior to the submission of a building permit. Only Pike and Rose (formerly Mid-Pike Plaza) has been allocated residential development (481 dwelling units) and 262,800 square feet of non-residential development since the approval of the Sector Plan.

### **Proposal**

#### Uses and Density

The submitted sketch plan proposes to redevelop the White Flint Shopping Mall and an office building into a mixed-use residential and non-residential destination with new public and private streets, a public park and several public use spaces. Residential development over commercial development will front Rockville Pike as well as the eastern segment of Executive Boulevard Extended. Uses in the core of the property will be residential and non-residential, and residential development will be the dominant uses on the eastern portion of the development. The hotel and office uses will be placed along Executive Boulevard Extended. Most streets will have on-street parking. The majority of parking for the development will be underground.

A majority of the 5.22 million square feet of development is residential, while approximately 45% is non-residential. The table below shows the totals for each proposed use for the development.

	Office	Hotel	Residential	Retail
<b>Total</b>	<b>1,030,240 sq. ft</b>	<b>280,350 sq. ft.</b>	<b>2,426 dwelling units (2,</b>	<b>1,034,690 sq. ft</b>
			<b>875,285 sq. ft.)</b>	



*Overall Sketch Plan*

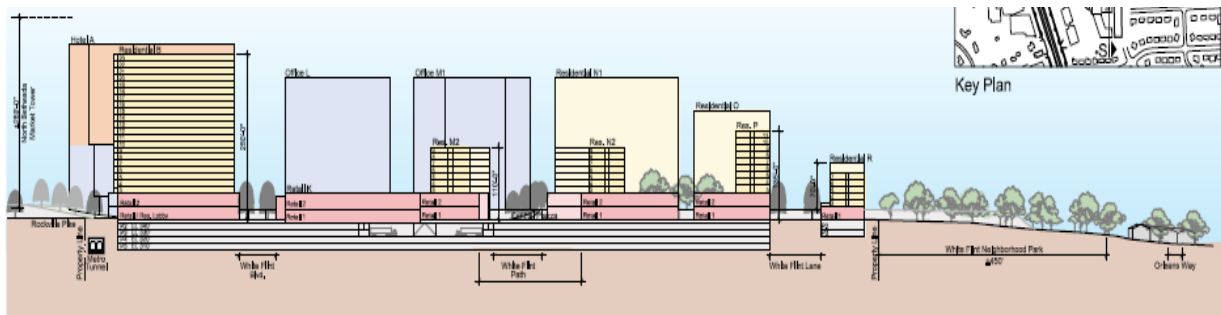
### Buildings

The proposed buildings are arranged with the tallest buildings, up to 250 feet, along Rockville Pike and Executive Boulevard Extended. Buildings in the interior core of the development are between 40 feet to 140 feet in height. The existing Lord and Taylor building, which is in the core of the development, will be retained at approximately 50 feet. The lowest buildings, between 50-70 feet, are adjacent to an existing residential community and White Flint Neighborhood Park. The area illustrated for the elementary school is 50 feet in height. Retail uses are on the ground level for all buildings along Rockville Pike and the interior core of the development. Several buildings in the eastern portion of the site have limited ground floor retail.



### *Proposed Building Heights*

The cross-section of the development, from Rockville Pike to the west and White Flint Neighborhood Park to the east, illustrates that the tallest buildings are along the western and central areas. The lowest buildings are adjacent to the residential community and park. The image below illustrates the proposed building heights from west to east.



*Cross-section of the development from the west (Rockville Pike) to the east (residential community)*

## Open Space and Environment

A large central plaza, approximately 1.7 acres in size, a new 2.3-acre addition to White Flint Neighborhood Park, and several other public use areas are featured in the development. A pedestrian promenade will be established along the Rockville Pike, utilizing the Metro tunnel easement area, and interior courtyards will define several multi-family residential areas. Approximately 40 percent of the property will be public or private open space.



*Overall public open space proposal*

Although stormwater management (“SWM”) details have not been finalized, the proposed SWM concept will include environmental site design techniques, such as intensive and extensive green roofs and micro-bioretenion facilities. Some micro-bioretenion facilities will be under suspended pavement. Extensive underground parking will make groundwater recharge difficult. Underground vaults and hydrodynamic separators may be used to provide additional treatment. Stormwater treatment will be improved considerably over the existing condition. Likewise, forest conservation details have not been finalized, but it is likely that forest planting will largely have to be done off-site due to the intensity of the proposed development. Some forest planting credit may be given for landscaping, if it meets the standards established in the forest conservation law.

The proposed sketch plan features building heights and orientations that will take advantage of passive solar lighting and heating, contributing to energy conservation goals. Detailed building designs at site plan should include architectural treatments to shade window and doorway openings from the summer afternoon sun. The Applicant has proposed to earn 25 points toward their CR zone incentive density through the construction of vegetated areas, a vegetated wall, and purchase of Building Lot Terminations (BLTs). At site plan review, the landscaping plan should demonstrate how the site will contribute to achieving the tree canopy goal of 20 percent for the White Flint Sector Plan area.

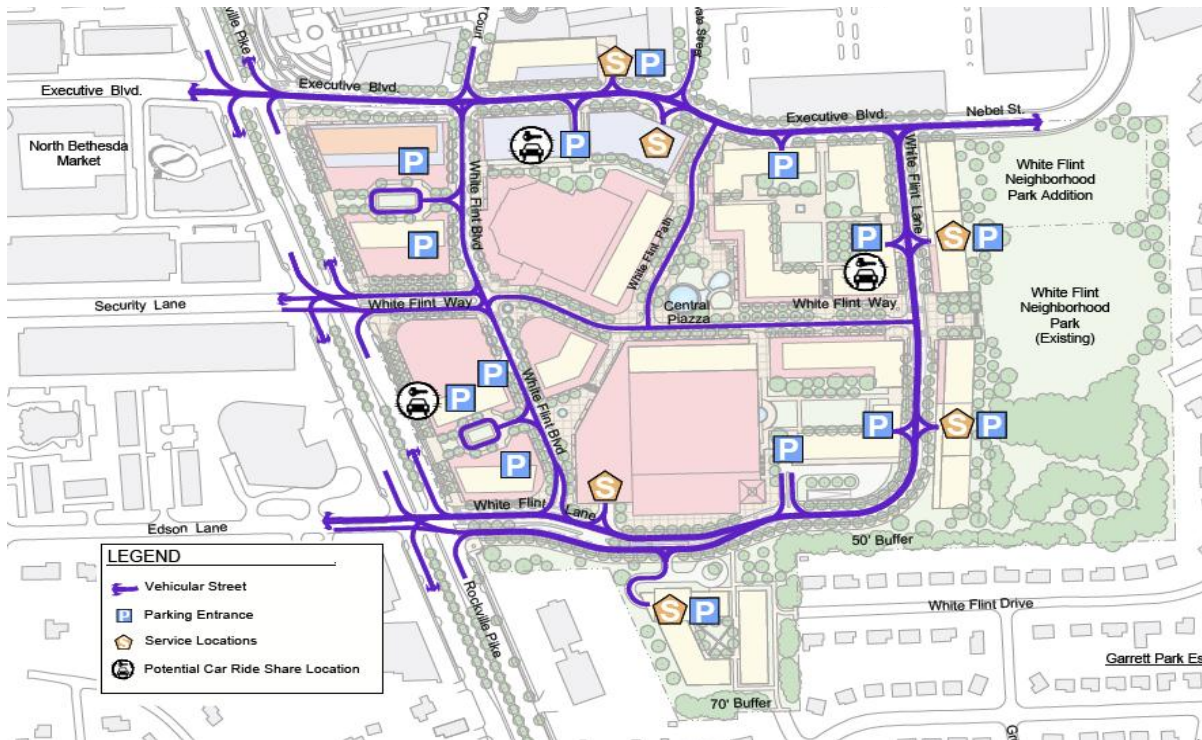
## **Transportation**

### Circulation

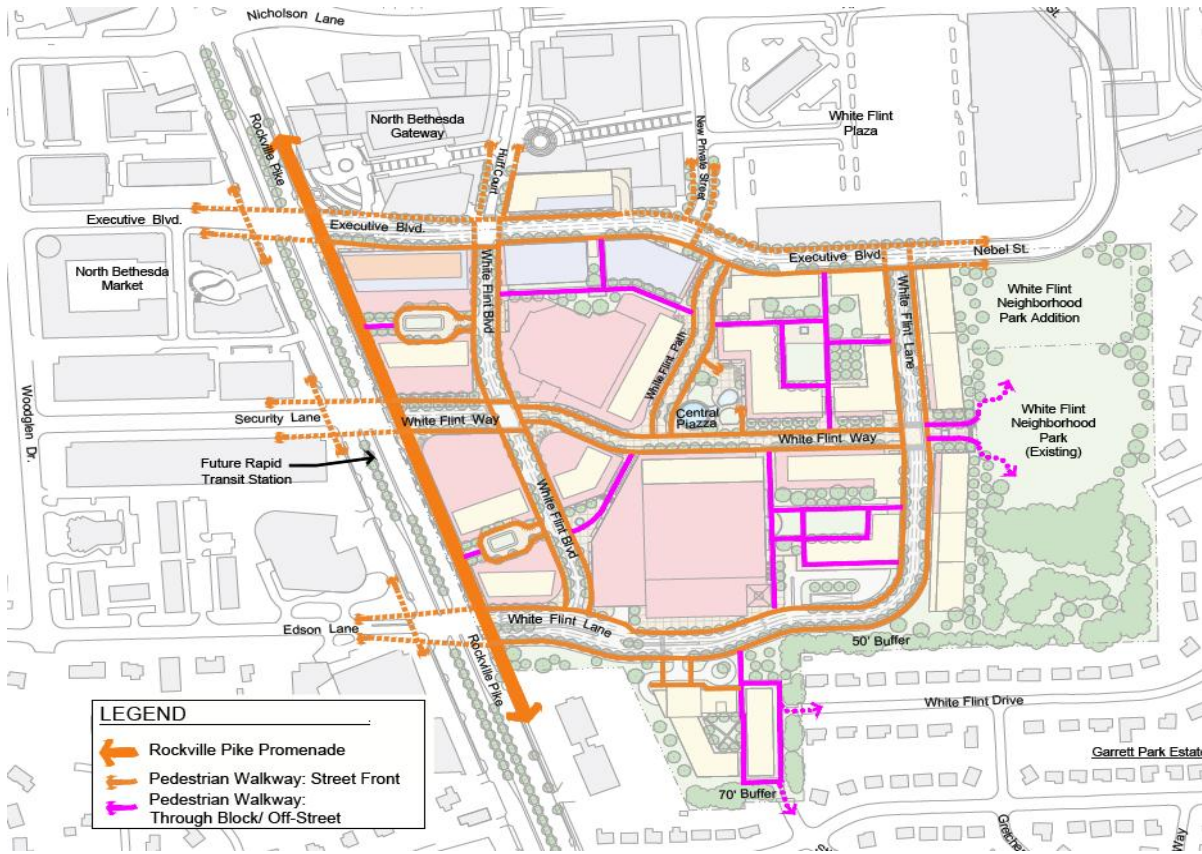
Public and private streets will divide the property into several blocks. Executive Boulevard Extended, a public street, will traverse the northern property boundary. Nebel Street Extended (White Flint Lane), also a public street, will run along the eastern and southern portions of the property between Executive Boulevard Extended and Rockville Pike.

Three private streets will serve the development: Huff Court Extended (White Flint Boulevard), between Executive Boulevard Extended and Nebel Street Extended; White Flint Way, between Rockville Pike (MD 355) and Nebel Street Extended; and White Flint Path, between White Flint Way and Executive Boulevard Extended.

These streets will provide access to service areas and underground parking facilities. All streets will have sidewalks and streetscape that support a walkable environment. Rockville Pike and Nebel Street Extended will have shared use paths and a pedestrian promenade will be created along the Metro Tunnel easement area. Connections to existing Metrobus and Ride On service are provided via the pedestrian circulation system.



*Vehicular Circulation Network*

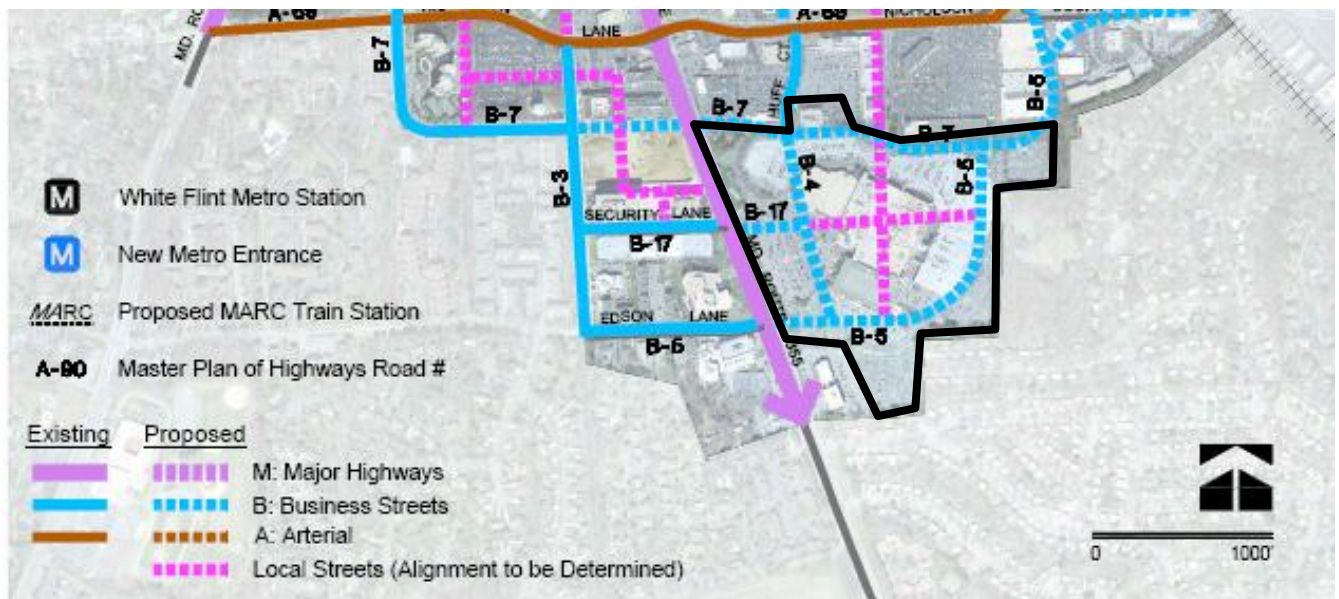


*Pedestrian Network*

### Public Streets

The surrounding transportation network associated with this development consists of public and private commercial business streets and a major highway. The public roadways in accordance with the 2010 White Flint Sector Plan are as follows:

- a) Rockville Pike (MD 355) is designated as a six-lane divided major highway (M-6) with a minimum 150-foot right-of-way that could be expanded up to 162 feet.
- b) Executive Boulevard Extended is designated as a four-lane commercial business street (B-7) with a recommended 80-foot right-of-way. The segment east of Rockville Pike along the northern property frontage is included in the County's Capital Improvements Program (CIP) White Flint District East: Transportation-No. 501204.
- c) Nebel Street Extended (White Flint Lane) is designated as a two-lane business road, B-5, with a recommended 80-foot right-of-way. Four different cross-sections are proposed that would have an 80, 85, 91, and 121 feet of right-of-way with four to six lanes. All four street segments would have bike lanes, a 14-foot shared-use path, and six to ten-foot-wide sidewalks.



*Recommended Sector Plan Street Network*

### Private Streets

Huff Court Extended (White Flint Boulevard), B-4, is identified as one of four streets in the Sector Plan that could be a private street subject to eight conditions (p.52). These conditions, including maintenance and liability agreements and installation of public utilities, will be specified in the future preliminary plan.

The following streets are proposed as private streets:



- a) Huff Court Extended (White Flint Boulevard) is designated as a two-lane business road, B-4, with a recommended 70-foot right-of-way. The applicant proposed to have two through lanes and a center two-way left-turn lane. Sidewalks are proposed to be 6.5 feet wide with on-street parking and 12 feet wide without on-street parking.
- b) Security Lane Extended (White Flint Way) is designated as a two-lane business road, B-17, between Rockville Pike and B-4. B-17 is recommended to be a 70-foot right-of-way. The Applicant proposed to modify the cross-section to have a five-lane cross-section, 89 feet of right-of-way, a 6-foot median, 8-foot sidewalks, and 6-foot tree panels.
- c) White Flint Way is designated as an east-west “Local Street” between B-4 and B-5 (Nebel Street Extended). White Flint Way is proposed to be a two-lane road with a 60-foot right-of-way. Sidewalks are proposed to be 6 feet wide with on-street parking and 12.5 feet wide without on-street parking.
- d) White Flint Path is designated as a north-south “Local Street” between Executive Boulevard Extended and White Flint Boulevard. White Flint Path is proposed to be a one-lane one-way road with 60-foot right-of-way. Sidewalks are proposed to be 6 feet wide with on-street parking and 14 feet wide without on-street parking.

#### Bike Routes

The submitted sketch plan accommodates bikeway recommendations in the Sector Plan and the *Countywide Bikeways Functional Master Plan (2005)*. The routes are the following:

- a) Shared-use path, Local Bikeway, LB-5, designated along Rockville Pike (MD 355).
- b) Dual bikeway (bike lanes and a shared-use path on the north and west side), DB-13, designated along Edson Lane/Nebel Street Extended (B-5).

#### Bus Routes

Metrobus route (J-5) and operates along the site’s Rockville Pike frontage and Metrobus routes C-8 and J-5 operate along nearby Nicholson Lane. Ride On routes 5 and 46 operate along the site’s Rockville Pike frontage and Ride On route 38 operates along nearby Nicholson Lane.

#### Rail Line

Metrorail Redline operates underground along the Rockville Pike frontage. The White Flint Metrorail Station is approximately a half mile north of the site.

#### Proposed Bus Rapid Transit

The Montgomery County Executive’s Transit Task Force has recommended a County-wide Bus Rapid Transit (BRT) that includes Rockville Pike. The Task Force report identified two corridors within White Flint:

- a) Route 10b: MD 355 South treatment option along MD 355 between Bethesda and Rockville Metrorail Stations.

- b) Route 14: Randolph Road treatment option along Randolph Road between the White Flint and Glenmont Metrorail Stations.

The submitted sketch plan would accommodate BRT options along Rockville Pike.

### Bicycle Facilities

Section 59-C-15.62 of the CR zone requires the Applicant to provide bicycle parking spaces for each residential building with 20 or more dwelling units. For the proposed 14 apartment buildings, the required bicycle parking for the estimated uses is as follows:

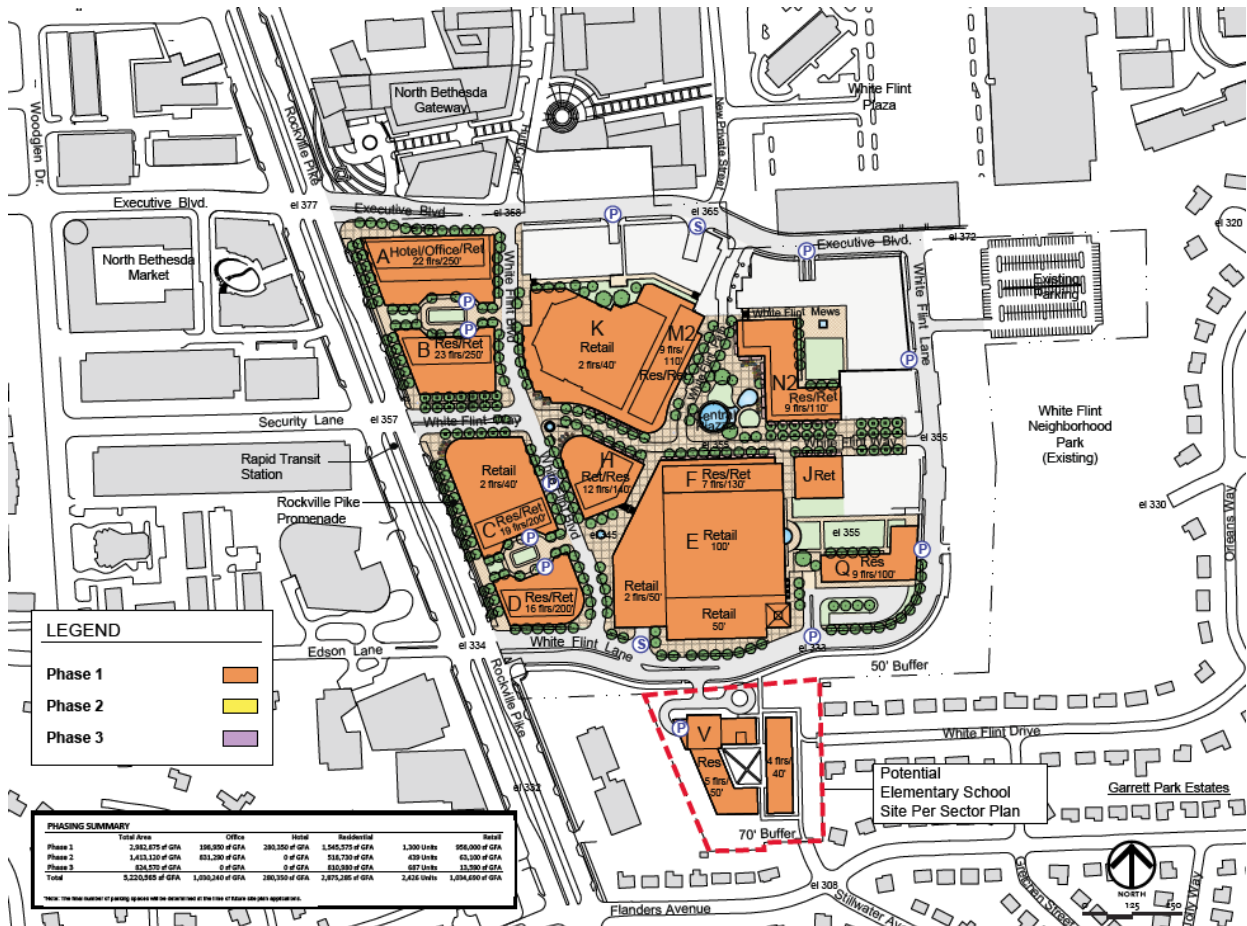
- a) Publicly accessible bike spaces: The maximum of 10 spaces per apartment building is required because the required 0.1 space per unit totals over the 10 maximum spaces. For the 14 buildings, the total number of publicly accessible bike spaces must be 140 inverted-U bike racks distributed in weather-protected areas near the main entrances of apartment buildings and commercial businesses.
- b) Privately secured bike spaces: The maximum of 100 spaces is required because the required 0.35 space per unit totals over the 100 maximum spaces. For the 14 buildings, the total number of privately secured bike parking spaces must be 1,400 bike lockers or secured bicycle parking spaces in a well-lit area of the parking garages or near an elevator.
- c) Bicycle parking for offices over 100,000 square feet will also have to be provided. The final number of spaces for these and the residential buildings will be determined at site plan.

### **Phasing**

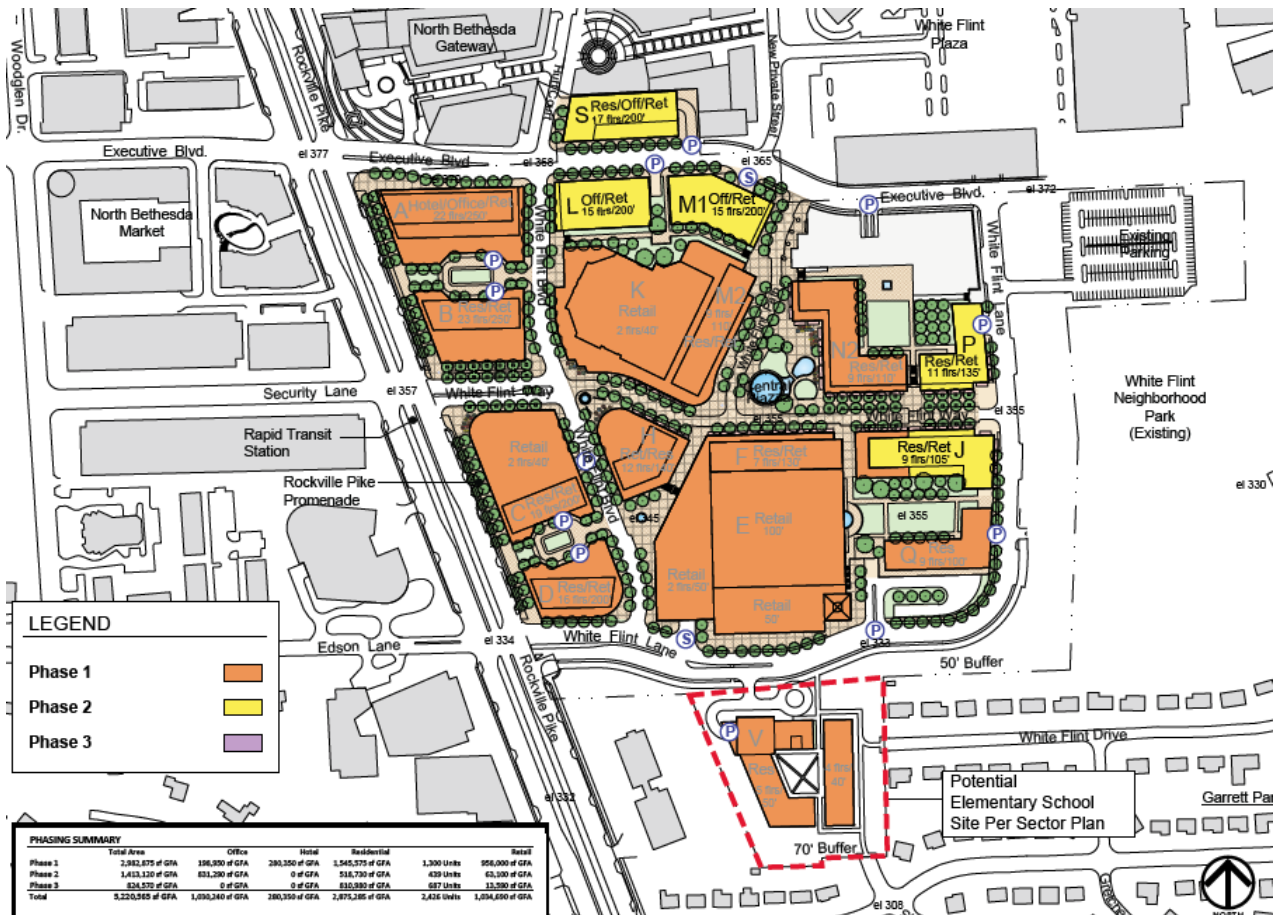
The proposed development will be implemented over three phases. Phase 1 will consist of the area from Rockville Pike to the core of the site, east of Huff Court Extended (White Flint Boulevard (B-4)). Approximately 50 percent of the residential development, a majority of the retail development, a hotel and some office development is included in phase one. The second phase consists of mostly office development along Executive Boulevard Extended, and some additional retail and residential development. Residential development and some retail development, adjacent to the Neighborhood Park and west of the intersection of Nebel Street Extended and south of Executive Boulevard Extended, will comprise the final phase. Below is a summary of the proposed phases and associated development.

	Office	Hotel	Residential	Retail
<b>Phase 1</b>	198,950 sq.ft	280,350 sq.ft	1,300 dwelling units (1,545,575 sq. ft)	958,000 sq. ft
<b>Phase 2</b>	831,290 sq.ft	0 sq.ft	439 dwelling units (518,730 sq. ft)	63,100 sq. ft
<b>Phase 3</b>	0 sq.ft	0 sq.ft	687 dwelling units (810,980 sq. ft)	13,590 sq. ft
<b>Total</b>	<b>1,030,240 sq.ft</b>	<b>280,350 sq.ft.</b>	<b>2,426 dwelling units (2,875,285 sq. ft.)</b>	<b>1,034,690 sq. ft</b>

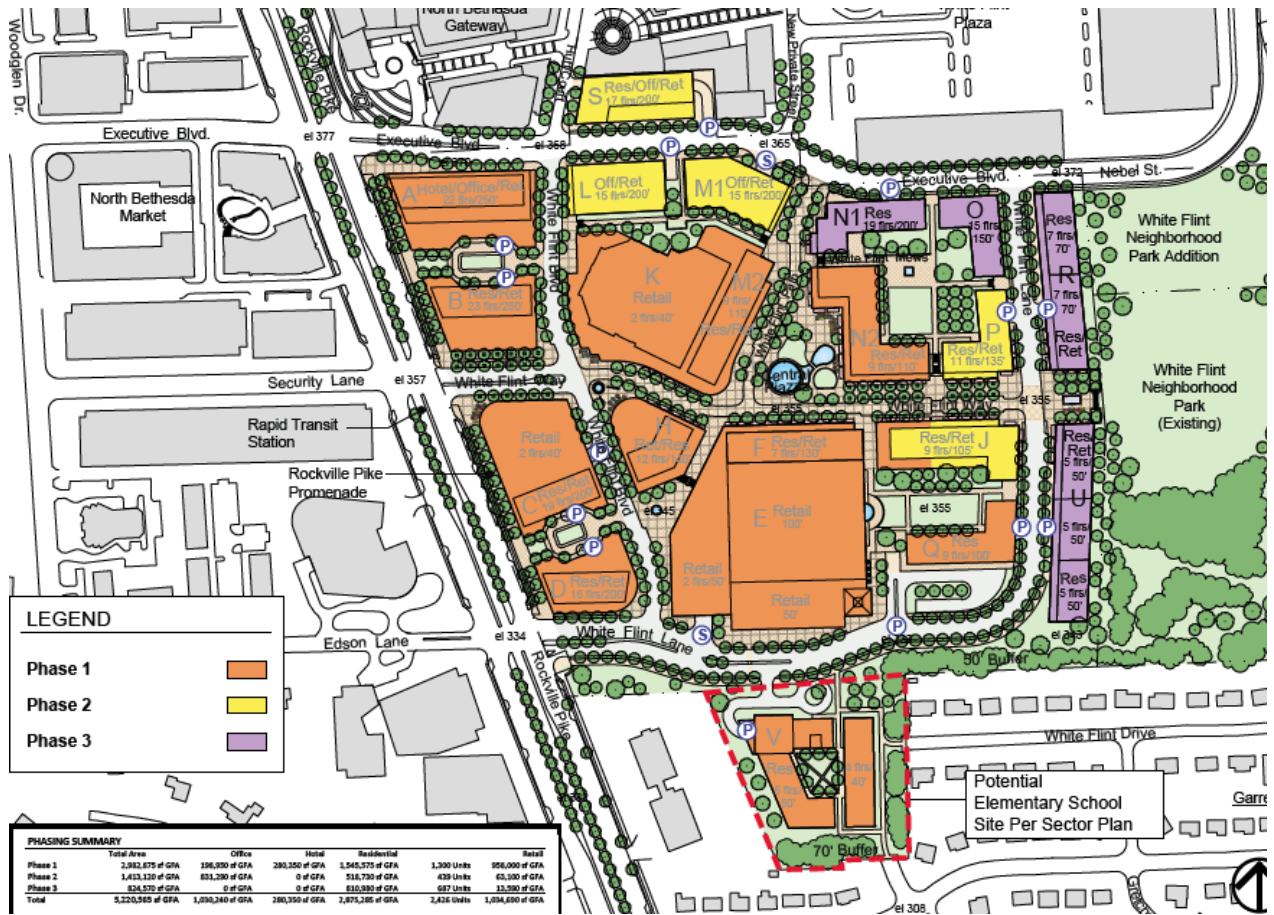
Here are the illustrated three phases of the development.



Phase 1-Orange Buildings



Phase 2-Yellow Buildings



Phase 3-Purple Buildings

**Community Outreach**

The Applicant has met all the signage, noticing and the required public meeting for this development. The Applicant held a pre-submittal meeting on November 16, 2011 on the initial Sketch Plan proposal. Approximately, 150 people attended this meeting at Dave and Busters. The White Flint Sector Plan Implementation Advisory Committee received two presentations on the proposed development. Staff has received one letter from a resident objecting to the proposed public use space adjacent to White Flint Neighborhood Park (Appendix 2).

## SECTION 4: PROJECT ANALYSIS AND FINDINGS

Under 59-C-15.43(c) of the CR Zones state the following: In approving a Sketch Plan, the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan.

1. *The sketch plan must meet the objectives, general requirements, and standards of this Section 59-C-15.2*

The sketch plan meets the objectives of Section 59-C-15.2 quoted below; specifically, the proposed development will:

- a) Implement the policy recommendations of the applicable sector plan;
- b) Target opportunities for redevelopment of single-use areas and surface parking lots with a mix of uses;
- c) Reduce dependence on the automobile by encouraging development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities;
- d) Allow a mix of uses, densities, and building heights appropriate to various contexts to ensure compatible relationships with adjoining neighborhoods; and
- e) Allow an appropriate balance of employment and housing opportunities.

White Flint Mall is located within the White Flint Sector Plan area with the following zones: CR-4 C 3.5 R 2.0 H 250; CR-3 C 1.5, R 2.5, H 200; and CR-1.5 C 0.25 R 1.5 H 50. This optional method development will utilize land uses in the CR zone. The proposed development achieves the CR zone objectives by:

- Redeveloping a commercial shopping mall, an office building, and surface parking with a high-intensity mixed-use development;
- Providing residential and non-residential development within 1/2 mile from the Metro Station; a new public park, and new public use spaces;
- Achieving the density and building heights recommended in the Sector Plan; and
- Providing public benefits per the Zoning Ordinance and CR zone guidelines

Further, the development provides different housing types, mid-rise and high-rise multi-family residential development; an appropriate balance between residential and non-residential development is proposed with a majority of the development as residential; and new public use spaces are proposed.

The sketch plan meets the general requirements of Section 59-C-15.6; specifically, the proposed development will:

- a) Be substantially consistent with the White Flint Sector Plan, as detailed in Finding #2 below, and will substantially conform to the White Flint Design Guidelines by providing two mid-block connections from Rockville Pike; five public use spaces throughout the development; and transitional building heights to the existing residential community.
- b) Provide at least the minimum required number of bicycle parking spaces for residents and visitors, as determined by the final unit count and non-residential space approved with the site plan; and

- c) Provide parking spaces between the minimum required and maximum allowed, as determined by the final unit count and non-residential space approved with the site plan.
- d) The sketch plan meets the development standards of Section 59-C-15.7, as shown in the Data Table below:

<b>Development Standard</b>	<b>Permitted/Required</b>	<b>Proposed for Approval</b>
<b>Gross Tract Area</b>		
Zone 1: CR-4 C 3.5 R 2.0 H 250	NA	203, 920 sq.ft.
Zone 2: CR-3 C 1.5 R 2.5 H 200	NA	1,329,553 sq.ft
Zone 3: CR-1.5 C0.25 R 1.5 H 50	NA	441, 169 sq.ft.
<b>Density</b>		
<i>Total (CR)</i>		
Zone 1	815,680 sq.ft	815,680 sq.ft
Zone 2	3,988,659 sq.ft	3,988,659 sq.ft
Zone 3	661, 753 sq.ft	661,753 sq.ft
<i>Non-residential (C)</i>		
Zone 1		713, 720 sq.ft
Zone 2		1,994,329 sq.ft
Zone 3		110,292 sq.ft
<i>Residential (R)</i>		
Zone 1		407, 840 sq.ft.
Zone 2		3,323, 882 sq.ft.
Zone 3		661,753 sq.ft.
<b>Building Height</b>		
Zone 1	250 feet	250 feet
Zone 2	200 feet	70-200 feet
Zone 3	50 feet	50 feet
<b>Setbacks</b>		
Zone 3 (abutting residential zone)	25 feet	25 feet
<b>Parking Spaces</b>		
<i>Minimum Required</i>	7,976 parking spaces	
<i>Maximum Allowed</i>	13,776 parking spaces	
		9, 300 parking spaces
<b>Public Use Space</b>	10 percent	20 percent
<b>Residential Amenity Space</b>	TBD	Determined at Site Plan



- 2. The sketch plan must further the recommendations and objectives of the applicable master or sector plan;*

The proposed sketch plan is consistent with and furthers the recommendations of the Approved and Adopted (2010) White Flint Sector Plan. The Sector Plan provides several recommendations for the White Flint Mall property. The Sector Plan states that “new vertical residential and non-residential uses will transform this property. New public amenities and facilities, public uses, neighborhood greens, and an expanded road network will create walkable blocks. Using the WMATA tunnel easement as a pedestrian promenade will enhance this block and improve pedestrian access. This property could accommodate an elementary school. Development along Rockville Pike may be denser and the buildings taller than the eastern segment of the property” (p. 47). The proposed development achieves these goals by providing the densities, amenities, and circulation networks recommended. Regarding the elementary school, the sketch plan provides the location but also provides an alternative with residential development at this location. This is discussed further below. The Sector Plan designates the Mall property as the “preferred site” for the elementary school site, while allowing an alternative site at the Luttrell property (p.62). The Plan also notes that “the elementary school site is recommended for the approximately 4-acre area south of Nebel Street Extended between the adjacent medical office building to the west and the residential community to the east. A school at this location will serve as a community gathering place for families from established and future residential development” (p.47).

Regarding the land use mix of the property, the Sector Plan states that the “blocks between Nebel Street Extended and the residential community and neighborhood park should reflect a greater proportion of residential than commercial uses. This will allow for the gradual transition to the more intense residential and commercial uses in the center and northern portion of the property” (p. 47). The proposed development fulfills this objective.

#### Density and Building Height

The proposed development is consistent with the density and height recommendations, CR-4 C-3.5 R-2.0 H-250; CR-3 C-1.5 R2.5 H-200; and CR 1.5 C 0.25 R 1.5 H 50, of the Sector Plan. The highest density is located at the proposed intersection of Rockville Pike and Executive Boulevard Extended. Further, building heights between 200-250 feet are located along Rockville Pike; 100-200 feet within the central area of the development; and 50-70 feet adjacent to existing residential development.

#### Transportation

The revised sketch plan street network is consistent with the Sector Plan’s public and private street network. Two new public commercial business district streets, Executive Boulevard Extended (B-7) and Nebel Street Extended (B-5), both 80 foot right-of-way streets, are proposed for the property.

Rockville Pike (MD 355) is envisioned as an urban boulevard within a minimum right-of-way of 150 feet with improved pedestrian sidewalks, on-road bicyclist accommodation, and bus priority lanes. The right-of-way for Rockville Pike could be increased to 162 feet. The revised sketch

plan illustrates Rockville Pike with the expanded right-of-way along with pedestrian and bikeway improvements.

Executive Boulevard Extended (B-7), which runs between the Mall and properties to the immediate north, is classified as a commercial business street with a right-of-way of 80 feet. This street is included in the County's Capital Improvements Program (CIP), White Flint District East: Transportation No. 501204. Funding for this roadway is provided through the White Flint Special Tax District. The revised sketch plan illustrates the typical section for this public street. At preliminary plan review, details regarding the dedication for this street will occur.

Nebel Street Extended (B-5), which runs around the eastern and southern portions of the property, is classified as a public commercial business street with a right-of-way of 80 feet. The revised sketch plan illustrates the cross-section for this street. The alignment for this street is different from the Sector Plan recommendation since it was moved away further west and away from the Park boundary.

Huff Court Extended (B-4) is one of four streets that are permitted as a private street in the Sector Plan area. The recommended right-of-way for this street is 70 feet, which is illustrated in the sketch plan.

The proposal also illustrates several private streets throughout the development, including White Flint Way, White Flint Path and Huff Court Extended (White Flint Boulevard). These streets are consistent with the Sector Plan.

#### Bikeway Network

A Shared Use Path (LB-5) is recommended for Rockville Pike and a Dual (Shared Use Path-Bike Lane) is recommended for Nebel Street Extended. The revised sketch plan illustrates the roadway cross-section that includes both bikeways as recommended in the Sector Plan. At preliminary plan, both bikeways will be defined.

#### Public Use Space

The revised sketch plan shows several public use spaces that exceed the minimum percentage required for the CR zone and the Plan's recommendation. A large central plaza defines the core of development along with four other public use spaces, including one that is adjacent to the White Flint Neighborhood Park and another at Rockville Pike and Security Lane Extended. These public use spaces meet and exceed the recommendations of the Sector Plan.

#### Public Facilities

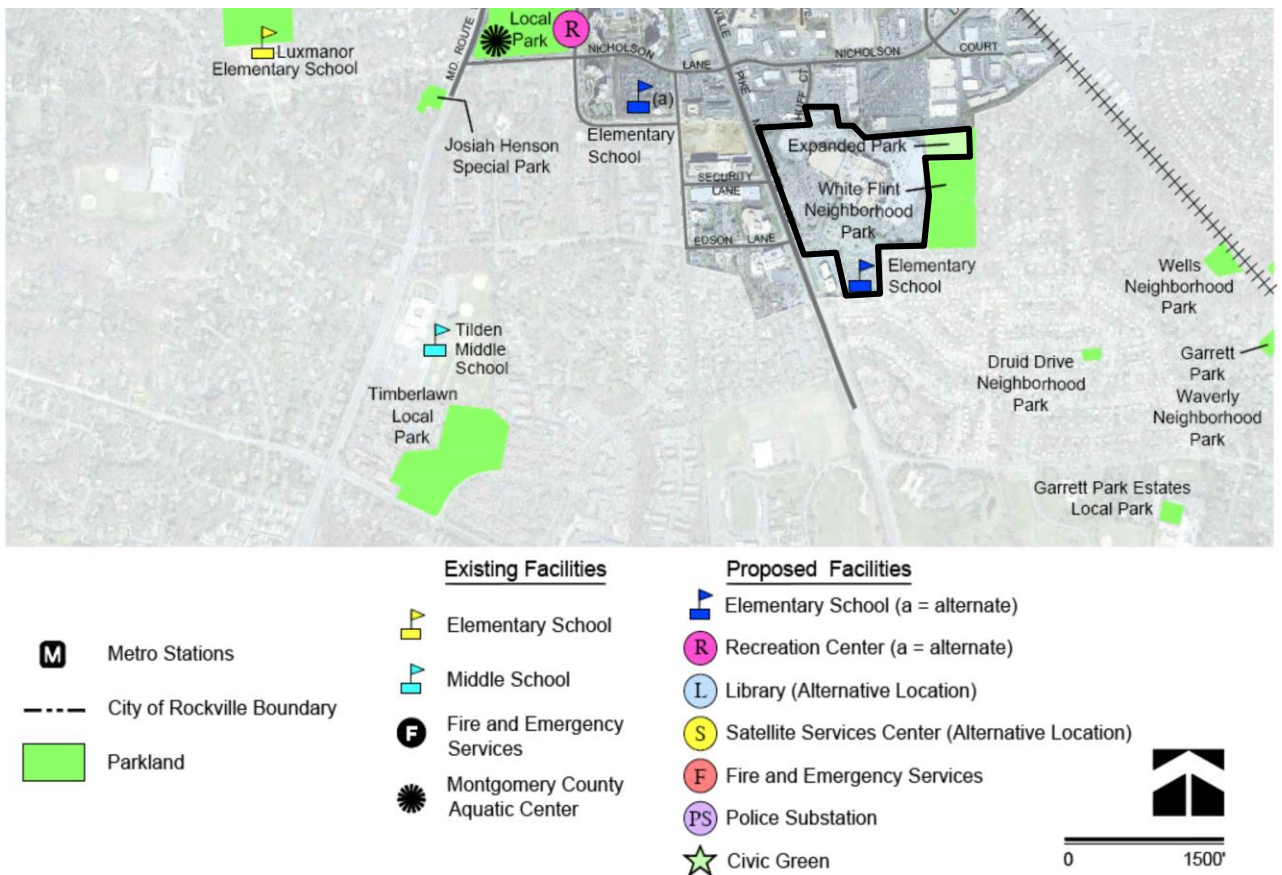
A public park, the expansion of White Flint Park Neighborhood Park, and a new elementary school site are recommended in the Sector Plan for the Mall property. The Applicant is utilizing the major public benefit incentive in the CR zone to provide the new park. Further, the park will be dedicated to the public, which is consistent with the Plan recommendations.

The Sector Plan recommends the southern portion of this property as the preferred site for an elementary school. The revised sketch plan shows two alternatives: an elementary school or multi-family development, for this four acre area. The applicant is not proposing any CR zone

incentives for the school site. Staff recommends the inclusion of the school site within the project’s proposed public benefits for the following reasons:

- The Sector Plan recommends this site as the preferred site for the elementary school;
- A school site achieves the intent of the CR zone and the associated public benefits;
- This development, the largest within the Sector Plan area and within the larger North Bethesda Planning Area, will yield a significant amount of new students based on the County-wide student generation rates. Approximately, 101 elementary students, 92 middle school students and 80 high school students are estimated from this development; and
- Any development potential from the school site can be incorporated elsewhere in the development.

The Applicant is willing to make the site available to Montgomery County Public Schools (MCPS) to purchase the site. MCPS has submitted a letter indicating that the school site should be dedicated to School Board via the CR zone incentive density. Below is Sector Plan map that illustrates the two public facilities recommended for the White Flint Mall property.



*Recommended public facilities for the Mall property*

During the Council deliberations on the Sector Plan, MCPS and Planning Department staff comprehensively reviewed alternatives for the elementary school. It was determined that the location at the southern portion of the Mall was the preferred site since it is on the largest site in the Plan area with redevelopment potential and is adjacent to an existing residential community, which benefits existing and future residents. Further, access to the site is from a public street. An alternative school site, the Luttrell property, is also recommended in the Sector Plan. This site, however, would require public acquisition from the property owner and the long-term lessee of the property.

Providing public benefits is an essential component to the optional method in the CR zones. Both the park expansion and the elementary school site are critical public facilities that establish a civic presence in White Flint and will support the long-term development in the Plan area. At preliminary plan, the Board will make the Adequate Public Facilities (APF) finding regarding schools. Staff recommends that dedication of the school site, in part or whole, also be required thereby earning incentive density points.

### Environment

The Sector Plan's two main environmental recommendations are the minimization of carbon emissions and creating a livable urban environment by improving air and water quality. These recommendations will be accomplished through several measures, including a network of bikeways and sidewalks; planting of trees and other vegetation; and using environmental site design techniques to manage stormwater management.

The revised sketch plan illustrates a street network with sidewalks and bikeways; several buildings with green roofs; micro-bioretenion areas; street trees along all streets; and suspended pavement. The proposed environmental techniques are consistent with the Sector Plan's recommendations. Other measures, including minimization of parking, will be included in the development.

### Pedestrian Promenade

A pedestrian promenade is recommended for Rockville Pike along the WMATA tunnel easement. The Sector Plan states that "promenades are designated for those streets where a distinctive streetscape lends character and importance to the pedestrian experience" and "a portion of the proposed Rockville Pike Promenade exists along the Nuclear Regulatory frontage and should be extended north and south to create a unique walking environment" (p.18). The revised sketch plan provides a promenade along Rockville Pike.

### Recreation Loop Extensions

The submitted sketch plan shows recreation loop extensions for Executive Boulevard extended and two other segments. The Sector Plan states that loop extensions "consist of short segments that link major public use spaces in the districts to the main loop" (p.61). The proposed loop extensions are consistent with the Sector Plan recommendation.

3. *The sketch plan must achieve compatible internal and external relationships between existing and proposed nearby buildings, open space, and uses;*

The proposed buildings and open spaces are compatible with existing nearby buildings, open spaces and uses, and with the approved North Bethesda Gateway (Sketch Plan No. 320110020) application. This compatibility is achieved through: building heights that are similar with North Bethesda Gateway; continuation of the Rockville Pike pedestrian promenade along the Mall's property frontage; provision of several public use spaces throughout the development; and the expansion of the public park. A landscape buffer between 50 to 70 feet is also provided along the southern property line to ensure a compatible relationship between the existing single-family dwellings and the proposed development.

4. *The sketch plan must provide satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

Circulation, parking, and loading for cars, trucks, pedestrians, and bicyclists are well designed or enhanced by the proposed development. Specifically, this sketch plan provides: an overall transportation and pedestrian network that links all portions of the development; and a comprehensive pedestrian system with bikeways. Further, most of the parking, service and loading areas will be underground.

5. *The sketch plan must propose an outline of public benefits that supports the requested incentive density;*

To achieve the incentive density for this project, the Applicant must provide public benefits from four of seven categories that total at least 100 points. The public benefit categories the Applicant proposes to utilize are shown in the table below:

### Public Benefits Table

<b>Category</b>	<b>Public Benefit</b>	<b>Points Allowed</b>	<b>Points Requested</b>	<b>Points Recommended</b>
<b>Major Public Facility</b>	Public park	70	12	12
<b>Major Public Facility</b>	Elementary School Site	70	0	TBD
<b>Transit Proximity</b>	Level 1	20-50	24	24
<b>Connectivity and Mobility</b>	Through block connection	20	20	14
	Public Parking	25	10	10
	Advanced Dedication	30	16	16
	Way Finding	10	10	5
<b>Diversity of Uses and Activities</b>	Small Business Opportunities	20	20	20
<b>Quality Building and Site Design</b>	Structured Parking	20	19	19
	Public Art	15	15	10
	Public Open Space	20	10	10
	Exceptional Design	10	10	5
	Building Lot Termination	30	5	5
<b>Natural Environmental Protection and Enhancement</b>	Vegetated Wall	10	10	5
	Vegetated Area	10	10	5
<b>Requested Incentive Density Points</b>		<b>410</b>	<b>191</b>	<b>160</b>

General incentive density considerations are established by the Zoning Ordinance and include:

- The recommendations of the master plan;
- The Incentive Density Guidelines and master plan guidelines;
- The size and configuration of the tract;
- The relationship of the site to adjacent properties;
- The presence or lack of similar public benefits nearby; and
- Enhancement beyond the criteria required for the public benefits.

The Sector Plan recommendations for public use space, street network, public park and bikeway system are advanced via the sketch plan's public benefits. The public benefit incentives do not include the recommended school site.

### Public Facilities

This is the first sketch plan in White Flint where public facilities are recommended for a specific property. The Applicant is providing the public park but is not yet providing the elementary school site. The provision of the elementary school site is a major public facility that could address school capacity issues in the Walter Johnson Cluster. The Sector Plan designates the Mall property as the preferred location for the elementary school. Staff has had extensive discussions with the Applicant's representative regarding the importance and the provision of the school site. The amount of development currently proposed in the four acres could be accommodated in other areas of proposed development.

### Transit Proximity

The property is between ¼ mile and 1 mile from the existing White Flint Metro Station entrance. This location allows the development to be eligible for level one transit service incentive points. Staff recommends granting the full 24 points for this development since a majority of the property is within ¾ mile from the Metro Station entrance.

### Through block connection

The Applicant is proposing 20 points for through block connections. Through block connections divides a development block into smaller segments that allow for better pedestrian and light access into a block. For example, there are two through-block connections along Rockville Pike. This is a basic form of urban design; therefore, staff recommends lowering the amount of points for through block connections to 14 points. This proposed reduction covers the first two phases of development where through block connections are more applicable.

### Public Parking

The Applicant is proposing 10 points for providing publicly available parking. The development will provide 9,300 parking spaces with 5,781 parking spaces available to the public. Staff supports granting the requested points since publicly available parking is a critical component towards the redevelopment in White Flint. Furthermore, there is no parking lot district or publicly owned parking in the Sector Plan area.

### Advanced Dedication

Up to 30 points may be granted for dedicating or providing advanced reservation of master-planned rights-of-way in advance of a preliminary or site plan application. The Applicant is proposing 16 points for advance dedication for segments of Rockville Pike, Executive Boulevard Extended and Nebel Street Extended. Staff recommends granting the proposed points since these rights-of-way are important towards creating the public street network recommended in the Sector Plan. Specific roadways dedications will be determined at preliminary plan.

### Wayfinding

Up to 10 points may be granted for the implementation of a wayfinding system. The Applicant is proposing 10 points for a wayfinding system for the development. Staff recommends granting 5 points since it will provide directional signage to the local park, potential elementary school site, bike routes and the Metro Station and future transit along Rockville Pike. And, given the size of the proposed development, a wayfinding system is appropriate. The final design for the system will be determined at site plan.

### Small Business Opportunities

The Applicant proposes 20 points for small business opportunities. The retail component of the development is significant; therefore, small business opportunities will add diversity to the proposal. Staff recommends granting the 20 points for small business opportunities because it will contribute towards supporting local services, which is recommended in the Sector Plan (p.25). These points may be reduced based on the final number of small retail bays provided.

### Structured Parking

The Applicant proposes 19 points for structured parking. Up to 20 points may be granted for placing parking above or below grade. The Guidelines establish a formula for providing parking with below grade parking receiving double points because of the increased cost. Most of the proposed parking is below grade. Staff recommends granting the 19 points for underground parking since it creates a better overall urban design for the development.

### Public Art

Up to 15 points may be granted for installing public art reviewed by the Arts and Humanities Council. The criteria for public art includes, achieving aesthetic excellence and ensuring an appropriate interaction between the art and the architectural setting in terms of scale, materials, and context. The Applicant proposes public art in public use spaces, including the central plaza. Staff recommends granting 10 points because public art defines public spaces and implements the Sector Plan recommendation. The Sector Plan recommends that “art in public places adds value to development and provides an enhanced experience for residents and visitors. The CR Zones have incentives for public art. New development should consider integrating art into public use space” (p.63).

### Public Open Space

The Applicant proposes 10 points for public open space for the development. Up to 20 points may be granted for providing open space above the minimum required by the zone. Staff recommends granting the requested 10 points because the five distinct public open spaces, including the 1.7-acre central plaza, achieve the guidelines criteria for accessibility, size and design. In addition, the public open space also furthers the Sector Plan recommendations.

### Exceptional Design

The Applicant proposes 10 points for exception design. Up to 10 points may be granted for building or site design with visual and function impacts that enhance the character of a setting. Creating a sense of place and enhancing the public realm in a distinct and original manner are two of the six criteria established in the CR Zone Guidelines.

The Applicant has submitted precedent office, retail, hotel and residential developments as examples of exceptional design intended for the development. No specific buildings or square feet of development have been proposed. The Applicant indicates that at site plan, more specific building design issues will be determined then exceptional design elements will be identified. Staff agrees with this approach but recommends granting 5 points at this time. Additional points may be appropriate but will be decided at site plan.



### BLTs

Five percent of the incentive density or 223,938 sq. ft must be obtained through the purchasing of BLTs at a rate of 1 BLT per 20,000 sq. ft. This equates to 11.19 BLTs or 3.73 BLTs per phase for this development. The Applicant will provide the BLTs as required and Staff recommends granting the 5 required points for this public benefit

### Vegetated Wall

Up to 10 points for the installation and maintenance of a vegetated wall that covers at least 30 percent of any blank wall or parking garage that is at least 300 square feet in area and is visible from a public street or open space. The Applicant proposes to take the maximum 10 points for the development; staff recommends 5 points. As illustrated in the sketch plan, most of the high-rise development can accommodate vegetated walls. At site plan, the location of these walls will be determined. Further, this incentive is only applicable to buildings since most of the parking is below grade.

### Vegetated Area

Up to 10 points may be granted for installation of planting in a minimum of 12 inches of soil, covering at least 5,000 square feet. The Applicant proposes to take the maximum 10 points for the development; staff recommends 5 points. At site plan, the location of these areas will be determined.

6. *The sketch plan must establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The proposed development may be built in three phases:

- Phase I includes: 1,300 residential dwelling units, 198,950 sq. ft (office), 280,350 sq.ft (hotel) and 958,000 sq.ft. (retail)
- Phase II includes: 439 residential dwelling units, 831,290 sq. ft (office), and 518,730 sq.ft. (retail)
- Phase III includes: 687 residential dwelling units and 13,590 sq. ft (retail)

The table below shows the public benefits proposed by each phase of development modified by staff's recommendation:

Category	Public Benefit	Points Recommended	Phase I	Phase II	Phase III
<b>Major Public Facility</b>	Public park	12	0	0	12
<b>Major Public Facility</b>	Elementary school site	TBD	TBD	TBD	TBD
<b>Transit Proximity</b>	Level 1	24	18	3	3
<b>Connectivity and Mobility</b>	Through block connection	14	7	7	0
	Public Parking	10	10	0	0
	Advanced Dedication	16	16	0	0
	Way Finding	5	5	0	0
<b>Diversity of Uses and Activities</b>	Small Business Opportunities	20	13	7	0
<b>Quality Building and Site Design</b>	Structured Parking	19	17	1	1
	Public Art	10	7	0	3
	Public Open Space	10	6	2	2
	Exceptional Design	5	3	1	1
<b>Natural Environmental Protection and Enhancement</b>	Building Lot Termination	5	3	1	1
	Vegetated Wall	5	3	2	0
	Vegetated Area	5	3	1	1
<b>Requested Incentive Density Points</b>		<b>160</b>	<b>111</b>	<b>25</b>	<b>24</b>

The required site improvements, circulation facilities, and a proportional amount of public benefits will be provided at each phase. A full development program to establish phasing of the elements required by this Application will be developed and analyzed during subsequent preliminary and site plan reviews.

NY:ha: n:\area 2 division\yearwood\Revised White Flint Mall Sketch Plan Final

## APPENDICES

- A. Agency Letters
- B. Community Correspondence



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Arthur Holmes, Jr.  
*Director*

October 5, 2012

Mr. N'kosi Yearwood, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Sketch Plan No. 320120040  
White Flint Mall Redevelopment

Dear Mr. Yearwood:

We have completed our review of the above-referenced July 2, 2012 amended Sketch Plan for this project. An earlier version of this Sketch Plan was reviewed by the Development Review Committee at its meeting on March 19, 2012. The following comments are tentatively set forth for the subsequent submission of a preliminary plan:

All Planning Board Opinions relating to this plan or any subsequent revision, preliminary or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Prior to submission of the preliminary plan package to the M-NCPPC, the applicant will be required to pay a fee to Montgomery County for the Department of Transportation's review of the transportation-related elements of the project, in accordance with Executive Regulation No. 28-06AM. That Executive Regulation and the application form can be viewed at:  
[http://www6.montgomerycountymd.gov/trstmpl.asp?url=/content/dot/traffic/Develop\\_Review.asp](http://www6.montgomerycountymd.gov/trstmpl.asp?url=/content/dot/traffic/Develop_Review.asp).
2. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.) on the preliminary plan. We recommend the names of the proposed streets be cross-referenced (on the plan) with their names and designations from the Sector Plan, for facilitate future reviews.
3. Necessary dedication for future widening of Rockville Pike (MD 355) in accordance with the Sector Plan and the approved typical section for Bus Rapid Transit (BRT) plan for that roadway. [Note: BRT is only a concept under study for Rockville Pike; the preliminary plan should provide flexibility with and without BRT (in the median area station stops-instead of landscaped panels).]

**Division of Traffic Engineering and Operations**

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878  
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080  
[trafficops@montgomerycountymd.gov](mailto:trafficops@montgomerycountymd.gov)



4. Access and improvements along Rockville Pike (MD 355) as required by the Maryland State Highway Administration. We do not support allowing the proposed on-street recessed parking on MD 355 until the 50% mode share goal has been achieved.
5. Necessary dedication for White Flint Boulevard (Huff Court Extended) in accordance with the Sector Plan. White Flint Boulevard (Huff Court Extended) may be implemented as a private street subject to satisfying the privatization criteria discussed on page 52 of the sector plan.
6. Necessary dedications for White Flint Boulevard (Huff Court Extended), White Flint Way (Security Lane Extended), and White Flint Lane (Edson Lane/Nebel Street Extended) in accordance with the Sector Plan.
7. Dedicate right-of-way truncations at all public street intersections.
8. Planning Board approval to amend the terminus of White Flint Way (Security Lane Extended), delete the proposed internal Local Street [between Nicholson Lane and White Flint Boulevard (Huff Court Extended)], and amend the Sector Planned alignment for White Flint Lane (Edson Lane/Nebel Street Extended).
9. Improvements in the public rights-of-way will need to comply with Executive Regulation No. 31-08AM ("Context Sensitive Road Design").

The preliminary plan submission should address how this Executive Regulation has been satisfied – particularly with respect to target speeds, typical sections for the existing and proposed public streets, locations of existing and proposed public utilities, and stormwater management within the public rights-of-way.

10. We have reviewed the DRAFT color-coded utility concept plan. Based on the information that has been provided to date, we do NOT support allowing the dry utilities to be located within the County rights-of-way of Executive Boulevard, White Flint Lane, and White Flint Boulevard.

In those situations where provision of a public utility easement is not feasible due to zero-foot building setbacks, MCDOT will work with the M-NCPPC, the applicant, and the public utility companies to ascertain the best location for utility service to the buildings. MCDOT's preference for the location of underground "dry" utilities is as follows, in order of priority:

1. In alleys and privately owned open space behind the buildings where access by utility maintenance vehicles is available.
2. Under the sidewalk between the building and the street.
3. Under the on-street parking lanes.
4. Under a travel lane.

11. Submit Design Exception requests for deviations from MCDOT standards, policies, and procedures—in particular the proposed modifications shown on SK51 (Street Sections) sheet.

At the preliminary plan stage, the applicant will need to provide sufficient as-built information to confirm that those existing private streets (to be dedicated and converted to County maintenance) meet County criteria to be accepted for public maintenance. Such information includes horizontal and vertical alignment, cross-sections, pavement thicknesses and compactions, sufficiency of any materials to be retained, etc.

12. Coordinate the proposed Capital Improvements Program Project to provide transportation improvements for the White Flint District East (CIP Project No. 501204) – particularly with respect to any improvements proposed along Executive Boulevard Extended. This project should be coordinated with Ms. Sogand Seirafi (Chief of our Division of Transportation Engineering/Transportation Planning and Design Section) and Mr. Daniel Sheridan (the new DTE Project Manager for that project). Ms. Seirafi and Mr. Sheridan may be contacted at 240-777-7220.
13. Grade establishments for all new public streets. Tentative profiles are to be submitted with the preliminary plan. Demonstrate how the proposed public road alignments and typical sections comply with the approved master plan and Executive Regulation No. 31-08AM (Context Sensitive Roadway Design).
14. As part of the preliminary plan submission, the applicant needs to provide project ultimate turning movements (for internal and external intersections and garage entrances) with the proposed public streets.

This information should also provide comprehensive (passenger, truck, bus) vehicle, pedestrian, and bicycle circulation details through the site.

We have concerns about the proximity of the intersections of White Flint Way/White Flint Boulevard and White Flint Lane/White Flint Boulevard with respect to Rockville Pike (MD 355) for potential queuing problems. At the preliminary plan stage, the applicant needs to provide more information on the anticipated traffic volumes, vehicular and pedestrian circulation, recommended traffic operations/intersection controls, etc. – to determine if the proposed intersection locations and operations will be acceptable.

The intersection of White Flint Way and White Flint Boulevard should be analyzed for a traffic signal as part of the traffic operations analysis in the preliminary plan submission.

15. The preliminary plan submission should also provide more information on the proposed design and operations at the intersection of the White Flint Way (proposed private street) with White Flint Lane. We have concerns about the proposed streetscaping, vehicle and pedestrian volumes and operations, non-standard amenities within the right-of-way, etc. A Maintenance and Liability Agreement will be required if non-standard amenities will be allowed within the right-of-way.

16. Show the location of proposed driveways on the preliminary plan. We have concerns over the spacing of several of the intersections and entrances proposed along Executive Boulevard Extended – they should be aligned opposite one another or additional separation should be provided between adjacent or opposite entrances.
17. At the preliminary plan stage, submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.

We have concern for visibility at the proposed entrances on White Flint Way at the driveways for “U” and “Q,” White Flint Court, and the proposed entrances on Executive Boulevard – particular care should be paid to the sight distances analyses for these locations.

18. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
19. Need proper public street termini to develop the southwestern portion of the site: construct cul-de-sacs at ends of existing Stillwater Avenue and White Flint Drive or provide interconnected (grid) street system.
20. Storm drainage and/or flood plain studies, with computations. Analyze the capacity of the existing public storm drain system and the impact of the additional runoff. If the proposed subdivision is adjacent to a closed section street, include spread computations in the impact analysis.
21. Necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
22. Preliminary plan and record plat to reflect a reciprocal access and public utilities easement to serve the lots served by private common driveway(s).

We recommend site entrances be consolidated, to the maximum extent possible, to facilitate multi-modal traffic operations on the proposed street network.

23. Prior to submission of the preliminary plan, we recommend the applicant coordinate with Ms. Deanna Archey and Ms. Stacy Coletta of our Division of Transit Services to discuss the conceptual layout of bus routes and bus stops within site and along Rockville Pike (MD 355). MCDTS does not favor bus pull offs; alternative design for bus access along Rockville Pike (MD 355) should be explored. Ms. Archey and Ms. Coletta may be reached at 240-777-5800.

We recommend building lobbies be designed to provide two-way visibility for transit or shuttles. We also recommend port-cocheres (covered entryways) be designed to provide adequate height for buses.

24. At the preliminary plan stage, we will need the applicant to submit a DRAFT Traffic Mitigation Agreement electronically for review. The trip reduction elements should be coordinated with Ms. Sandra Brecher, Chief of our Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380.

To achieve the Non-Auto Drive Mode Shares required in the Sector Plan, we believe the trip reduction measures in this Agreement and the preliminary plan should include:

- Carpool/Vanpool Parking. Provide adequate numbers of carpool and vanpool parking spaces in highly visible, preferentially-located spots.
  - Car Sharing Spaces. Provide adequate number of car sharing vehicle parking spaces in highly visible, preferentially-located spots.
  - Electric Car Charging. While these facilities are not currently needed, future increased use of electric vehicles may prove challenging if we don't include such space(s) in our projects. Provide at least two electric car charging stations on site for each development.
  - Real Time Transit Information Signs. Provide space for an adequate number of external real-time transit information signs (at least six) at highly-used locations in the project to assist employees, residents, and visitors with commuter information. Applicant will provide conduit, electrical and internet connections, and will install County-provided equipment – including display monitors. Applicant will reimburse the County for the cost of the monitors. The applicant will pay for five years of maintenance for the signs.
  - Bike Facilities. Provide bike racks and lockers throughout the Project, including secure bicycle storage areas in garages for resident use (“bike cages”) as well as bicycle repair stations.
  - Bikesharing. Identify on the plan proposed locations for a minimum of 4 bike-sharing stations (including 1 near the proposed BRT station and the other 3 distributed at key nodal points on the site – including the Piazza) and bike storage facilities. The project will be required to pay the capital costs of such stations and five (5) years of operating expenses as a public benefit under the CR zone provisions. Applicant will be encouraged to take other actions in concert with the TMD to promote use of bike sharing among employees and visitors at the project, in order to accomplish the objectives of the TMD.
  - Promote biking and walking. Provide showers and changing rooms in the office buildings and large retail complexes for use by employees who bike or walk to work. Provide well-lit, safe paths for bikes and pedestrians throughout the project.
  - Promote non-auto options with information and outreach:
    - a. Incorporate display space into lobbies and other high pedestrian activity areas + opportunity for information on each level of parking facilities
    - b. Provide pavilions in busy outdoor settings to enable outreach events to be staged more readily. These pavilions should have electric and water connections.
    - c. Provide kiosks in busy outdoor areas to afford the opportunity for information displays, assistance, etc.
25. Identify proposed parking facilities on the preliminary plan. We recommend the applicant take advantage of the shared parking provisions in the Zoning Ordinance to reduce the total amount of parking and charge for parking at rates consistent with market rates in the area.

26. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
27. Recorded Maintenance and Liability Agreement for proposed streetscaping within the public rights-of-way. This Agreement is to remain in effect until an Urban District has been created (for such maintenance).
28. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
29. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
30. Truck loading space requirements are to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
31. At the preliminary plan stage, submit a truck circulation for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and a left-side backing maneuver. Passenger vehicle travelways should be separated from the expected truck circulation patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
32. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to the following improvements:
  - A. Improvements to the public right of way will be determined at the preliminary plan stage based on a review of the additional information requested earlier in this letter.
  - B. Enclosed storm drainage and/or engineered channel in all drainage easements.
  - C. Underground utility lines.
  - D. Streetscaping.
  - E. Street lights.
  - F. Street trees in amended soil panels.
  - G. Permanent monuments and property line markers.



Mr. N'kosi Yearwood  
Sketch Plan No. 320120040  
October 5, 2012  
Page 7

Thank you for the opportunity to review this pre-preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. David Adams, our Development Review Area Engineer for this part of the County, at (240) 777-2197 or [david.adams@montgomerycountymd.gov](mailto:david.adams@montgomerycountymd.gov).

Sincerely,



Gregory M. Leck, Manager  
Development Review Team

M:/subd/gml/docs/Sketch Plans/320120040, White Flint Mall Redevelopment.doc

cc: Edward A. De Avila; Lerner Enterprises  
James D. Policaro; Lerner Enterprises  
Francine Waters; Lerner Enterprises  
Michael Cohen; Elkus Manfredi Architects  
Douglas Wrenn; Rodgers Consulting  
Randall Frey; Rodgers Consulting  
Robert Graham; Rodgers Consulting  
Nancy Randall; Wells & Associates  
Robert G. Brewer, Jr.; Lerch Early & Brewer  
Catherine Conlon; M-NCPPC DARC  
Glenn Kreger; M-NCPPC Area 2  
Joshua Sloan; M-NCPPC Area 2  
Edward Axler; M-NCPPC Area 2  
Scott Newill; MSHA EAPD

cc-e: Dee Metz; OCE  
Atiq Panjshiri; MCDPS RWPR  
Sam Farhadi; MCDPS RWPR  
Gary Erenrich; MCDOT DO  
Bob Simpson; MCDOT DO  
Deanna Archey; MCDOT DTS  
Stacy Coletta; MCDOT DTS  
Sandra Brecher; MCDOT DTS/CSS  
Beth Dennard; MCDOT DTS/CSS  
Bruce E. Johnston; MCDOT DTE  
Sogand Seirafi; MCDOT DTE  
Daniel Sheridan; MCDOT DTE  
Emil Wolanin; MCDOT DTEO  
Fred Lees; MCDOT DTEO  
Kyle Liang; MCDOT DTEO  
Will Haynes; MCDOT DTEO  
Bruce Mangum; MCDOT DTEO  
David Adams; MCDOT DTEO



March 16, 2012

Ms. Cathy Conlon, Supervisor  
Development Applications and Regulatory Coordination Division  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: White Flint Mall Redevelopment – Plan #320120040

Dear Ms. Conlon:

This is to comment on the referenced plan presented at the Development Review Committee on March 19, 2012. The White Flint Sector Plan will generate over 400 elementary school students over the course of its development. Montgomery County Public Schools continues to support the concept that the Sector Plan should provide adequate incentives for Master-Planned Major Public Facilities as stated in the CR Zone Incentive Density Guidelines prepared by the Maryland-National Capital Park and Planning Commission.

The designated school site on the southern portion of the White Flint Redevelopment Plan should be dedicated at no cost to the Board of Education as a necessary infrastructure piece that supports the increased density envisioned by the approved and adopted White Flint Sector Plan. MCPS staff will continue to work with Planning staff to determine an incentive plan that equitably provides an elementary school site, thus saving Montgomery County tax payers from having to fund the acquisition of the school site. We firmly believe that the Sector Plan development should support its own needs.

Thank you for your cooperation. Should you have any questions, please contact me at 240-314-1069 or by email at [Janice\\_Turpin@mcpsmd.org](mailto:Janice_Turpin@mcpsmd.org).

Sincerely,

Janice M. Turpin, Team Leader  
Real Estate Management

JMT:mpw

Copy to:  
Mr. Song

Department of Facilities Management

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



Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

April 25, 2012

RE: **Montgomery County**  
**MD 355 White Flint Mall Redevelopment**  
**SHA Tracking No: 12-AP-MO-012-XX**  
**County File No: 320120040**  
**Mile Post: 5.89**

Ms. Catherine Conlon, Chairwoman  
Development Review Committee (DRC)  
Maryland National Capital Park & Planning Commission  
8787 Georgia Ave  
Silver Spring, Maryland 20910-3760



Dear Ms. Conlon:

The Maryland State Highway Administration (SHA) is providing a letter to supplement recent March 16, 2012 letter concerning the proposed Sketch Plan for the White Mall Redevelopment in Montgomery County. I would like to clarify the SHA comments and position on the Sketch Plan submission.

The SHA has no objection to the Sketch Plan approval being granted for the proposed White Flint Mall Redevelopment subject to additional coordination with SHA during the Site Plan development stage. The SHA will continue to work with the developer, Montgomery County, and MNCP&PC on this important project to the White Flint Sector Plan area. We anticipate working together to resolve design elements, details, and plans for any work within the State right of way at the existing entrances and/or along the MD355 (Rockville Pike) property frontage as part of the Site Plan approval process and later development approval phases.

The SHA recognizes that elements of the northern roadway connection are associated with the County CIP to construct this roadway. As those projects move forward, the SHA will coordinate with the County and developers for the roadway and development phasing.

Thank you again for the opportunity to review the Sketch Plan. If you have any questions, or require additional information, please contact me or Mr. Kwesi Woodroffe at 410-545-8771 or toll free (in Maryland only) at 1-800-876-4742 (x8771) or by email at [kwoodroffe@sha.state.md.us](mailto:kwoodroffe@sha.state.md.us).

Sincerely,

A handwritten signature in black ink that reads 'Steven D. Foster'.

Steven D. Foster, Chief  
Access Management Division

SDF/KSW

Ms. Catherine Conlon, Chairwoman  
Development Review Committee (DRC)  
Page no. 2

cc: Mr. Michael Cohen, Elkus Manfredi Architects – 300 A St., Boston, MA 02210  
Mr. Randall Frey, Rodgers Consulting – 19847 Century Blvd., Germantown, MD 20874  
Mr. Scott Newill, SHA AMD  
Mr. Mark McKenzie, SHA AMD  
Ms. L'Kiesha Markley, Regional and Intermodal Planning Division, SHA  
Ms. Reena Mathews, SHA  
Mr. Jim Policaro, Lerner Enterprises, 2000 Tower Oaks Blvd., 8<sup>th</sup> Floor, Rockville, MD 20852  
Mr. Gregory I. Slater, SHA, Office of Planning and Preliminary Engineering  
Mr. Cedric Ward, District 3, SHA  
Ms. Francine Waters, Lerner Enterprises, 2000 Tower Oaks Blvd., 8<sup>th</sup> Floor  
Rockville, MD 20852  
Mr. Brian Young, District Engineer, District 3 SHA

## ATTACHMENT B

11111 Jolly Way  
Kensington, MD 20895  
September 18, 2012

Mr. Joshua Sloan, Planning Coordinator, Area 2 Division  
Maryland National Capital Park & Planning Commission  
8787 Georgia Ave.  
Silver Spring, Maryland 20901

Re: Sketch Plan No. 320120040  
White Flint Mall Redevelopment

Dear Mr. Sloan:

I am writing to oppose the location of the Neighborhood Plaza as shown in the White Flint Mall Redevelopment Sketch Plan. I believe that locating this Plaza immediately adjacent to the White Flint Neighborhood Park compromises the intent of the Park and will cause many operational concerns.

This Neighborhood Plaza, as proposed in the Sketch Plan and as illustrated in the White Flint Mall PowerPoint presentation posted on your White Flint web site, is envisioned as an active amenity, drawing many participants during all hours of the day and night. This activity is inconsistent with a park designed for dawn to dusk operation only.

I believe the Neighborhood Plaza should be moved to the west of White Flint Lane with a pedestrian only path connecting the Plaza to White Flint Neighborhood Park.

Thank you for considering my opinions.

Sincerely,

Natalie Goldberg

cc: Nkosi Yearword  
Brooke Farquhar