





Sketch Plan No. 320130010. Gables White Flint

 Nkosi Yearwood, Senior Planner, Area 2 Division, Nkosi.Yearwood@montgomeryplanning.org, 301.495.1332

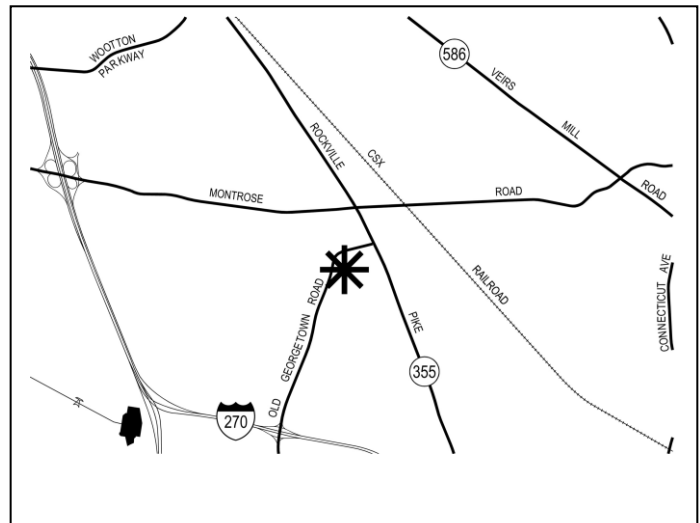
 Rachel Newhouse, Planner Coordinator, Parks Department, Rachel.Newhouse@montgomeryparks.org, 301.650.4368

 Glenn Kreger, Chief, Area 2 Division, Glenn.Kreger@MontgomeryPlanning.org, 301.495.4653

Completed: October 11, 2013

Description

- Construction of 521,000 square feet of mixed use development, including 31,000 square feet of non-residential uses and 490,000 square feet of residential uses;
- Current uses: Surface parking lots and roadway;
- Located at the intersection of Old Georgetown Road and Executive Boulevard;
- On 5.1 gross acres of land in the CR3 C1.5 R2.5 H70 and CR4 C 2.0 R3.5 H250 zones in the White Flint Sector Plan area;
- Applicant: LG Georgetown LLC filed on July 30, 2013.



Summary

- Staff recommends approval of the Gables White Flint Sketch Plan with conditions and adoption of the Draft Resolution.
- The proposed development will transform two existing surface parking lots and a segment of a public street into a mixed use residential development with new street network, public use spaces, and a new public facility.
- Key elements of the plan are mixed use development, public use space, and land area for a public parking garage.

TABLE OF CONTENTS

SECTION 1: RECOMMENDATION AND CONDITIONS	3
SECTION 2: SITE DESCRIPTION	7
Site Vicinity	
Site Analysis	
SECTION 3: PROJECT DESCRIPTION	9
Approvals and Master Plan Staging Proposal	
Buildings and Height	
Public Use Space and Environment	
Transportation	
Phasing	
Community Outreach	
SECTION 4: WALL PARK REDEVELOPMENT	18
Sector Plan Recommendation	
Public Private Partnership	
Park Vision	
Outreach	
SECTION 5: PROJECT ANALYSIS AND FINDINGS	20

SECTION 1: RECOMMENDATION AND CONDITIONS

Staff recommends approval of Gables White Flint Sketch Plan No. 320130010 application for a maximum of 521,000 square feet of development on 5.21 gross acres of land zoned CR-3 C1.5 R 2.5 H70 and CR-4 C2.0 R3.5 H250. The following site development elements shown on the sketch plan stamped “Received” by the M-NCPPC on September 17, 2013 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 521,000 square feet of development, including a maximum of up to 490,000 square feet of residential uses and a maximum of up to 31,000 square feet of non-residential uses. The final amount of residential dwelling units and non-residential development, and the final number of dwelling units will be determined at site plan.

2. Height

The proposed development is limited to the maximum heights as illustrated in the September 17, 2013 submission.

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 provided with land area for a shared parking garage and a bikeshare station;
- c. Connectivity and Mobility achieved through public parking, minimum parking, and wayfinding;
- d. Quality Building and Site Design achieved through structured parking, public art, and exceptional design;
- e. Protection and Enhancement of the Natural Environment achieved through the purchase of Building Lot Terminations (“BLTs”), vegetated areas, cool roof and recycling facility plan.

4. Public Facilities

At preliminary plan review, Montgomery County, Parks Department, Recreation Department and the Applicant must establish a strategy that details the funding options for the parking garage construction in one phase.

5. Public Use Space

The proposed public use spaces along Private Street “A”, Private Street “B”, Executive Boulevard realigned and segments of Market Street and Old Georgetown Road must be provided as illustrated in the Sketch Plan, and finalized by subsequent site plan.

6. Building Lot Terminations (BLTs)

The Applicant must provide proof of purchase and/or payment for the required 1.02 BLTs prior to issuance of the first building permit.

7. Moderately Priced Dwelling Units (MPDUs)

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

8. Environment

At 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 how the landscape plan will contribute to achieving the Sector Plan tree canopy goal of 20 percent.

9. Transportation

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

- a. Coordination of Executive Boulevard abandonment with Montgomery County Department of Transportation (MCDOT) and the County Executive’s Office.
- b. Dedicate the Master Plan rights-of-way for Old Georgetown Road (MD 187), Executive Boulevard and Market Street.
- c. Issues detailed in the Montgomery County Department of Transportation letter dated September 9, 2013.
- d. Issues detailed in the Maryland State Highway Administration (SHA) letter dated September 23, 2013.
- e. 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. Elements of the Mitigation Agreement may include the following:

- i. Cooperate with the MCDOT and/or the Transportation Management Organization (TMO) to obtain residential and non-residential tenant participation in TMD Annual Commuter Survey.
 - ii. Provide permanent information displays in a highly used location in the lobbies of the buildings.
 - iii. Provide space for real time transit information signs at highly-used locations.
 - iv. Make a good faith effort to promote the Guaranteed Ride Home Program and any other emergency ride programs that are available in the region for commuters who carpool, vanpool, use transit, or other commuter options.
 - v. Provide carpool and vanpool parking spaces for retail employees.
 - vi. Provide car sharing parking spaces in highly visible locations.
 - vii. Provide electric vehicle charging stations in highly visible locations.
 - viii. Cooperate with MCDOT and/or TMD in their implementation of marketing efforts designed to attract employees working on-site or nearby to purchase or rent housing within the subject development.
 - ix. Provide an annual summary report to MCDOT and/or TMO outlining the on-site traffic mitigation efforts.
- f. 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:
 - i. 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.
- g. Provide bicycle parking spaces, as required by the Zoning Ordinance, based on the final approved densities and uses.

10. Phasing

- a. 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.

Future Coordination for Preliminary and Site Plan

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

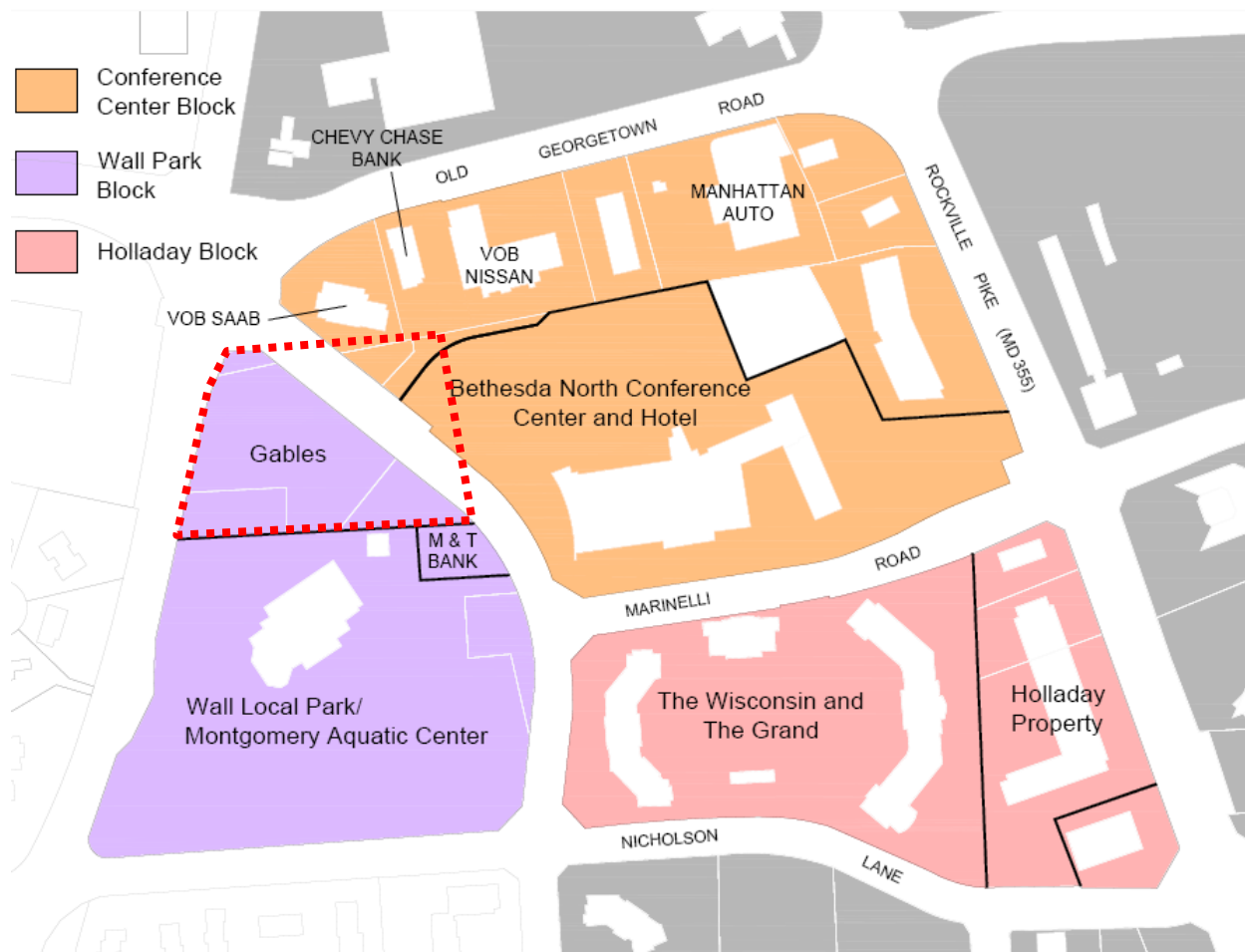
- Montgomery County Fire and Rescue access recommendations.
- Undergrounding of wet and dry utilities.
- The Applicant must comply with the White Flint Urban District requirements, if established by Montgomery County Council.
- Public art program review by the Public Arts Trust Steering Committee.
- Creation of a Wayfinding system.
- Compliance with the Planning Board's Recreation Guidelines.

SECTION 2: SITE DESCRIPTION

Site Vicinity

The Gables White Flint property covers approximately 5.21 acres in the western section of the White Flint Sector Plan area. The property consists of 3.18 acres of land that is owned by LG Georgetown LLC, and bounded by Old Georgetown Road (MD 187) to the west and north; approximately 34,403 square feet of existing Executive Boulevard right-of-way, which is owned by Montgomery County; approximately 22,179 square feet of a portion of the Bethesda North Conference Center surface parking lot, both to the east; and approximately 2,549 square feet of land that is owned by Old Georgetown Saab, which is also immediately east of existing Executive Boulevard and adjacent to the Conference Center.

Immediately south of the subject property is the Parks Department-owned Wall Local Park, the Department of Recreation operated Kennedy Shriver Aquatic Center and an M&T Bank. Office buildings and the Luxmanor residential community area are west of Old Georgetown Road and commercial uses, including a Capital One Bank and two automotive centers are to the immediate northeast. The property is between $\frac{1}{4}$ and $\frac{1}{2}$ mile from the existing White Flint Metro Station entrance.



Vicinity Map

Site Analysis

The property is within two zones: CR3 C1.5 R2.5 H70 and CR4 C2.0 R 3.5 H250. The CR3 portion is west of Executive Boulevard, while CR4 is to the east. The site is developed with two surface parking lots and a portion of an existing street. Existing vehicular access is limited to Executive Boulevard. Topographically, the property is predominately flat but slightly lower at the intersection of Old Georgetown Road and Executive Boulevard. There are specimen size trees on Wall Park.



Aerial view of the site

A Natural Resources Inventory-Forest Stand Delineation (NRI-FSD) was approved for the site on July 2, 2013 (#420131890). The site contains no streams or stream buffers, wetlands or wetland buffers, floodplains, steep slopes, forest or trees, or known habitats of rare, threatened or endangered species. The property lies within the Cabin John Creek watershed, which is a State Use Class I stream. This site is not within a Special Protection Area.

A stormwater concept plan for this site was submitted to Montgomery County Department of Permitting Services (MCDPS) on May 24, 2013, and is under review. The stormwater concept features a combination of green roofs, stormwater vaults, and microbio-retention facilities. Staff finds that the Sketch Plan complies with the M-NCPPC's Environmental Guidelines.

SECTION 3: PROJECT DESCRIPTION

Approvals and Master Plan Staging

Abandonment

A portion of existing Executive Boulevard, approximately 34,403 square feet, will be abandoned by the Montgomery County Department of Transportation in order to establish the realignment of Executive Boulevard, as recommended in the White Flint Sector Plan. This portion of Executive Boulevard will be renamed Grand Park Avenue in the future.

A County Executive Public Hearing (AB 739) was held on Wednesday, September 18, 2013. The hearing examiner will keep the public record open to allow this report to be included in the proceedings. Chapter 49-63 of the County Code requires that the County Council must approve the abandonment. No development can occur until the County constructs the realigned Executive Boulevard and Market Street.

Preliminary and Site Plan

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

Sector Plan Staging

After site plan approval, this development is subject to the White Flint Sector Plan's staging allocation process. New development in White Flint is allocated prior to the submission of a building permit. Since the Adoption of the Sector Plan in 2010, only Staging Allocation Request No. 25400 was awarded to Pike and Rose-Phase I (formerly Mid-Pike Plaza) for 481 residential dwelling units and 262,800 square feet of non-residential development. The Sector Plan allows 3,000 dwelling units and 2.0 million square feet of non-residential development in Phase I.

Proposal

Uses and Density

The submitted sketch plan proposes to redevelop two surface parking lots and a segment of Executive Boulevard into a mixed-use development with approximately 490,000 gross square feet of residential development, and approximately 31,000 gross square feet of non-residential development. Three interconnected buildings between 36 feet to 68 feet in height, a five-level structured parking garage, new street network, and public use space are proposed. The overall density of the development is 2.29 FAR.

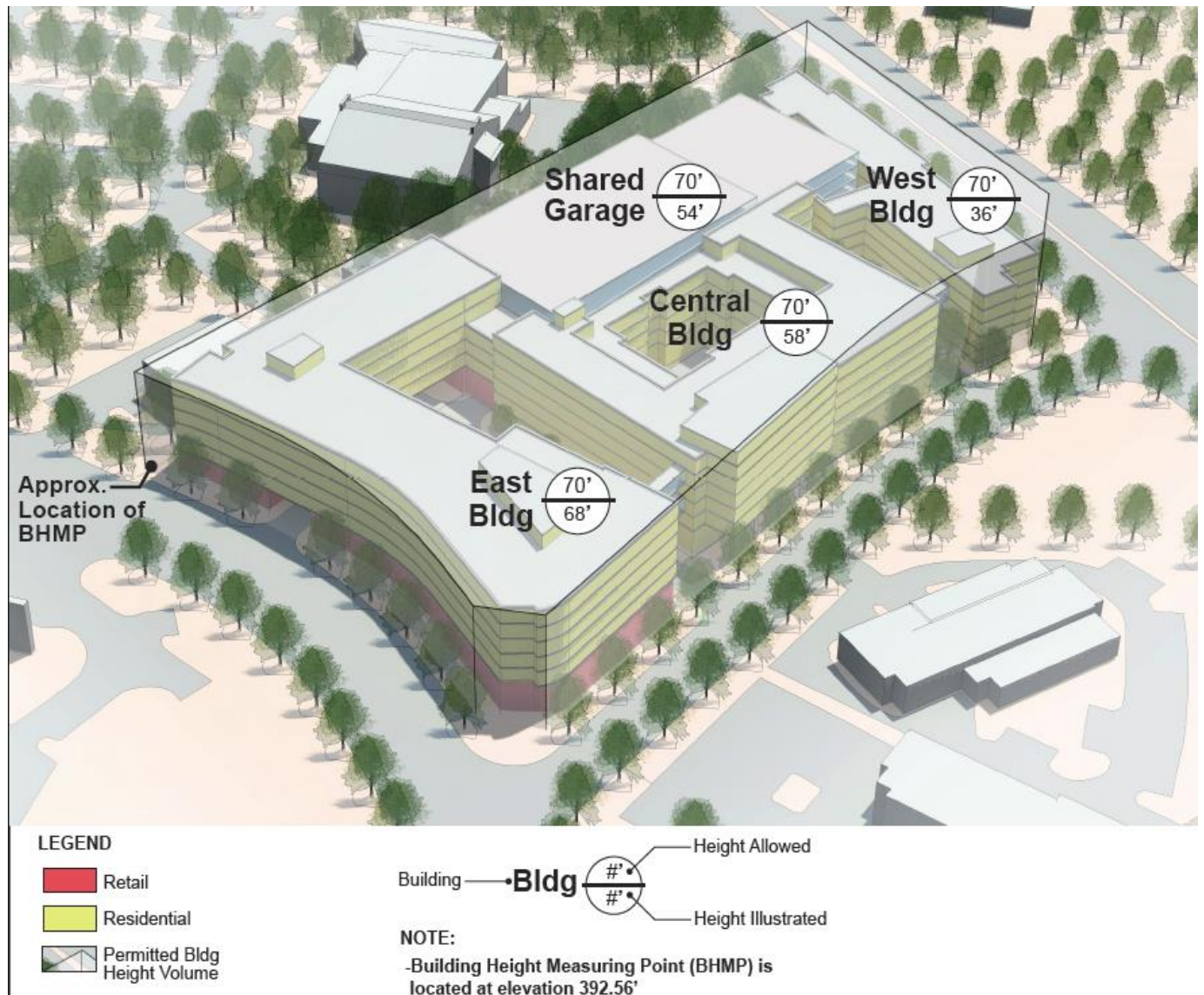


Overall Plan View of the Sketch Plan

Buildings and Height

The proposed three buildings (East, Central and West) are organized with the tallest building at realigned Executive Boulevard and Market Street, up to 68 feet, and the shortest building at 36 feet at the future intersection of Market Street and Old Georgetown Road (MD 187).

Retail on the ground level will define the lower level east building, while residential amenities and residential uses are on the lower level of the central and western buildings, respectively. A five-level structured parking garage is located south of the central building and adjacent to Wall Local Park. The image below illustrates proposed development building heights:



Proposed Building Heights-southwest view

Public Amenities

The Applicant proposes to dedicate approximately 15,550 square feet of land for a structured parking garage that will replace existing surface parking at Wall Park and accommodate future public parking for a community center. A total of 400 parking spaces are proposed for public use. A bikeshare station is the other proposed public amenity.

Public Use Space and Environment

Ten percent of the net lot area, or 18,100 square feet, is proposed as public use space. Most of the public use space is along Private Street "A" and "B". The central and western buildings will have private interior courtyard space.



Public use space proposal (indicated in green)

The proposed stormwater management concept will include environmental site design techniques, such as green roofs on the central and eastern buildings and a portion of the parking garage; micro-bio retention facilities throughout the development; and underground stormwater vaults. The Applicant has proposed 25 points from the Protection and Enhancement of the Natural Environment category in the CR zone that includes: vegetated wall, energy conservation and generation, cool roof, and recycling facility plan. The Applicant has provided a LEED for Homes Mid-rise project checklist showing a preliminary qualification for LEED Silver certification. 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. A Forest Conservation Plan is not needed for Sketch Plan approval.

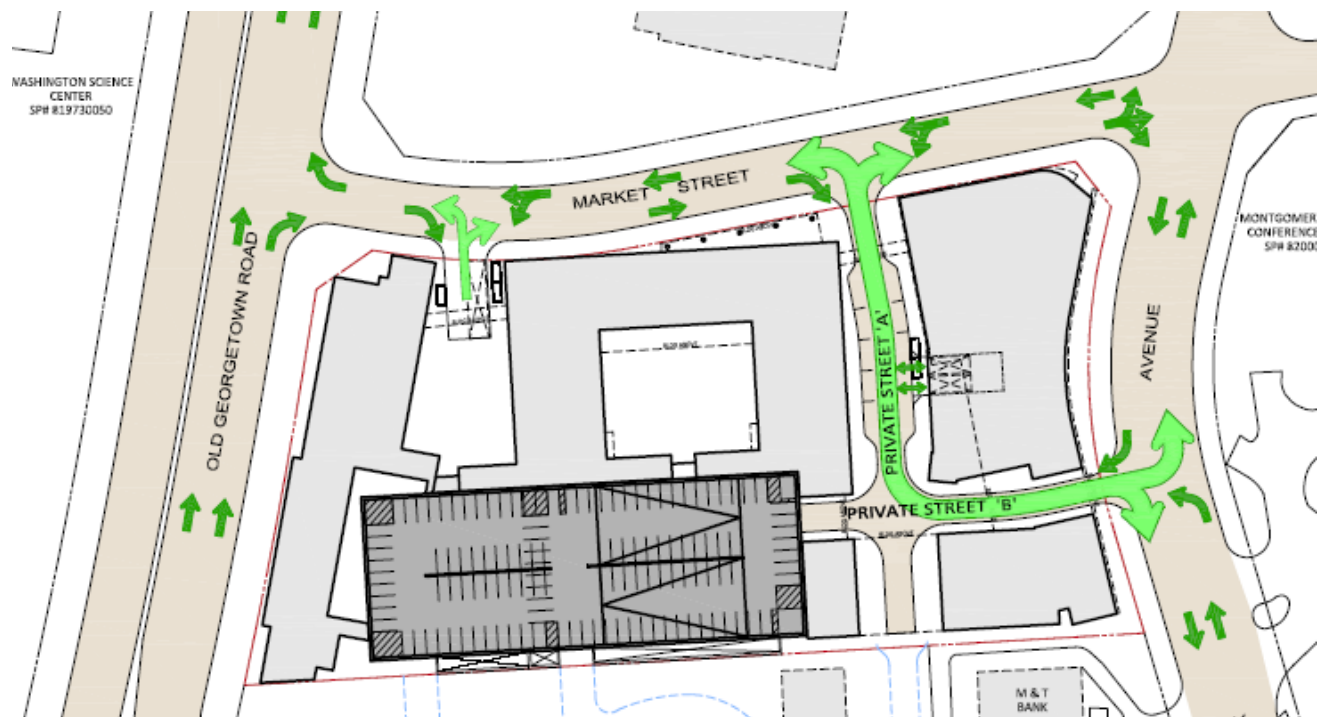
Transportation

Circulation

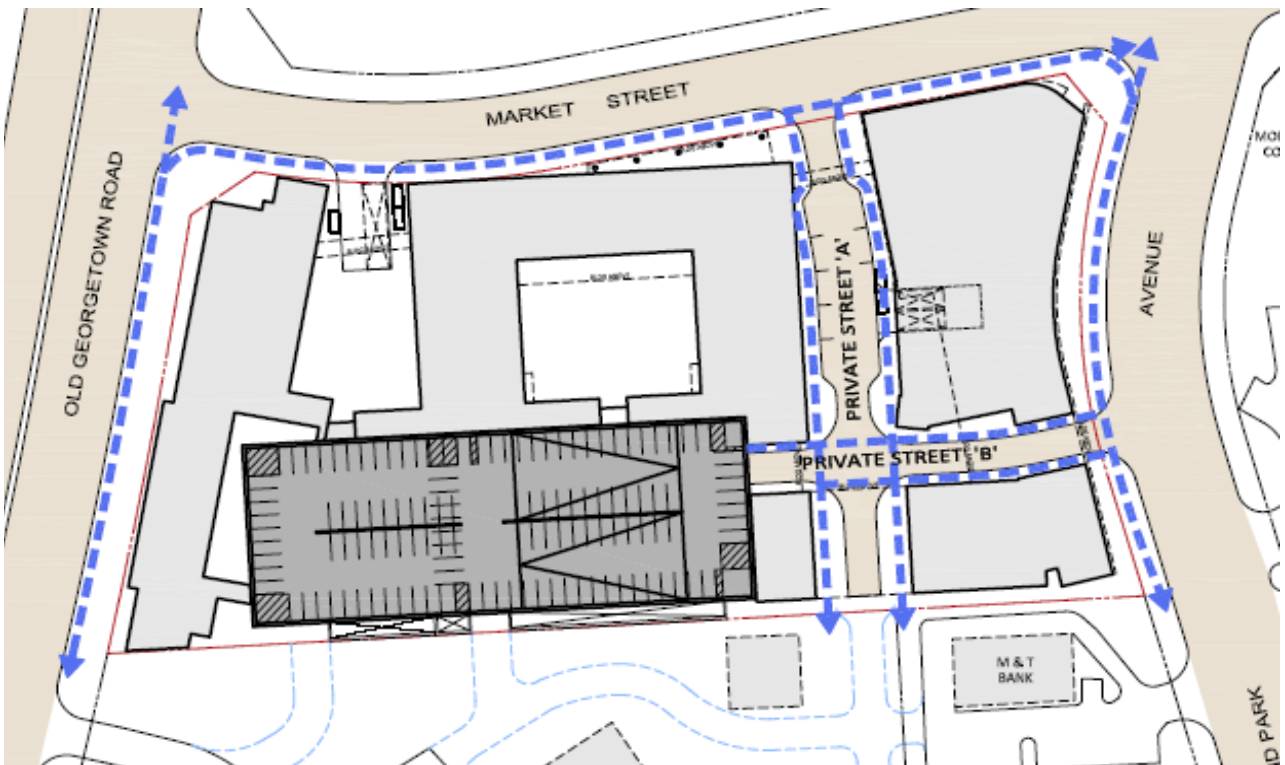
Market Street, a new east-west public street, will serve as the northern boundary to the proposed development and realigned Executive Boulevard will run along the eastern segment of the development. Existing Old Georgetown Road (MD 187) is to the immediate west, providing additional access to the site.

Two new private streets, Street "A" and "B", provide access to Market Street and Executive Boulevard. Street "B" connects to the parking garage and Street "A" can connect to Wall Local Park/Montgomery County Aquatic Center in the future. The Montgomery County Fire and Rescue Service has determined that additional roadway access is required from Wall Local Park because the garage is a non-sprinkler structure.

All streets will have sidewalks and streetscape that support a walkable environment. Connections to existing Ride-On bus 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) Old Georgetown Road (MD 187) is designated as a six-lane divided major highway (M-4) with a minimum 150-foot right-of-way.
- b) Market Street (B-10) is designated as a two-lane commercial business street with a minimum 70 foot right-of-way.
- c) Executive Boulevard (B-15), called Mid-Pike Spine Street in the Sector Plan, is designated as a four lane business street with a minimum 80 foot right-of-way



Recommended Sector Plan Street Network

Private Streets

Streets “A” and “B” are private streets that serve the proposed development. Street ‘A’ is between the eastern and central building and parallel to realigned Executive Boulevard, while Street ‘B’ is perpendicular to Street ‘A’ and Executive Boulevard. These private streets are not subject to the private road conditions in the Sector Plan but will have a public access easement.

Bikeway 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 (LB-1) is designated on Old Georgetown Road (MD 187).
- b) Shared-use path (LB-3) is designated along Market Street.

Montgomery County Department of Transportation, through the engineering design for the White Flint District West CIP project has proposed a shared use along Executive Boulevard, between Old Georgetown Road and Nicholson Lane.

Bus Routes

Several Ride-On routes are nearby the proposed development:

- Ride-On route 81 operates along Executive Boulevard’s current alignment.
- Ride-On routes 5 and 26 operate along Old Georgetown Road with a bus stop at the intersection of existing Executive Boulevard and Old Georgetown Road.
- Metrobus operates routes J-5 and C-8 along nearby Rockville Pike (MD 355).

Metro Rail

The White Flint Metrorail Station is between ¼ and ½ mile from the subject property. It is located at the intersection of Rockville Pike (MD 355) and Marinelli Road.

Proposed Bus Rapid Transit

The Planning Board Draft of the *Countywide Functional Transit Corridors Master Plan* (July 2013) recommends Old Georgetown Road as a segment of North Bethesda Transitway (Corridor 6). A reversible one-lane median BRT transitway is recommended along Old Georgetown Road between Executive Boulevard and Rock Spring Drive. The County Council will review the Board's Draft Plan this fall.

Capital Improvements Program

Market Street (B-10) and realigned Executive Boulevard (B-15) are included in the Montgomery County Capital Improvements Program (CIP), White Flint District West: Transportation-No. 501116. The 35% engineering design for these two streets illustrate Market Street, a 70-foot business street, with two parking lanes, two travel lanes, and a shared use path on the northern portion of the street. This is consistent with the Sector Plan and the Road Code standard.

Realigned Executive Boulevard is illustrated as an 89-foot business street with 5 lanes, including a center turning lane, shared use path on both sides of the street and non-peak parking in the curb lane. MCDOT has modified the typical roadway section to reduce the travel lanes width to incorporate shared use paths.

The Montgomery County Department of Transportation continues to work with the Maryland State Highway Administration (SHA), property owners, and the public regarding the roadway configurations for realigned Executive Boulevard and Old Georgetown Road.

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. The Applicant must provide the required bike parking spaces under the CR zone with inverted-U (or equivalent) public bike racks near main entrances of the multi-family buildings, in front of non-residential businesses, and private bike lockers located in a secured area in a parking garage near an elevator or parking garage's access points. At Site Plan, bicycle facilities will be addressed.

Phasing

The proposed development could be implemented in two phases. Phase one will consist of the eastern and central buildings, private roads "A" and "B", and the garage to support the private development. If the Applicant and Montgomery County can establish a public-private partnership to finance the construction of the parking garage at one time, then phase one will include the garage for both public and private development. Phase two will consist of the western residential building and the public component of the parking garage, if it is not built in phase one.

Community Outreach

The Applicant has met all the signage, noticing and the required public meeting for this development. The Applicant held a pre-submittal public meeting on May 21, 2013 on the initial sketch plan proposal at the Kennedy Shriver Aquatic Center. Approximately 13 individuals attended this meeting. The development team also presented the Sketch Plan to the White Flint Sector Plan Implementation Advisory Committee on April 8, 2013. The Committee discussed connections to Wall Local Park; parking garage phasing; future improvements to the Park; and the amount of parking associated with the development. As submitted, the Committee is supportive of the proposed development.

SECTION 4: WALL PARK REDEVELOPMENT¹

Sector Plan Recommendation

The White Flint Sector Plan recommended the redevelopment of Wall Park in collaboration with the adjacent Gables Residential property. The specific Sector Plan recommendations are the following:

Wall Local Park is approximately 11 acres and within one half-mile of the Metro station. The Montgomery Aquatic Center and a large surface parking lot (250 spaces) occupy almost half the site. If the surface parking were relocated, Wall Local Park could include more outdoor recreational options for the surrounding community and the future residents. Wall Local Park is a suitable site for co-location of a recreation center in conjunction with the expansion of the aquatic center.

This Plan envisions a public/private partnership with adjacent properties to relocate the surface parking within a parking structure built in conjunction with new residential development. This would help redirect public sector funds from building structured parking on-site to improving Wall Local Park. The redesign of Wall Local Park should incorporate the sizable trees and include a pedestrian connection to the Josiah Henson/Uncle Tom's Cabin site, a cultural site of international significance, about one quarter-mile south on Old Georgetown Road and one half-mile from the Metro station (p.60).

Public Private Partnership

The Department of Parks, Planning Department, Department of Recreation and the Office of the County Executive have discussed several ways for the applicant to build the garage in one phase, rather than two, for cost and construction efficiencies. However, the applicant is not willing to build the public component of the garage without a clear path towards financial compensation. Department of General Services staff has indicated they believe there will be a solution agreeable to all parties.

Several funding options have been explored, including utilizing the land value and proceeding sale from the abandoned portion of Executive Boulevard and the segment of the Bethesda North Conference Center to fund the construction of the garage. The estimated cost for the 400-space parking garage is \$5-6 million.

In addition to the proposed public facilities, the Applicant held several meetings with staff of the County Executive Office, Department of Parks, Planning Department and Recreation Department to develop concepts for Wall Local Park redevelopment. The various concepts allow for the removal of the surface parking lot on Wall Park that currently serves the Kennedy Shriver Aquatics Center and to accommodate the space needed for the new park and community recreation and aquatics center.

¹ The Parks Department prepared this section of the report.

Park Vision

The Department of Parks and the Recreation Department have held several public meetings to discuss the vision for Wall Park, update citizens on the partnership, and discuss the types of amenities being considered. These public meetings and the White Flint Public Amenities Report, completed in November 2011, have led to the development of a preliminary program of requirements for the expanded aquatic center and community recreation center, and a preliminary vision for the park.

The preliminary vision for the park includes: a large lawn area for multiple events and activities, preservation of the existing trees along Old Georgetown Road, an area for a stage or amphitheater, a large playground, a park café or food truck area, multiple seating and picnicking areas, a fitness trail and walking connections to Josiah Henson Special Park with interpretive stations along the way. Some of these elements such as a large lawn, could be provided as an interim park, until such time as design can be coordinated fully with the expansion of the aquatic center/new community recreation center and when facility planning, design, and construction is funded.

The preliminary program of requirements for the community center is 37,000 net square feet, 15,000 square feet of indoor space for the expanded aquatics center, and 13,500 square feet of outdoor space for a spray ground, decks and lawn area. The new community recreation and aquatic center will also include space for the existing dry dive facility.

Outreach to Date

The most recent public meeting was held on September 18, 2013. Staff presented the concept of the surface parking re-located to the parking garage on the Gables property. Several attendees expressed concerns about the safety of the parking structure, particularly in early morning hours, when many of the children's swim lessons are scheduled. Staff asked attendees to vote on the top 6 amenities they would like to see within the park. The park amenities that received the most votes included the large lawn area, the recreational fitness loop trail, the park café, picnic seating areas, multi-age playgrounds and various types of gardens. Many people at this meeting also supported the expansion of the indoor pool.

Specific comments included:

1. Design the parking structure and its connection to the Aquatic Center to be as convenient and safe as the current surface parking is today.
2. Consider relocating the entrance to the end of the building closer to the garage.
3. Provide lighting, and perhaps covering, the walkway from the building to the garage.
4. If sight lines from the building to the garage are not possible, consider cameras to monitor them.
5. Keep adequate accessible parking spaces and drop-off areas near the building entrance.
6. Try to keep the pool open during construction of the building expansion.
7. Try to avoid programming large events in the park at the same time as the pool and recreation center so as to not overburden parking options in the area.
8. Make sure the parking is still free to park and facility users. Prevent Metro riders from using the garage spaces.

SECTION 5: 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 Division 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.

Gables White Flint is located within the White Flint Sector Plan area with the following zones: CR3: C1.5, R2.5, H70 and CR4: C2.0, R3.5, H250. This optional method development will utilize land uses in the CR zone. The proposed development achieves the CR zone objectives by:

- Redeveloping surface parking lots and a portion of an existing roadway with mixed-use development;
- Providing residential and non-residential development within 1/2 mile from the Metro Station; land area for a parking garage would allow for the redevelopment of Wall Local 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 an appropriate balance of residential and non-residential development.

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 Market Street connection; land area for a new garage to serve public facilities at Wall Park; new public use spaces; 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:

Development Standard	Permitted/Required	Proposed for Approval
Gross Tract Area		
CR-3: C1.5 R 2.5 H 70	NA	202,290 sq.ft.
CR-4: C2.0 R 3.5 H 250	NA	24,728 sq.ft.
Density		
Non-Residential	C1.5 FAR	0.13 FAR or 31,000 sq.ft.
Residential	R2.5 FAR	2.16 FAR or 490,000 sq.ft.
Building Height	70 feet	70 feet
Setbacks	NA	NA
Parking Spaces		
<i>Minimum Required</i>	512 spaces	
<i>Maximum Allowed</i>	864 spaces	
		594 spaces ²
		400 spaces for Wall Park redevelopment
Public Use Space	10 percent	10 percent
Residential Amenity Space		
<i>Required Indoor</i>	9,100 sq.ft.	9,100 sq.ft.
<i>Required Outdoor</i>	9,100 sq.ft.	9,100 sq.ft.

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 identifies the Gables property in Metro West District-Block 2: Wall Local Park recommending that the area “should be primarily residential in character and use” (p.29). The Sector Plan also states that the “land area remaining after the intersection realignment of Old Georgetown Road and Executive Boulevard will be reconfigured into rectangular blocks in sizes more conducive to redevelopment. Wall Local Park should be redesigned with more active outdoor facilities through developer contributions” (p.29).

² These parking spaces are provided for the proposed mixed use development only.

Important to this proposal, the Sector Plan “envisions a public/private partnership with adjacent properties to relocate the surface parking within a parking structure built in conjunction with new residential development. This would help direct public funds from building structured parking on-site to improving Wall Local Park” (p.60). As proposed, the sketch plan achieves the Sector Plan’s recommendations.

Density and Building Height

The proposed development is consistent with the density and height recommendations of the Sector Plan. The Sector Plan recommends that the proposed area should be primarily residential and building heights limited to 70 feet, including the area west of realigned Executive Boulevard.

Transportation

The submitted sketch plan street network is consistent with the Sector Plan’s street network. It illustrates Market Street (B-10), a new 70-foot commercial business street, to the immediate north and realigned Executive Boulevard (B-15), another business street, with a minimum 80 foot right-of-way that provides the eastern frontage to the development. Market Street runs through a portion of the existing Gables property. Old Georgetown Road (MD 187) is west of the proposed development and is classified as a major highway (M-4) with a minimum right-of-way of 150 feet. At preliminary plan, the applicant will dedicate the rights-of-way for all adjacent roadways.

Bikeway Network

Two Shared Use Paths are recommended for adjacent roadways: Old Georgetown Road (LB-1) and Market Street (LB-3). The sketch plan illustrates the roadway cross-section that includes both bikeways as recommended in the Sector Plan. The Montgomery County Department of Transportation has proposed an additional shared use path along realigned Executive Boulevard that provides additional bikeway connection to Wall Park and the future recreation center. At preliminary plan, all bikeways will be defined.

Public Use Space

Private Streets “A” and “B” will have a majority of the proposed public use space for the development. Conceptually, these areas will have a distinctive streetscape and design. Additional public use is proposed along Market Street and between the central building and the western building. The proposed public use space achieves the minimum required for the CR zone.

Public Facilities

The Applicant is proposing to dedicate 15,550 square feet to accommodate a parking garage that will provide public parking for a future community recreation center, urban park, and expanded Kennedy Shriver Aquatic functions at Wall Park. A bike sharing station is another major public facility proposed for the development. The Applicant is utilizing the major public benefit incentive in the CR zone to provide for the land area for the parking garage and bike sharing station.

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: a network of bikeways and sidewalks; planting of trees and other vegetation; and using environmental site design techniques to manage stormwater. The proposed sketch plan illustrates green roofs on the central and eastern buildings and a portion of the parking garage; vegetated walls; and energy standards for the buildings will exceed the Department of Energy standard by 10 percent. These measures, along with minimization of parking, are consistent with the Sector Plan's recommendations.

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. Internal compatibility is achieved with three interconnected buildings that are between 36 and 68 feet in height; internal public and private open spaces; and a local street network. External compatibility is achieved with building heights that are lower towards existing residential community and the parking garage is adjacent to Wall Park that allows new development to frame public streets. Further, the development will be consistent with the Sector Plan recommendations and future redevelopment of Wall Local Park. No new development is at the Conference Center, east of the subject site.

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. This sketch plan provides: an overall transportation and pedestrian network that links all portions of the development, including access to Wall Park; and a comprehensive pedestrian system with bikeways. Further, most of the parking will be in a structured parking garage and loading will occur along Private Road "A".

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 is shown in the table below:

Public Benefits Table				
Category	Public Benefit	Points Allowed	Points Requested	Points Recommended
Major Public Facility	Parking for Wall Park Redevelopment	70	17.24	17.24
Major Public Facility	Bike Sharing Location	70	5.00	5.00
Transit Proximity	Level 1 and 2	50	30.44	30.44
Connectivity and Mobility	Minimum Parking	10	8.62	8.62
	Way Finding	10	5.00	5.00
Quality Building and Site Design	Structured Parking	20	10.82	10.82
	Public Art	15	5.00	5.00
	Exceptional Design	10	5.00	2.50
Natural Environmental Protection and Enhancement	Building Lot Termination	30	5.00	5.00
	Energy Conservation and Generation	15	10.00	10.00
	Vegetated Wall	10	5.00	5.00
	Cool Roof	10	5.00	5.00
	Recycling Facility Plan	10	5.00	
Requested Incentive Density Points		330	117.12	109.62

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, land area and potential parking structure for public uses, and bike sharing station are advanced via the sketch plan's public benefits.

Public Facilities

The Applicant is proposing 22.24 points for providing two public facilities: land area for a parking garage that will accommodate Wall Park's redevelopment and a bike sharing station. The parking garage on the Gables Residential property is critical towards the future redevelopment of Wall Local Park with a community center, expanded Aquatic Center, and a park. Staff has had extensive discussions with the Applicant to provide the parking garage in one phase, rather than two phases, because of economic and construction efficiencies. The provision of the bike sharing station will support the County's Capital Bikeshare program in White Flint. Staff recommends granting the full 22.24 points since both public facilities are critical towards White Flint's redevelopment.

Transit Proximity

The property is between ¼ mile and ½ 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 30.44 points for this development since a majority of the property is within ½ mile from the existing Metro Station entrance.

Minimum Parking

The Applicant is proposing 8.62 points for providing minimum parking. The development would provide 594 parking spaces, while the maximum number of parking spaces is 864. Staff supports granting the requested points since the proposed parking spaces represent 68% of maximum parking for the development and minimization of parking will contribute towards environmental goals and alternative modes of transportation.

Wayfinding

Up to 10 points may be granted for the implementation of a wayfinding system. The Applicant is proposing 5 points for a wayfinding system for the development. Staff recommends granting 5 points since it will provide directional signage to the Metro Station, Josiah Henson Special Park, and other important destinations. The final design for the system will be determined at site plan.

Structured Parking

The Applicant proposes 10.82 points for structured parking. Up to 20 points may be granted for placing parking above or below grade. The parking garage is important to this development as well as anticipated redevelopment at the adjacent Wall Local Park. Staff recommends granting the requested points for since it creates a better overall urban design for the development and will accommodate public parking.

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 five locations, including three along Private Road "A". Staff recommends granting the requested 5 points since 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). At site plan, the Applicant defined the art and location.

Exceptional Design

The Applicant proposes 5 points for exceptional design. Up to 10 points may be granted for building or site design with visual and functional 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 Implementation Guidelines. The Applicant has submitted precedent images of mid-rise residential developments as examples of exceptional design intended for the development and a written narrative. While these images do convey the Applicant’s intent and creates a sense of place, staff believes that only 2.5 points should be granted at this time. At site plan, the applicant should provide additional design elements when it may be appropriate for additional points.

BLTs.

Five percent of the incentive density or 20,438.27 square feet must be obtained through the purchasing of BLTs at a rate of 1 BLT per 20,000 square feet. This equates to 1.021 BLTs 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 may be granted 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 5 points for vegetated wall, including portions of the parking garage and the central building. At site plan, the location of these walls will be further refined. Staff supports the requested points.

Cool Roof

The Applicant proposes 5 points for the installation of a cool roof with a minimum solar reflectance index (SRI). Up to 10 points is granted for the construction of a cool roof area that is not covered by vegetation or mechanical equipment. Staff supports the Applicant’s requested points since cool roofs contribute to reduced energy costs, reduced heat island effect, and other environmental goals.

Energy Conservation and Generation

Up to 15 points are awarded for constructing buildings that exceed the energy-efficiency standards for the building type by 17.5% for new buildings. This is the first Sketch Plan in White Flint that proposes this public benefit. The Applicant requests 10 points for this public benefit category and staff supports this request since energy efficient buildings will enhance the development’s environmental goals.

Recycling Facility Plan

The Applicant requests 5 points for providing a recycling facility plan that will comply with Montgomery County Executive Regulation 15-04 AM or Montgomery County Executive Regulation 18-04. This public benefit is governed by Executive Regulations for the Department of Environmental Protection and is referenced in Section 48-47 of the County Code, recyclable solid waste program. This is the first Sketch Plan in White Flint that proposes this public benefit.

Since 1993, via Executive Regulation 109-92AM, which later became Executive Regulation 15-04AM in 2005, Montgomery County has been committed to recycling through mandatory recycling requirements for businesses, residents, and multi-family properties. Staff recommends that no points should be granted for this category since recycling has become common practice in the County and any new development should be committed to recycling without an incentive. In order to replace proposed 5 points for this public benefit, staff recommends that at site plan, the Applicant seek alternative public benefits under Section 59-C-15.85 of the CR zone.

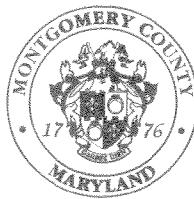
6. *The sketch plan must establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.*

The proposed development may be built in two phases: phase one will include the western and central multi-family residential buildings, associated street network, structured parking garage for private and public use, if public resources are provided for the public component. Phase two would include the eastern multi-family building and public portion of the garage, if the public component is not built in phase one.

A full development program to establish phasing of the elements and final points required by this Application will be developed and analyzed during subsequent preliminary and site plan reviews.

APPENDICES

A. Agency Letters



APPENDICES A: AGENCY LETTERS

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

September 9, 2013

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

RE: Sketch Plan No. 320130010
Gables White Flint

Dear Mr. Yearwood:

We have completed our review of the above-referenced sketch plan for this project. 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. Pay the MCDOT Development Review fee as required under Montgomery County Executive Regulation No. 28-06AM Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents.
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.
3. Necessary dedication for Old Georgetown Road (MD 187) which has a shared use path along the westside, Market Street which has a shared use path along the north side and Executive Boulevard (realigned) which has a shared use path along the west side in accordance with the master plan. Provide right-of-way truncations at intersections.
4. Please note a reversible one-lane median BRT line is proposed along MD 187 within a 150 ft ROW.

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

5. Abandonment of Executive Boulevard required prior to record plat.
6. Storm drainage and/or flood plain studies, with computations with the preliminary plan. 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.
7. Grade establishments for all new public streets. Tentative profiles are to be submitted with the preliminary plan. Demonstrate how the proposed roadway alignments comply with the approved master plan.
8. 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.
9. Necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
10. Café seating will not be allowed within the public right-of-way in order to properly accommodate the needs of those using the shared-use path.
11. 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.
12. Coordinate the proposed Capital Improvements Program Project to provide transportation improvements for the White Flint District (CIP Project No. 501116) – particularly with respect to any improvements proposed along Market Street and realigned Executive Boulevard. This project should be coordinated with Mr. Dan Sheridan, Project Manager. Mr. Sheridan may be contacted at 240-777-7720.
13. Improvements in the public rights-of-way will need to comply with Executive Regulation No. 31-08AM (“Context Sensitive Road Design”).
14. 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.
15. We support requiring the applicant to submit a color-coded utility concept plan as part of the preliminary plan package for coordinated review. 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:

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

11. In general, driveways and intersections are to be spaced opposite one another or located at least one hundred feet apart (see offset entrances along Executive Boulevard Proposed Street "B," M & T Bank entrance, and the Montgomery County Conference Center entrance).

12. At the preliminary plan stage, submit the following traffic information (even if a Local Area Transportation Review/Policy Area Mobility Review Study is not required for this project):

- projected peak hour inbound and outbound traffic volumes at each of the proposed site entrances onto County-maintained roads

13. At the preliminary plan stage, submit a DRAFT Traffic Mitigation Agreement 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 240-777-5800.

14. Approximately 1000 parking spaces for 500 units is a high amount for a TOD in an urbanizing area near to a Metro station and along a future BRT line. It is recognized that half the parking is intended for use by the adjacent Aquatic Center. Given this, coordinate with the Department of Recreation and MCDOT on the following:

- a. Confirm the number of parking spaces necessary for the Aquatic Center into the long-term. 500 spaces appear to be a high number, again noting the urbanizing nature of the area and transit accessibility.
- b. Ensure agreements are in place to permit continued public access to spaces allotted for the Aquatic Center.
- c. Provide pedestrian connections between the parking garage and the Aquatic Center.
- d. Provide signing, as necessary, to direct users from the parking garage to the Aquatic Center (and possibly vehicular movements from the Aquatic Center to the garage, pending further MCDOT review).

15. Consider minimizing the number of parking spaces provided on-site. The applicant should be encouraged to take advantage of the shared parking provisions in the Zoning Ordinance to reduce the total amount of parking and provide for efficient parking facilities.

- Carpool/Vanpool and Car Sharing Parking. Provide adequate numbers of carpool/ vanpool and car sharing parking spaces in highly visible, preferentially-located spots.
 - Electric Car Charging. Provide electric car charging stations on-site
16. Provide bicycle parking facilities as required per Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks. The location of the bike facilities should be shown on the preliminary plan.
 17. Improvements along Old Georgetown Road (MD 187) as required by the Maryland State Highway Administration.
 18. Waiver from the Montgomery County Planning Board for lot(s) on a private right of way.
 19. Recorded covenant for the operation and maintenance of private streets, storm drainage systems, and/or open space areas.
 20. 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).
 21. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
 22. On the preliminary and site plans, delineate the location and dimensions of the proposed truck loading and dumpster spaces.
 23. Truck loading space requirements are to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
 24. 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.
 25. 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. Storm drainage and/or engineered channel in all drainage easements.

Mr. Nkosi Yearwood
Sketch Plan No. 320130010
September 9, 2013
Page 5

- C. Underground utility lines.
- D. Streetscaping.
- E. Street lights.
- F. Street trees in amended soil panels.
- G. Permanent monuments and property line markers.

Thank you for the opportunity to review this pre-preliminary plan. If you have any questions or comments regarding this letter, please contact Ms. Monet L. Lea, our Development Review Area Engineer for this part of the County, at (240) 777-2197 or monet.lea@montgomerycountymd.gov.

Sincerely,



Monet L. Lea (for Gregory M. Leck, Manager)
Development Review Team

cc: Jorgen Punda; LG Georgetown, LLC
Ian Duke; VIKa, Inc
Jason Evans; VIKa, Inc
Steve Kaufman; Linowes & Blocher
Catherine Conlon; M-NCPPC DRD
Edward Axler; M-NCPPC TPD

cc-e: Sandra Brecher; MCDOT DTS
Beth Dennard; MCDOT DTS
Dan Sheridan; MCDOT DTE
Sogand Seirafi; MCDOT DTE
Fred Lees; MCDOT DTEO
Kyle Liang; MCDOT DTEO
Bruce Mangum; MCDOT DTEO

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



Maryland Department of Transportation

James T. Smith, Jr., Secretary
Melinda B. Peters, Administrator

September 23, 2013

Ms. Cathy Conlon
Montgomery County Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Montgomery County
MD 187
Gables White Flint
SHA Tracking No: 13APMO044xx
MNCPPC File No: 320130010
Mile Post: 5.04

Dear Ms. Conlon:

Thank you for the opportunity to review the sketch plan, dated August 6, 2013, for the proposed Gables White Flint development in Montgomery County. The State Highway Administration (SHA) offers the following comments:

Access Management Division (AMD) Comments:

1. It is noted that the Gables White Flint development is included in Montgomery County's White Flint Sector Master Plan Area and therefore a Traffic Impact Study will not be required.
2. ADA compliant sidewalks will be required along MD 187 (Old Georgetown Road) with crosswalk and ramps at the intersection of the proposed Market Street.
3. A Grade Establishment Plan will be required for the proposed Market Street.
4. The proposed Market Street should be a Right-In Right-Out connection with MD 187.
5. All road construction permitted by the SHA access permit must be completed prior to use in occupancy for the development.
6. SHA has no objection to the sketch plan for the proposed Gables White Flint development. An access permit will be required for the proposed Market Street and the re-alignment of the existing Executive Boulevard.

Further plan submittals should reflect the above comments. Please submit six (6) sets of revised plans, a CD containing the plans and supporting documentation in PDF format and 2 copies of the hydraulic study, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Erich Florence. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-545-0447, by using our toll free number in Maryland only at 1-800-876-4742 (x0447) or via email at eflorence@sha.state.md.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Erich Florence", is written over the typed name.

for Steven D. Foster, Chief/Development Manager
Access Management Division

My telephone number/toll-free number is 410-545-5600
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Ms. Cathy Conlon

SHA Tracking No. 13APMO044xx

Page 2

September 23, 2013

SDF/JWR/EMF

cc: Mr. Ed Axler, Montgomery County Planning Department/ ed.axler@montgomeryplanning.org
Mr. Jason Evans, VIK A Maryland, LLC/ evans@vika.com /
20251 Century Boulevard, Suite 400, Germantown, MD 20874
Mr. Victor Grafton, SHA – District 3 Utility Engineer
Mr. Mark McKenzie, SHA – Access Management Division Assistant Regional Engineer
Mr. Scott Newill, SHA- Access Management Division Regional Engineer
Mr. Jorgen Punda, LG Georgetown, LLC/ jpunda@gables.com /
8280 Greensboro Drive, Suite 605, McLean, VA 22102
Mr. Brian Young, SHA – District 3 Engineer
Catherine.Conlon@montgomeryplanning.org.