

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

Pedestrian and Bicycle Facilities

Adequate sidewalks exist or will be provided along the adjacent roadways and internal streets with a pedestrian access point from Rockville Pike between Executive Boulevard and the service road to the proposed promenade. In addition to the existing bikeway along Woodglen Drive, the master-planned bikeway will be constructed along the extension of Executive Boulevard between Woodglen Drive and MD 355.

Available Bus Service

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

Master-Planned Roadways and Bikeways

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

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

The applicant is required to construct the master planned segment of Executive Boulevard between Woodglen Drive and Rockville Pike through this site to provide essential vehicular circulation, access, and is an important link in the overall traffic circulation in North

Bethesda area. Recommendation No. 3(d) provides that the opening of this segment to general traffic must occur after the exterior structure of Building "A is built because a large crane would be located in the roadway's right-of-way. The crane would be located in the site's northeast corner or the southwestern quadrant of the intersection with Rockville Pike. The operation of this crane would potentially pose a safety hazard if Executive Boulevard were to be opened to general traffic while it was in use.

Park and Planning staff have analyzed the alignment of Executive Boulevard from Woodglenn Drive to MD 355 and found the applicant's alignment to conform to the recommendations discussed on page 273 and shown on page 277 of the *North Bethesda/Garrett Park Master Plan* (Attachment No. 3).

Final alignment and right-of-way for Executive Boulevard east of MD 355 through Parcel D (currently Fitzgerald Auto Mall) will be determined in the future. Representatives of Fitzgerald Auto Mall have contacted Montgomery County Planning Department staff. In the beginning, their comments reflected the Executive Boulevard's conceptual alignment and design from the previous Zoning Case G-830. The applicant provided the Fitzgerald Auto Mall updated plans. Staff held several meetings with them, SHA and DPWT to discuss their concerns regarding:

- a. Maintaining their vehicular access to Rockville Pike: Staff worked with the applicant and SHA to assure that Fitzgerald Auto Mall's vehicular access to Rockville Pike is maintained.
- b. The impact of the master-planned alignment for Executive Boulevard through their site with the shift in the roadway centerline at Woodglenn Drive: Staff informed Fitzgerald Auto Mall representatives about their options regarding master-planned roadways as they are implemented through the development process.

The owners of Parcel 1 just south of Fitzgerald Auto Mall (the White Flint Mall) sent a letter dated January 11, 2006 (Attachment No. 4) that supports the master-planned alignment of Executive Boulevard as proposed by the applicants of White Flint Crossing.

North Bethesda Transportation Management District

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

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

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

Local Area Transportation Review

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

Land Use	Square Feet or Unit Type	Morning Peak Hour		Evening Peak Hour	
		Total	New	Total	New
Proposed Mixed Use Development:					
General Retail Use with a Supermarket	203,000 sq. ft.	418	314*	1,522	639**
Mid-Rise Apartments	208 Apts.	86	86	99	99
High-Rise Apartments	232 Apts.	78	78	91	91
Total Trips		582	478	1,712	829
Credit for Previously Approved and Existing Land Uses					
Credit for Previously Approved Preliminary Plan No. 1-04025, Woodglen Commons					
General Retail Use with a Supermarket	118,000 sq. ft.	281	211*	1,124	472**
General Office Use	112,200 sq. ft.	183	183	181	182
Trip Credit – Subtotal		464	394	1,305	654
Credit for the Existing Land Uses on the Site					
General Retail Use	15,000 sq. ft.	28	21	111	47
Motel	160 rooms	103	103	93	93
Trip Credit – Subtotal		131	124	204	140
Trip Credit – Total		333	270	1,101	514
Net Increase in Trips		249	208	611	315

In the previous table, the net number of vehicular trips was determined by subtracting the number of trips generated by the proposed mixed-use development from the total number of trip credits. Total trip credits were calculated by subtracting the trips generated by the previously approved land uses in Preliminary Plan No. 1-04025, Woodglen Commons, from the trips generated by the existing land uses.

The asterisk on the above table indicates that the total trips for the general retail uses during the weekday morning peak hours were reduced by internal captured trips by residents living near a large mixed-use development. The two asterisks indicate that the total trips during the weekday evening peak hours were reduced for the internal trips plus pass-by/diverted trips. Pass-by/diverted

trips are those trips stopping at the retail uses on the site along their route and continue to their destination after shopping.

Congestion Levels at Nearby Intersections

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

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

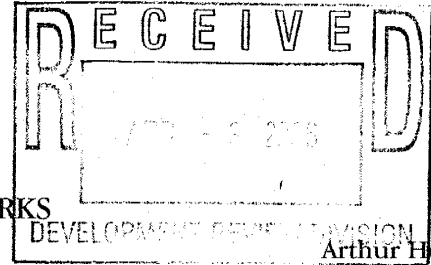
The calculated CLV values for all analyzed intersections are less than the intersection's applicable congestion standard.

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

EA:gw
Attachments

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

mmo to Kinney re White Flint Crossing 120060310-820060170



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

DEVELOPMENT REVIEW DIVISION

Arthur Holmes, Jr.
Director

Douglas M. Duncan
County Executive

March 17, 2006

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

RE: Preliminary Plan #1-06031
White Flint Crossing

Dear Ms. Conlon:

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

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

1. Necessary dedication for Rockville Pike in accordance with the master plan. Also necessary dedication for standard truncations at the intersections of Executive Boulevard Extended with Woodglen Drive and Rockville Pike.
2. Full width dedication per Master Plan and construction of Executive Boulevard as a commercial business district road.

Due to applicants request, we have accepted the following modifications in regard to Executive Boulevard extension:

- One (1) foot northerly shift of the centerline in compare to existing Executive Boulevard on its intersection with Woodglen Drive;
 - Seventy six and half (76.5) feet of right of way dedication and three and half (3.5) feet of easement for future dedication (additional dedication may be needed to accommodate widening the shared use path if cafes are proposed in the future within the right-of-way on the north side of Executive Boulevard);
 - A continuous forty six (46) feet pavement section at intersection with Woodglen Drive which gradually increases to fifty (50) feet of pavement at intersection with Rockville Pike.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

39

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

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

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

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

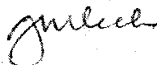
10. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit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

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

24. Provide a minimum of 30' radius for all curb returns at intersection of Executive Boulevard and Woodglen Drive.
25. The locations of driveways and entrances have been accepted as shown on the preliminary plan.
26. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Full width street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required) along Executive Boulevard site frontage.
 - B. Across the Woodglen Drive site frontage, provide (an unobstructed) eight (8) foot minimum pavement width (for the sidewalk and the Interim North Bethesda Trail), street trees with amended soil panels and underground watering systems (in accordance with Bethesda CBD streetscape details – if streetscaping is required), and street lights.
 - C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - E. Developer shall ensure final and proper completion and installation of all utility lines underground on Executive Boulevard.
 - F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

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

Sincerely,



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

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

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



MONTGOMERY COUNTY, MARYLAND
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
 DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: White Flint Crossing Preliminary Plan Number: 1-06031

Street Name: Woodglan Dr. Master Plan Road Classification: BUSINESS

Posted Speed Limit: 30 mph

Street/Driveway #1 (Executive Blvd.) Street/Driveway #2 (Service Lane)

Sight Distance (feet)	OK?
Right <u>475'</u>	<u>✓</u>
Left <u>475'</u>	<u>✓</u>

Sight Distance (feet)	OK?
Right <u>475'</u>	<u>✓</u>
Left <u>475'</u>	<u>✓</u>

Comments: _____

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

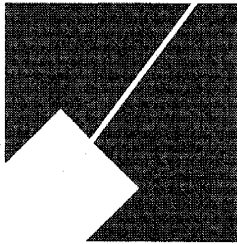
ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

G. P. Linn 9/2/05
 Signature Date

22538
 PLS/P.E. MD Reg. No.

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>gmleeb</u>
Date:	<u>3/17/06</u>



April 14, 2006

MEMORANDUM

TO: Dolores Kinney, Development Review Division

FROM: Kristin O'Connor, Community-Based Planning Division ^{KO}

SUBJECT: White Flint Crossing, Preliminary Plan 120060310 ^{WFC}
Site Plan No. 820060170 (Formerly 8-06017)

ZONE: TS-M (Transit Station Mixed)

MASTER PLAN: 1992 North Bethesda/Garrett Park Master Plan

This preliminary plan conforms to the 1992 *North Bethesda/Garrett Park Master Plan*. The proposed development, in concert with other recent development, will contribute significantly to White Flint's becoming the main urban center of North Bethesda. This development proposes a greater intensity of uses in a compact form, with street-oriented retail activating the edges, a plaza and a residential tower.

Background

The proposal includes 440 new residential units within a 10-minute walk of the White Flint Metro Station in a mixed-use development. The White Flint Crossing project is proposed as a mixed-use, transit oriented development comprised of residential and retail uses. The site is 5.907 acres and is currently used as a motel and surface parking lot. The site is bounded by MD 355 (Rockville Pike), the proposed extension of Executive Boulevard, Woodglen Drive, and the C-O (Commercial Office) zoned property to the south (along Security Lane). The site was rezoned from C-2 to TS-M (Local Map Amendment No. G-830) to allow more intense mixed-use development, with a greater residential density than could otherwise be achieved.

The proposal includes an internal festival street, ground floor retail and café seating, on-site parking, a plaza, public art, and a landmark residential tower facing Rockville Pike. The residential tower is shown as a maximum of 24 stories. Other buildings are lower in height and range from a proposed maximum of 2 stories along another portion of the Rockville Pike frontage to a proposed maximum of 6 stories for residential over retail along Woodglen Drive. There is also a parking structure along the southern edge of the site and an exposed level of parking between the first floor commercial and residential floors above.

Master Plan Compliance

This site plan conforms to the 1992 *North Bethesda/Garrett Park Master Plan*. The stated objectives of the Plan for this area are:

1. Develop White Flint as the main urban center of North Bethesda
2. Promote mixed-use development near the Metro station to ensure the 24-hour vitality of the area.
3. Include a significant transit serviceable residential component.
4. Ensure a lively pedestrian environment.

1. Main Urban Center, Streets and Highways

Located within the White Flint Sector Sub Area 6, this project will include the construction of the extension of Executive Boulevard from Woodglen Drive to Rockville Pike. The proposal will add a street grid to create a more interconnected local street network in the White Flint Metro Station area. The Plan recommends that Executive Boulevard be extended to cross Rockville Pike and connect to Huff Court. This street is classified by the Master Plan as a business district street with an 80-foot right of way and four planned through lanes. (Table 11, p. 163.) The planned roadway was proposed as a segment of the ultimate street system in White Flint. (See Figure 10, p. 291.)

The Plan also recommends maintaining and enhancing vegetation along roadsides and in medians of major highway corridors. The design guidelines include; "placing a landscape buffer between the curb and relocated sidewalks, placing trees in medians and along curbs, screening of front yard parking, and relocating utility poles to allow for optimum tree planting and sidewalks". (p. 251.)

2. Mix of Uses

The presence of both residential and retail in a setting with an attractive public realm, will contribute to the liveliness of the area at various times of the day and week. This is the type of mixed-use development envisioned by the Master Plan. The Plan recommends a more intensive mixed-use development pattern for White Flint with the "emphasis on employment east of the Pike and housing west of the Pike. The tallest buildings are proposed adjacent to the Pike, stepping down in height to the east and west..." (p. 52)

3. Transit Serviceable and Affordable Housing

Standard zoning under TS-M allows for a maximum of 3.0 FAR. The Plan limits the FAR to 2.0 (in the TS-M recommended areas within the White Flint Sector Plan area), with a maximum cap to be allowed only if any increase between 2.0 and 2.4 is all residential and includes at least 50 percent affordable housing. At 2.29 FAR, the total number of affordable units approved in the development plan was 66 MPDUs or 15 percent of the total residential FAR.

The 1992 master plan was flexible in calculating the affordable housing mix. For this project, the number of MPDUs was calculated using the new MPDU legislation. The

plan is consistent with the Planning Board recommendations, the binding elements in the zoning case and Development Plan, and the Master Plan. Affordable housing has been very hard to attain in the Bethesda/North Bethesda areas (due to buy-outs, etc.). This project will construct 15 percent or 66 MPDUs on-site.

4. Pedestrian Environment

The preliminary plan for White Flint Crossing will add to the pedestrian "friendliness" of White Flint, particularly within walking distance of Metro, and will create an enlivened festival street for use by the residential, commercial, and employment communities.

Compatibility

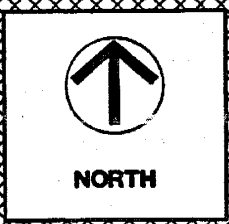
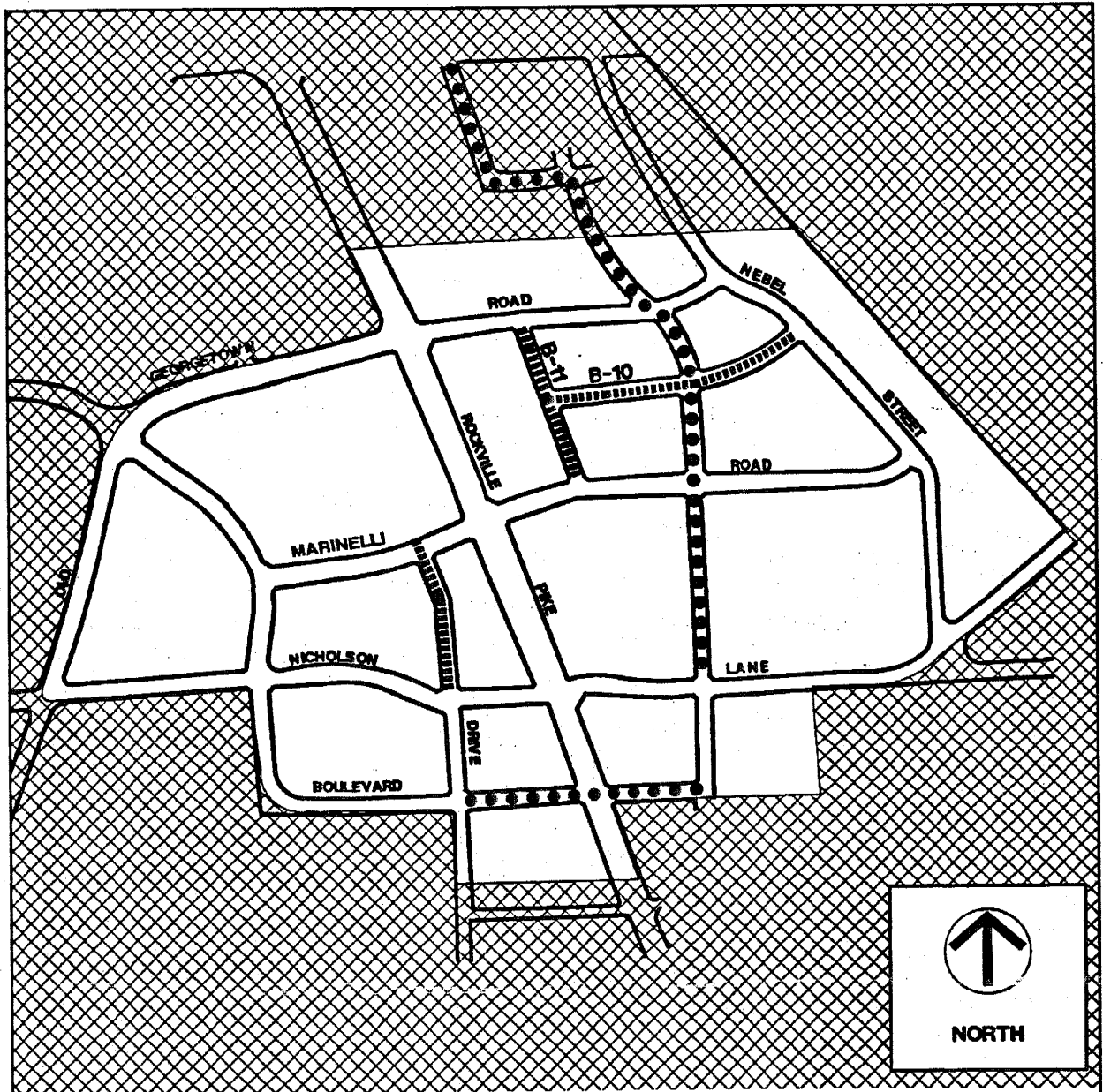
Three sides of the project are bounded by developed non-residential commercial properties. The property to the north includes a mid-rise office building and also property recommended for the TS-M Zone. On the south side, there is an office building and a parking structure in the C-O Zone. On the opposite side of Rockville Pike, which has a 150-foot right-of-way, is White Flint Mall in the C-2 Zone.

The main compatibility consideration is with the townhouse neighborhood to the west, on the opposite side of Woodglen Drive. The three-story townhouses present their backyards to Woodglen Drive. The yards are separated from the street by a mixed deciduous and evergreen wooded buffer. The distance from backyard lot lines to the curb is approximately 50-70 feet. The townhouses are at street level near Executive Boulevard and at a higher level further south.

Recommendations

Staff finds that the proposed site plan is in keeping with the intent of the White Flint Sector Plan area. Community-Based Planning recommends the following:

1. Provide a minimum of 18' sidewalk along Woodglen Drive and Executive Boulevard extended with tree pits and landscaped areas.
2. Provide a minimum of 15' sidewalk along the festival street for safe and desirable pedestrian circulation on the site.
3. Screen open sections of parking in the garage from the existing townhouses along Woodglen Drive. Block headlights from shining into the windows of the homes. In addition, provide cut-offs inside the garage to prevent any light from spilling over into the townhouses.
4. Encourage undergrounding the utility poles to allow for optimum sidewalks and adequate tree planting areas.
5. Encourage meeting the amenity requirements on-site with any additional amenities devoted to the future North Bethesda Trolley Trail facility planned for the west side of Woodglen Drive.



WHITE FLINT SECTOR PLAN AREA




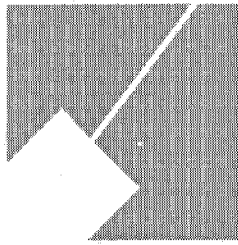
-  Existing
-  Master Planned
-  Proposed in Staging Amendment (Precise alignments of B-10 and B-11 to be determined at the time of development approval)

TABLE 11 (Cont'd)

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
A-85	Fernwood Road	Democracy Boulevard to I-270 Spur	4	80 feet
A-90	Montrose Road	I-270 to Old Bridge Road	4	300 feet
	Randolph Road	Old Bridge Road to Rockville Pike	4	80 feet
	Montrose Parkway	Rockville Pike to Parklawn Drive	4	100 feet
A-270		Montrose Road to Parklawn Drive	4, divided	300 feet
		Parklawn Drive to Rock Creek Park	3 or 4, div ***	300 feet
		Rock Creek Park to Veirs Mill Road ****	3 or 4, div ***	80 feet
A-271	East Jefferson Street	Executive Boulevard to Rockville City Limits	4	80 feet
A-272	Strathmore Avenue (MD 547)	Rockville Pike to Beach Drive	2	80 feet
INDUSTRIAL & BUSINESS STREETS				
B-1	Fisher's Lane	Twinbrook Metrorail Station to Parklawn Cemetery	4	80 feet
B-2	Old Georgetown Road	Rockville Pike to Nebel Street	4	80 feet
B-3	Woodglen Drive Extended	Nicholson Lane to Edson Lane	2	80 feet
B-4	Chapman Avenue	Rockville City Limit to Marinelli Road	4	70 feet
	Huff Court	Marinelli Road to Nicholson Lane	4	60 feet
	Nebel Street	Nicholson Lane to Executive Boulevard	4	80 feet
B-5	Marinelli Road	Nicholson Lane to Chapman Avenue	4	80 feet
B-6	Executive Boulevard	Executive Boulevard to Nebel Street	4	80 feet
B-7	Boiling Brook Parkway	East Jefferson Street to Old Georgetown Road	4, divided	120 feet
B-8	Wicomico Avenue Connector	Old Georgetown Road to Huff Court	4	80 feet
B-9	White Flint Avenue	Schuykill Road to Nicholson Lane	4	80 feet
B-10*	New Street	Parklawn Drive to Wicomico Avenue	4	80 feet
B-11*		Nebel Street to B-11	2	80 feet
		Marinelli Road to Old Georgetown Road	2	70 feet

10
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April 14, 2006

Memorandum

To: Linda Komes, RLA, AICP, 301-650-2860

From: Sharon K. Suarez, AICP, Housing Coordinator, 301-495-1312

Re: Summary of Housing Issues for 8-06017

BACKGROUND

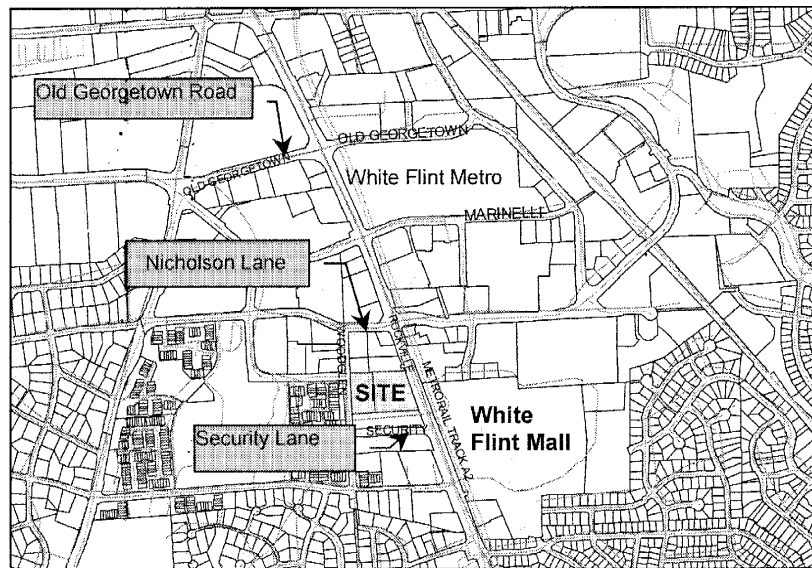
The applicant, White Flint Crossing LLC/The JBG Companies, proposes to construct two buildings across from White Flint Mall, between Security Lane and Nicholson Lane.

RECOMMENDATION

Approval.

DISCUSSION

Staff did not find any adverse housing issues associated with this application. The proposed site is located within walking distance of the White Flint Metro, retail shops, schools, and parks. Staff notes that the applicant is providing 15 percent MPDUs (66 MPDUs of the total 440 units), is committed to ensuring that the development is pedestrian friendly, and will include MPDUs in the same proportional mix of unit types as the market rate units. Staff believes this project should be approved.

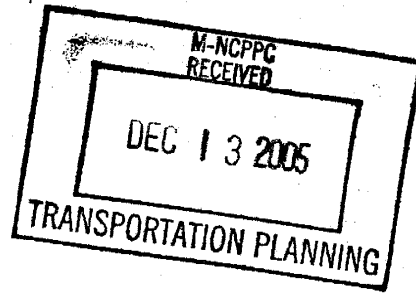


Citizen Correspondence

December 12, 2005

VIA FIRST CLASS MAIL

Ms. Rose Krasnow, Chief
Development Review Division
Mr. Shahriar Etemadi, Transportation Supervisor
Countywide Transportation Planning Division
The Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760



Re: Executive Boulevard Extension; Preliminary Plan No.1-06031

Dear Ms. Krasnow and Mr. Etemadi:

Perry Berman and I want to thank Shahriar Etemadi and the Maryland-National Capital Park and Planning Commission ("M-NCPPC") Transportation Planning Staff for meeting with us and Greg Leck of the Department of Public Works and Transportation ("DPWT") to discuss the inherent problems of the Executive Boulevard Extension proposed by White Flint Crossing.

Summary of Inherent Problems

1. The White Flint Crossing proposal requires a 35 to 40 foot northward shift of the centerline of Executive Boulevard at Rockville Pike, contrary to the intent of the Approved and Adopted North Bethesda-Garrett-Park Master Plan (the "Master Plan").
2. The White Flint Crossing proposal requires a 4-foot offset of the centerline of Executive Boulevard at Woodglan Drive.
3. The intersection of Executive Boulevard and Huff Court that falls within the alignment proposed by White Flint Crossing will not meet County standards for separation of intersection because it fails to take into account the existing White Flint Mall ring road intersection.
4. The northward shift of the centerline of Executive Boulevard proposed by White Flint Crossing violates the Master Plan and is inconsistent with the intent of the plan.
5. The northward shift of the centerline of Executive Boulevard proposed by White Flint Crossing requires the taking of a substantial portion of the outdoor display area and customer parking of Fitzgerald Auto Mall and the demolition of an existing building, neither of which were intended by or captured in the language of the Master Plan.
6. The northward shift of the centerline of Executive Boulevard proposed by White Flint Crossing will substantially interfere with the existing access to Rockville Pike from Fitzgerald Auto Mall.

Ms. Rose Krasnow, Chief
Development Review Division
Mr. Shahriar Etemadi, Transportation Supervisor
Countywide Transportation Planning Division
December 12, 2005
Page 2 of 5

White Flint Crossing – “Segmented” Decision Making

M-NCPPC Staff is approaching the planning of the Executive Boulevard Extension on a case-by-case basis as applications are received. This piecemeal, segmented approach provides neither a comprehensive study nor a guaranteed Master Plan alignment of the road between its current terminus at Woodglen Drive and its ultimate end at Huff Court. Such a narrow view of the issues places the perspective of a single developer above the reasonable expectations of the entire business community along Rockville Pike, imperiling the implementation of the Master Plan.

An analysis of the relationship between the Executive Boulevard Extension and the existing conditions east of Rockville Pike would demonstrate that the intersection conflicts, topographical differences, and circuitous access to White Flint Mall will be exacerbated if the proposed alignment shift is followed to its master-planned intersection with Huff Court. The problem is that the White Flint Crossing applicant has not offered such an analysis, nor have the reviewing agencies required it. Further, at this time, no grade establishment plan has been submitted that shows how the next 500 feet of Executive Boulevard can be constructed as recommended by the Master Plan. If the Preliminary Plan is approved, and later the proposed alignment is found not to be feasible, what will the remedy be and who will pay for it?

Therefore, on behalf of Jack Fitzgerald, we request that the Transportation Planning Division and DPWT require a complete east-to-west alignment, grade, and circulation study of the Executive Boulevard Extension to determine how best to serve the public interest.

Master Plan Interpretation

We request that the Executive Boulevard Extension either be constructed in the location and with the characteristics recommended in the Master Plan or that it not be constructed at all east of Rockville Pike. If this road is not required as envisioned by the Master Plan, then its right-of-way should be removed from the Fitzgerald property.

The Master Plan envisions Executive Boulevard as an essential east-west link between Old Georgetown Road and Huff Court. Jack Fitzgerald has a vested interest in the implementation of the Master Plan's transportation element, both short-term and long-term. While we agree with Staff that the exact alignment as shown in the Master Plan is conceptual, what is not conceptual or vague is that nowhere in the Master Plan is it suggested that Mr. Fitzgerald's buildings be demolished or that his outdoor display area be compromised. Such demolition would be required by the White Flint Crossing proposal. We can provide several alignments to your Staff, each of which would better achieve the circulation needs of the area than does the plan proposed by White Flint Crossing.

Ms. Rose Krasnow, Chief
Development Review Division
Mr. Shahriar Etemadi, Transportation Supervisor
Countywide Transportation Planning Division
December 12, 2005
Page 3 of 5

An alignment shift of a master-planned highway that does not conform to the applicable Master Plan cannot be disregarded in the context of a Preliminary Plan of Subdivision under Section 50-35(l) of the Subdivision Regulations, as interpreted by the Appellate Courts of Maryland, unless the Planning Board finds that events have occurred since the adoption of that Master Plan to render that Master Plan recommendation no longer appropriate. The North Bethesda-Garrett Park Master Plan recommendation remains appropriate today and should be followed. However, we submit that if the White Flint Crossing proposed alignment shift is allowed, the road circulation system envisioned by the Master Plan will no longer be viable.

Proposed Alignment Shift and Offset Centerline

The Executive Boulevard alignment proposed by White Flint Crossing offsets the centerline of the extension 4 feet north of the existing alignment of Executive Boulevard at Woodglan Drive. This 4-foot shift exacerbates - the 35 to 40 foot shift in the alignment of the centerline of the Executive Boulevard Extension at Rockville Pike that is also proposed by White Flint Crossing. The shift at Rockville Pike will require the relocation of an existing median break that was planned to accommodate the Executive Boulevard crossing and is needed in its current location for southbound traffic exiting the Fitzgerald Auto Mall. The cumulative effect of both the 4-foot shift at Woodglan Drive and the 35 to 40 foot shift at Rockville Pike, significantly distorts north the master-planned 80-foot right-of-way, thereby violating the Master Plan for no good reason other than benefit the applicant. The repercussions of these alignment shifts are detrimental to the public and result in property being taken that was never intended to be taken, including Mr. Fitzgerald's automobile display area and building. The demolition of Mr. Fitzgerald's building and taking of his automobile display area was never a factor contemplated or recommended by the Master Plan.

Retail Traffic Issues

Also, we request that a Saturday traffic count be required for White Flint Crossing because a traditional weekday "peak period" analysis provides neither the data required to understand how the master-planned road network needs to function nor the extent of the negative effect of the proposed alignment on that road network. On any given day, including weekends, the traffic flow around White Flint Mall is hampered by conflicting "U" turn maneuvers and counter intuitive entry drives opposite of Security Lane that preclude southbound traffic exiting the northern half of the Mall onto Rockville Pike from going south without first going north, weaving in traffic to access the left turn lane, and then making a "U" turn to proceed south. Further, traffic destined to the west towards Old Georgetown Road and beyond is forced to use the MD 355/Nicholson Lane intersection. If the White Flint Crossing project is allowed to proceed without considering these issues, the flow of traffic in the northbound lanes in front of

Ms. Rose Krasnow, Chief
Development Review Division
Mr. Shahriar Etemadi, Transportation Supervisor
Countywide Transportation Planning Division
December 12, 2005
Page 4 of 5

the Mall will be seriously compromised from both a capacity and safety perspective. If M-NCPPC Staff does not require a Saturday traffic study in the vicinity of White Flint Mall, given these concerns, where would a Saturday traffic study ever be required? Why would you not require such a study? How can sound decisions be made without this Saturday study?

Clearly at the present time there are unanswered questions that require answers before the impact of White Flint Crossing on this important road network will be fully understood. The segmented approach to establishing the appropriate alignment of Executive Boulevard, taken by the White Flint Crossing applicant, is short-sighted and not in the public interest because it solves neither the traffic flow nor the congestion problems at White Flint Mall and Rockville Pike. Furthermore, such an approach does nothing to improve safety or facilitate east-west travel between Old Georgetown Road and Huff Court.

In closing, we wish to point out that White Flint Crossing's proposal to provide the additional "future dedication" of right-of-way necessary for the proposed Executive Boulevard Extension to function as a business street in an 80-foot right-of-way requires close scrutiny. Although Lot 2 Higgins Estate, the property containing the additional right-of-way is under the control of the applicant, it is not included as part of the White Flint Crossing Preliminary Plan application. The Preliminary Plan drawing submitted by the applicant and the notes on that drawing refer only to Lot 4 Higgins Estate and not to Lot 2 Higgins Estate. Since that additional right-of-way is labeled "future dedication" and will not be dedicated as part of this subdivision and the land on which that "future dedication" is located is not included in this subdivision, many legal issues arise.

So we must then ask: What is the legal significance of this "future dedication"? Can that future dedication be obtained since the building that sits in the "future dedication" is not part of the property that is subject to Preliminary Plan 1-06031. It is clear that the applicant's promise to dedicate this right-of-way sometime in the undefined future is unenforceable.

Future dedication of the additional right-of-way would render the existing commercial building on Lot 2 a nonconforming structure. The existing commercial building on Lot 2 was built with a setback that contemplated the Executive Boulevard Extension and meets the 10-foot front yard setback required for corner lots in the C-2 zone. If the White Flint Crossing applicant actually dedicates the promised seven additional feet for the right-of-way some time in the future, the existing commercial building would become a nonconforming because its setback from Executive Boulevard will be reduced for its complying 10-foot setback to only a 3-foot setback from Executive Boulevard. It is extremely unlikely that the Planning Board would entertain an amendment to the Lot 2 subdivision that would result in an existing building being in violation of a required setback.

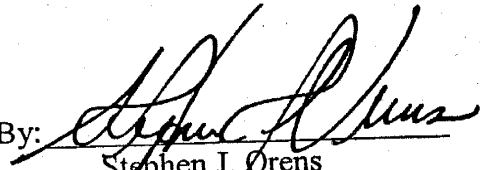
Ms. Rose Krasnow, Chief
Development Review Division
Mr. Shahriar Etemadi, Transportation Supervisor
Countywide Transportation Planning Division
December 12, 2005
Page 5 of 5

We are certain that if the White Flint Crossing applicant is required to submit grade establishments before the preliminary plan is approved, it will be clear that the 500-foot further extension of Executive Boulevard eastward across Rockville Pike in the alignment proposed is not feasible due to topography and that it creates new intersection conflicts without solving the ones that currently exist.

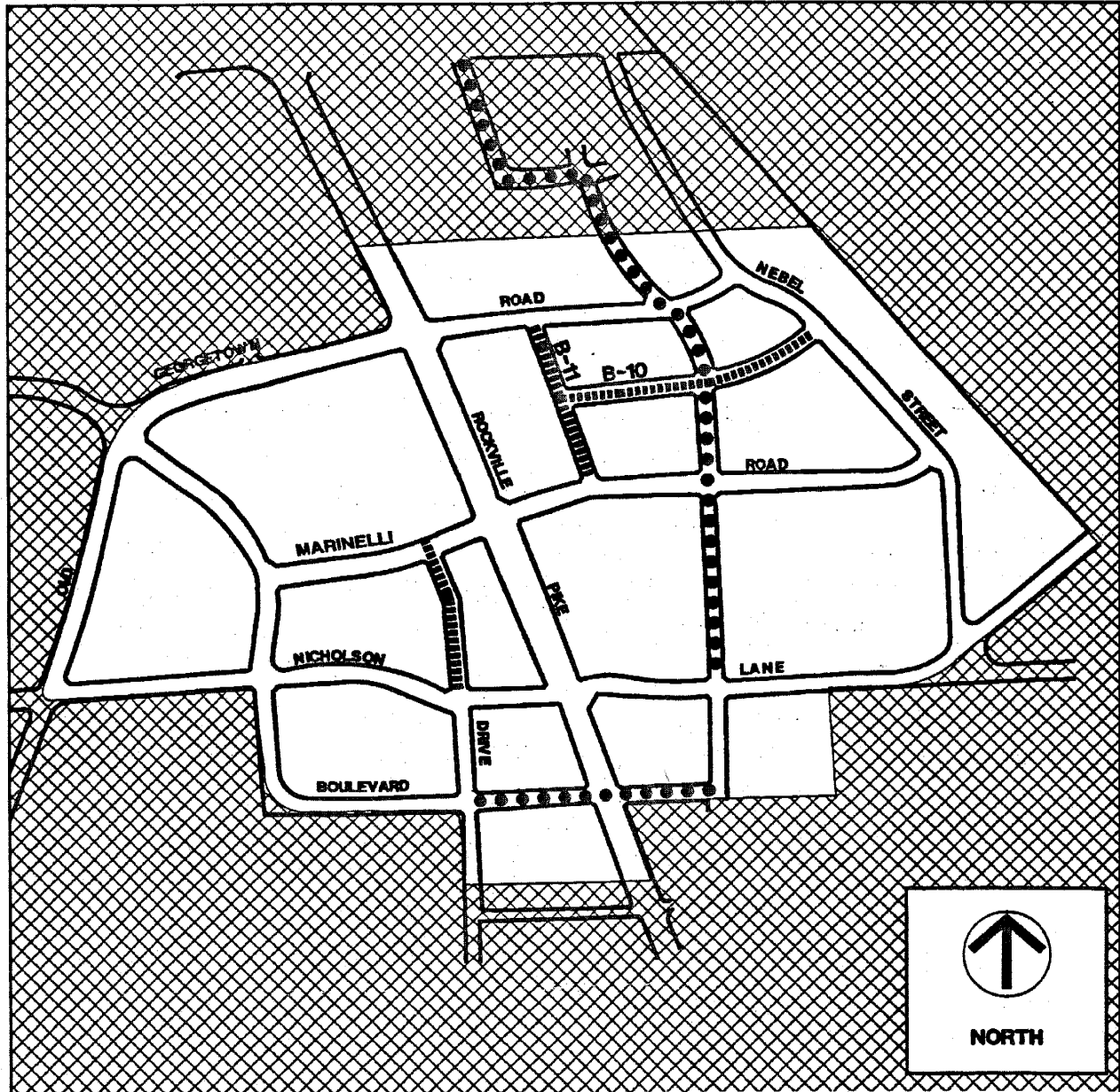
We strongly urge an analysis of the east-west impact of this proposal be required before M-NCPPC Staff continues its review. Any recommendation to the Planning Board for action on the White Flint Crossing Preliminary Plan without sufficient analysis cannot be valid. Thank you for providing this opportunity to express our concerns with the Executive Boulevard alignment.

Very truly yours,

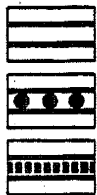
DUFOUR & ORENS, CHTD.

By: 
Stephen J. Orens

cc: Arthur Holmes, Director DPWT
Ray Burns, SHA
Greg Leck, DPWT
Rick Hawthorne, M-NCPPC
Jack Fitzgerald
George Rose
Perry Berman
Stephen G. Petersen
Esther Gelman
Steven A. Robins, Esquire



WHITE FLINT SECTOR PLAN AREA



Existing

Master Planned

Proposed in Staging Amendment (Precise alignments of B-10 and B-11 to be determined at the time of development approval)

52

TABLE 11 (Cont'd)

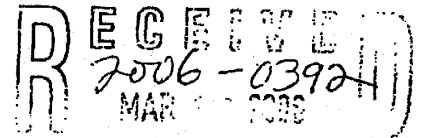
MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
A-85	Fernwood Road	Democracy Boulevard to I-270 Spur	4	80 feet
A-90	Montrose Road	I-270 to Old Bridge Road	4	300 feet
	Randolph Road	Old Bridge Road to Rockville Pike	4	80 feet
	Montrose Parkway	Rockville Pike to Parklawn Drive	4	100 feet
A-270		Montrose Road to Parklawn Drive	4, divided	300 feet
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B-11*		Marinelli Road to Old Georgetown Road	2	70 feet

163

53



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND



NANCY FLOREEN
COUNCILMEMBER AT-LARGE

March 28, 2006

Mr. Derick Berlage, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: White Flint Master Plan Development Applications

Dear Chairman *Derick* Berlage:

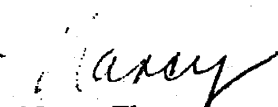
The County Council is considering adding a "minor" amendment to the White Flint Master Plan to the Planning Board's work program. In this context, I have become aware that there are at least two development projects, one on each side of Rockville Pike, that are either on the drawing boards or already under review by your staff. While I do not have a position on the merits of either of these proposals, I believe it is essential that no decisions be made now that might compromise our road network in the future.

I am hopeful the Board will ensure that all development applications are in conformance with master plans and that development review cases are considered in the full context of the transportation goals of each adopted plan. I am particularly concerned that the future extension of Executive Boulevard is planned in a more coordinated manner so that the road linkages east of MD 355, as depicted in the master plan, are not compromised and that the needs of existing businesses be addressed when the Board reviews all applications.

The importance of timing, location, and functionality of Executive Boulevard and Chapman Avenue to meet the transportation needs of this important retail corridor cannot be overlooked. In this regard, the owners of White Flint Mall have asked the Council to add the Mall to the White Flint Policy area. This seems logical since they are the major traffic generator in the area. The Master Plan's location for the extension of Executive Boulevard is adjacent to White Flint Mall, other retail establishments, and some proposed transit-oriented development. I recommend that the Planning Board bring together all interested parties, property owners, and civic groups to assure that you coordinate and promote the public interest.

With these concerns in mind, I urge the Planning Board to defer any decisions related to Executive Boulevard until we have had an opportunity to fully explore the results all proposals will have on the road network. This would take place as part of a White Flint Sector Plan amendment process.

Sincerely,



Nancy Floreen
Councilmember