

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
[REDACTED] 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: Woodglen 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?	Sight Distance (feet)	OK?
Right <u>475'</u>	<u>✓</u>	Right <u>475'</u>	<u>✓</u>
Left <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.

[Signature] 9/2/05
 Signature Date

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

Montgomery County Review:

Approved

Disapproved:

By: [Signature]

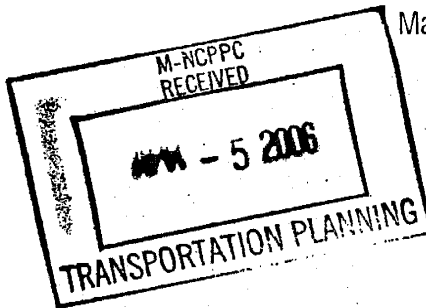
Date: 3/17/06



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation
March 31, 2006



Re: Montgomery County
MD 355 @ Executive Blvd.
White Flint Crossing

Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Signal Warrant Study Report by Integrated Transportation Solutions, Inc. dated February 28, 2006 (received by the EAPD on March 3, 2006) that was prepared for the proposed White Flint Crossing mixed-use development site in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the site that will be redeveloped from the existing 160-room Motel and 15,000 square feet of Retail Space –to- 203,000 square feet of Retail Space and 440 Dwelling Units (232 High-Rise Apartment Units and 208 Multi-Family Dwelling Units) is proposed from one (1) right-in/left-in/right-out access driveway (Executive Boulevard) and one (1) right-in/right-out driveway on MD 355. In addition, two (2) rear site driveway connections will be made to Woodglen Drive (a County roadway).
- A Traffic Signal Warrant Study was conducted at the MD 355/Executive Boulevard Extended intersection with the proposed development traffic. The results of the study revealed that the following traffic signal warrants would be satisfied upon completion of the proposed development:
 - Warrant #1A – Minimum Vehicular Volume
 - Warrant #1B – Interruption of Continuous Traffic
 - Warrant #1A/B – Combination Warrant
- The northbound MD 355 left turn lane at the MD 355/Executive Boulevard Extended intersection was proposed to have a 100-foot left turn lane and a 100-foot taper. In order to accommodate the 166 PM peak hour northbound MD 355 left turning traffic volumes, the northbound MD 355 left turn lane should be designed with 275 feet of left turn lane storage area. There may be existing constraints preventing the full 275 foot length and SHA will offer further direction after MD 355 improvement plans are submitted for review.

My telephone number/toll-free number is _____

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.marylandroads.com

Although the MD 355 at Executive Boulevard Extended intersection meets the minimum requirements for the installation of a traffic signal, SHA does not support the installation of a traffic signal at this time. The proximity of the adjacent MD 355/Nicholson Lane and MD 355/Security Lane signalized intersections raises operational concerns along MD 355 if a new traffic signal was permitted at the MD 355/Executive Boulevard Extended intersection. Therefore, the intersection should be designed with a directional crossover median that will only permit right-in/right-out/left-in traffic movements to/from Executive Boulevard Extended.

Based on discussions during a March 3, 2006 meeting with developer, MNCPPC, DPW&T and SHA representatives, SHA agreed to review any updated Traffic Signal Warrant Studies that the developer submits, providing that the Signal Warrant Study is submitted no sooner than six (6) months after Executive Boulevard extended to MD 355 is open to traffic. The Montgomery County DPW&T will determine when Executive Boulevard should be opened to traffic. SHA also agreed to consider temporary measures to prohibit left-outs from Executive Boulevard to northbound MD 355 for this six (6) month or longer period of time. A modification of the attached directional entrance (half-island) where Executive Boulevard connects with MD 355 should discourage left-turns to northbound MD 355 while allowing motorists from the existing Fitzgerald Auto Park to turn left onto southbound MD 355. If SHA ultimately declines the proposed installation of a traffic signal after reviewing an updated Signal Warrant Study, a directional median crossover must be constructed per the attached detail. Any interim measures, half island where Executive Boulevard connects with MD 355 etc, must be removed whether a traffic signal is approved or not.

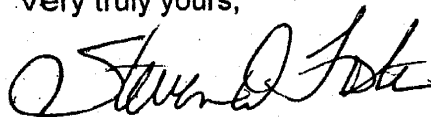
Since our October 11, 2005 letter to Ms. Cathy Conlon, various discussions have occurred and a few meetings have been conducted. Accordingly, we offer the following updated comments:

- Separate MD 355 roadway improvement plans at 30 scale or better, showing all existing roadway and required roadway features must be submitted. A separate signing and pavement marking plan should be included.
- The existing MD 355 median must be modified to produce a southbound MD 355 left-turn lane into the existing Fitzgerald Auto Park entrance.
- A grade establishment plan for Executive Boulevard extended to MD 355 must be submitted prior to SHA's issuance of an access permit.
- The proposed MD 355 streetscape plan was submitted to SHA's Landscape Architecture Division for review. SHA should be in a position to offer comments within the next two weeks.

- Truncations and right-of-way dedications need to be in accordance with the Master Plan of Highways. SHA will require that the right-of-way dedications be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division @ 410-545-8860 for additional information. You may also e-mail him at dandrews@sha.state.md.us.

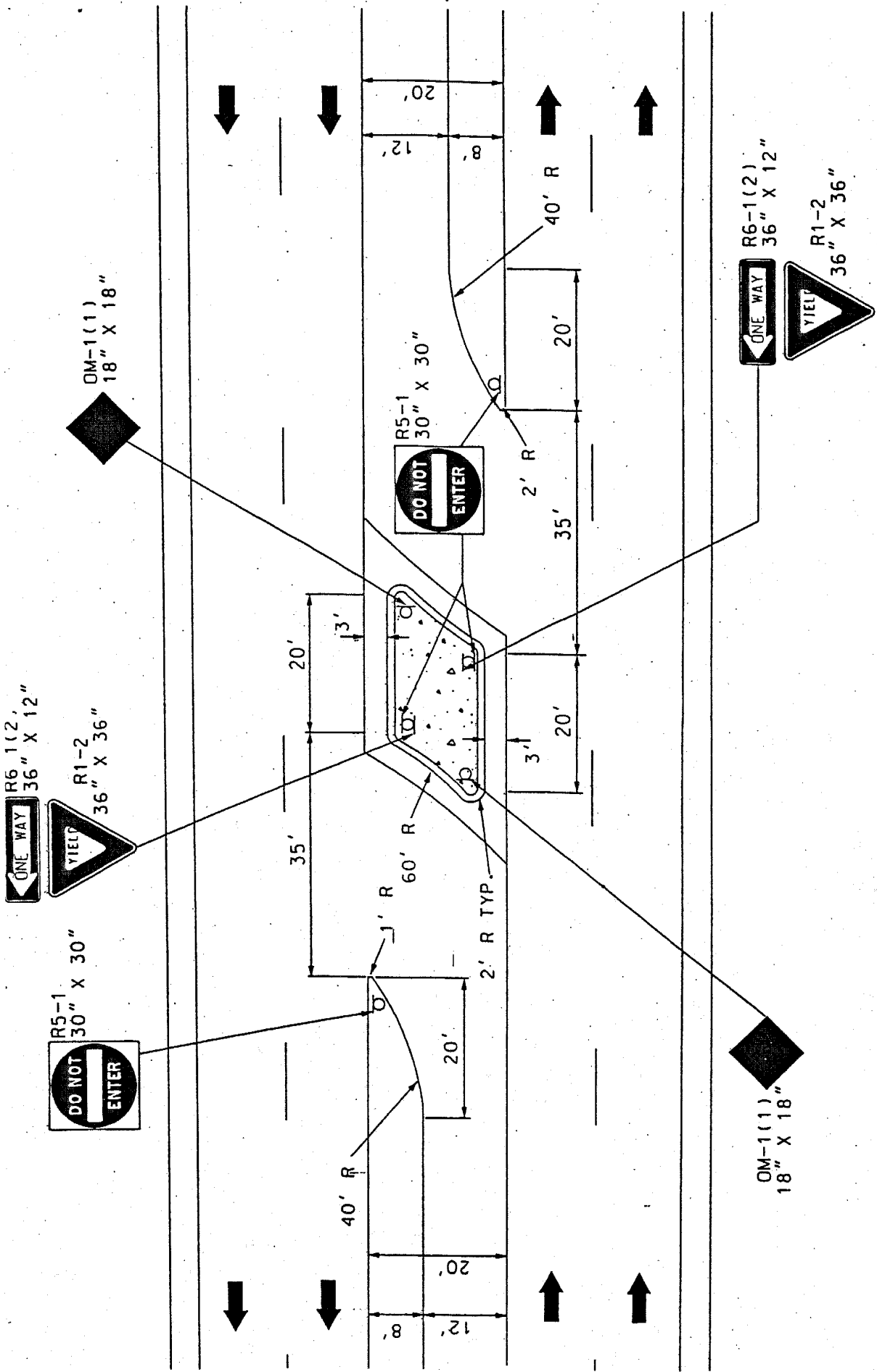
Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this application. If there are any questions on any issue requiring a permit from SHA, please contact Mr. Raymond Burns at 410-545-5592 or by e-mail at rburns1@sha.state.md.us. If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 extension 20.

Very truly yours,

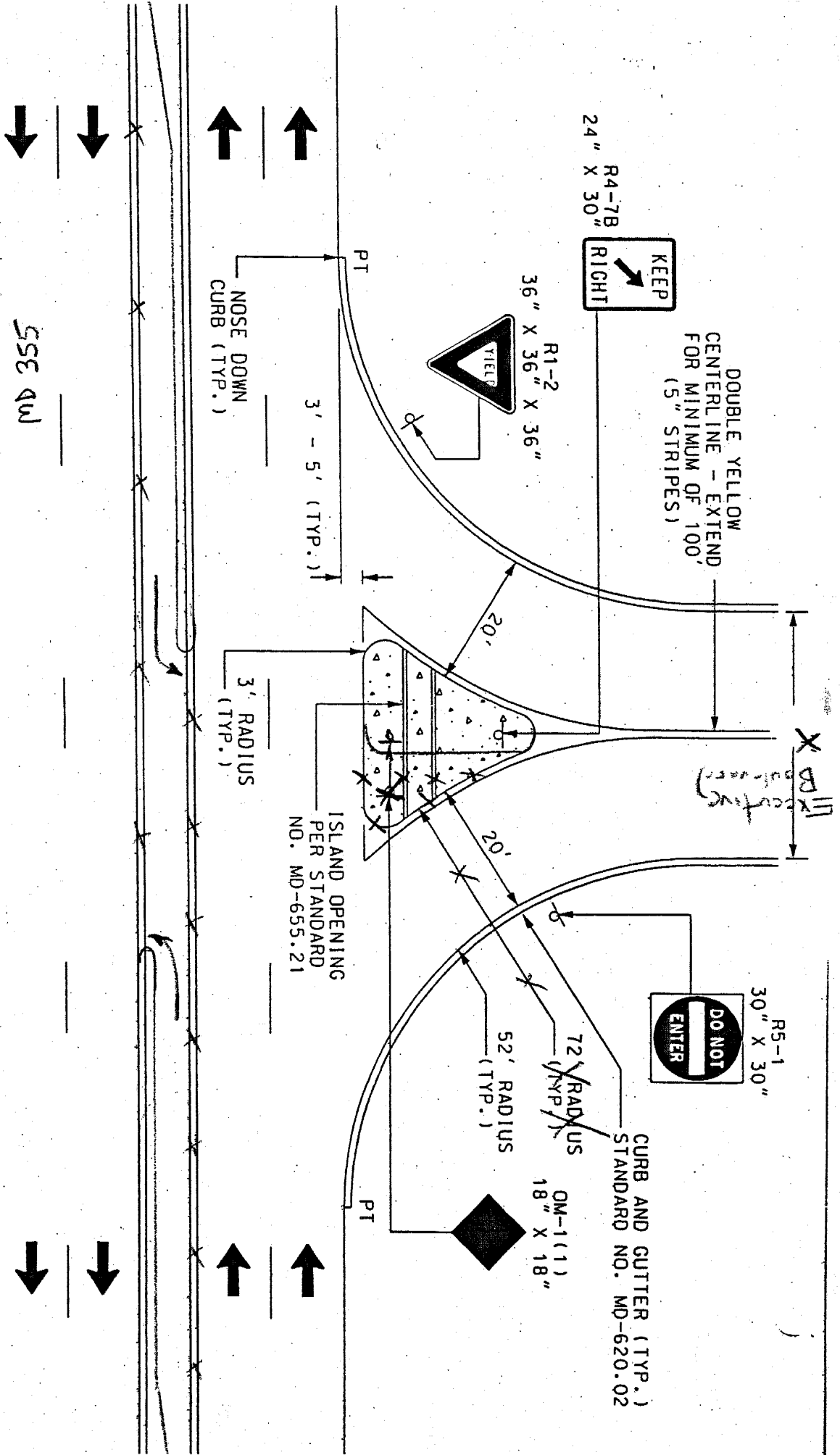


Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler, M-NCPPC Montgomery County
Mr. Gregory Leck, Montgomery County Dept. of Public Works & Transportation
Ms. Sarah Navid, Montgomery County Department of Permitting Services
Mr. Raymond Burns, SHA Engineering Access Permits Division
Mr. Joseph Finkle, SHA Travel Forecasting Section
Mr. Bob French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Craig Hedberg, ITS, Inc.
Mr. Dennis Simpson, SHA Regional Planning
Mr. Eric Tabacek, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA District 3 Traffic Engineering



D REC ONAL MED AN CROSSOVER
 20' MEDIAN
 ENGINEER NG ACCESS PERMITS



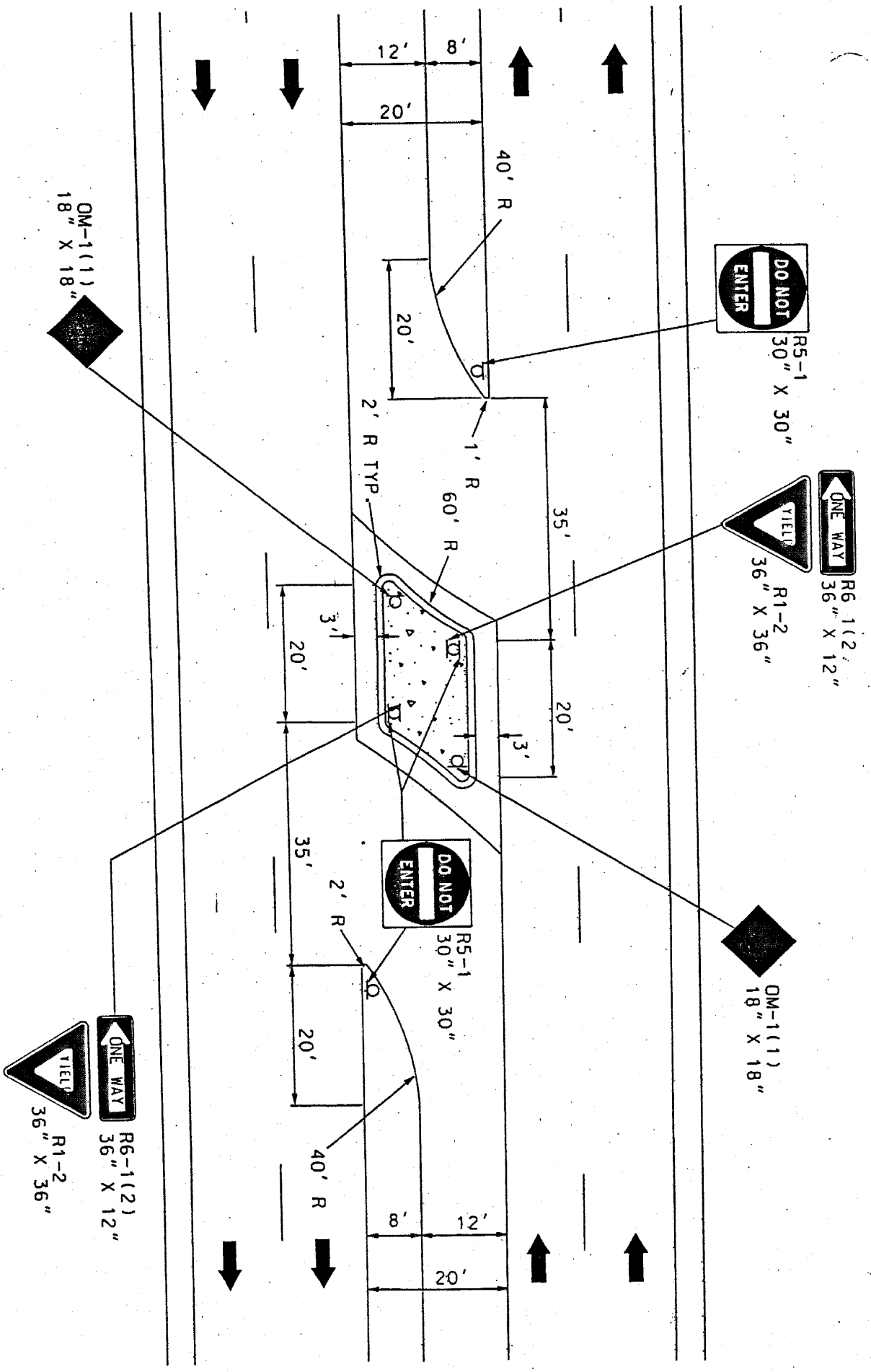
NOTES:

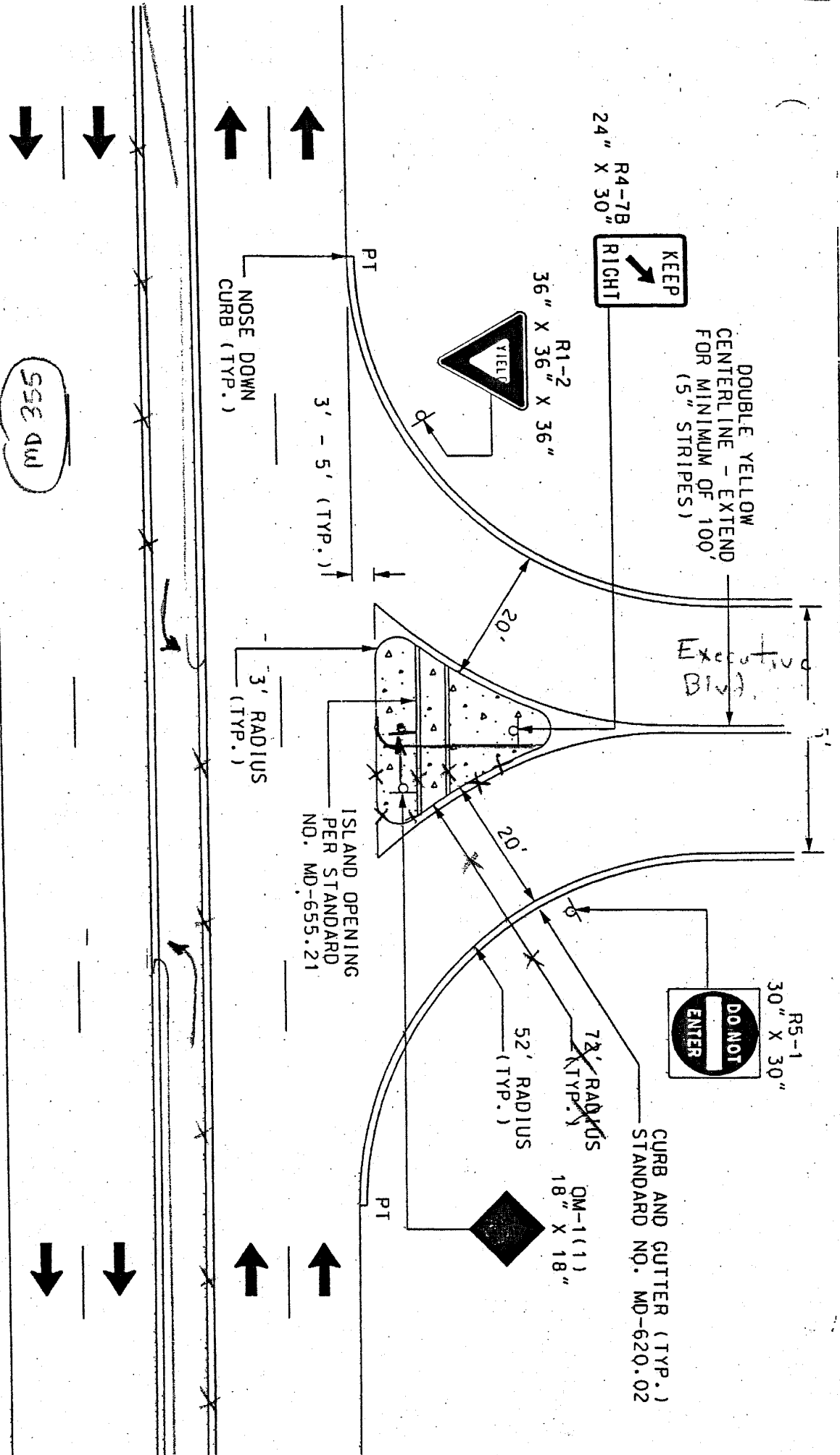
1. ISLAND SHALL BE A MINIMUM OF 75 SQUARE FEET.
2. CONCRETE ISLAND SHALL BE A TYPE A OR B MONOLITHIC CONCRETE (NO. MD-645.02 OR MD-645.03) AND INCLUDE NOSE DOWN CURBS ON APPROACH ENDS.
3. MINIMUM CHANNELIZATION SHOWN. TURNING LANES NOT SHOWN.
4. REFER TO 11.0 FOR ENTRANCE DESIGN STANDARDS.

COMMERCIAL

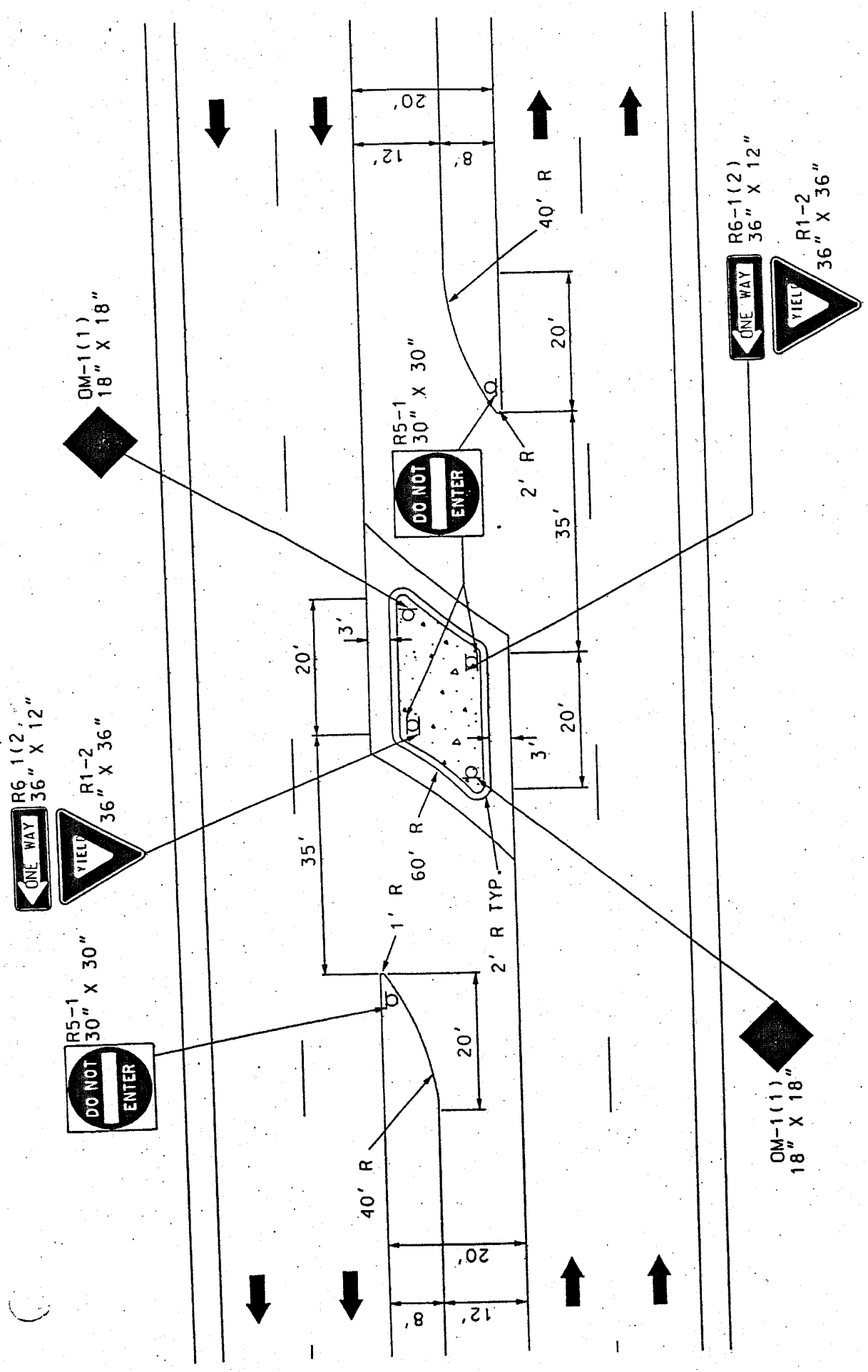
RIGHT IN/RIGHT OUT
 ENTRANCE FOR COMMERCIAL
 VEHICLES (20' WIDTH)
 ENGINEERING ACCESS PERMITS

D REC ONAL MED AN CROSSOVER
 20' MEDIAN
 ENGINEER NG ACCESS PERMITS

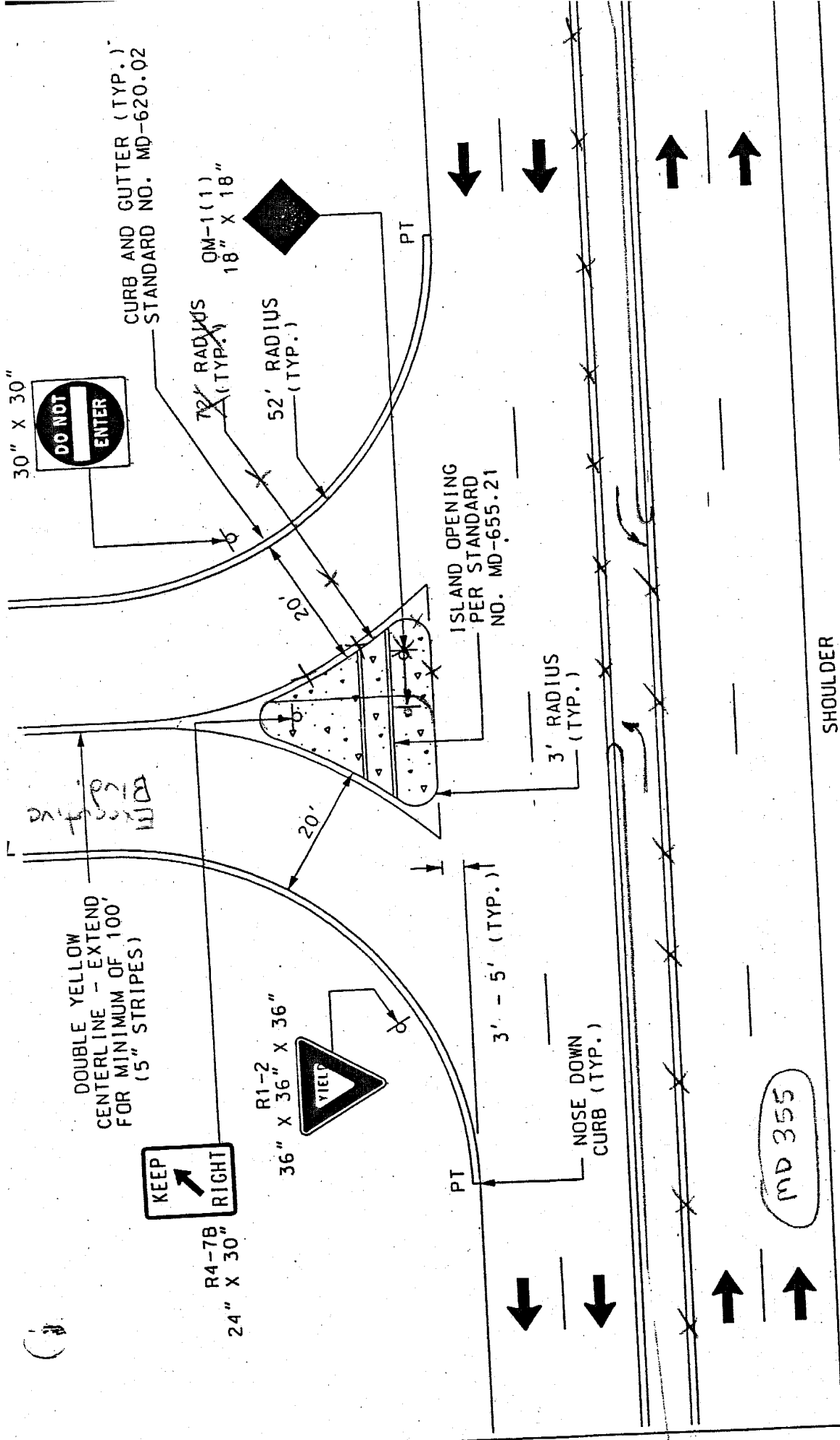




- NOTES:
1. ISLAND SHALL BE A MINIMUM OF 75 SQUARE FEET.
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 3. MINIMUM CHANNELIZATION SHOWN. TURNING LANES NOT SHOWN.
 4. REFER TO 11.0 FOR ENTRANCE DESIGN STANDARDS.
- SHOULDER
- COMMERCIAL
RIGHT IN/RIGHT OUT
ENTRANCE FOR COMMERCIAL
VEHICLES (20' WIDTH)
ENGINEERING ACCESS PERMITS



D REC ONAL MED AN CROSSOVER
 20' MEDIAN
 ENGINEER NG ACCESS PERMITS



COMMERCIAL
 RIGHT IN/RIGHT OUT
 ENTRANCE FOR COMMERCIAL
 VEHICLES (20' WIDTH)
 ENGINEERING ACCESS PERMIT

- NOTES:
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 3. MINIMUM CHANNELIZATION SHOWN. TURNING LANES NOT SHOWN.
 4. REFER TO 11.0 FOR ENTRANCE DESIGN STANDARDS.

**1992 APPROVED AND ADOPTED
NORTH BETHESDA/GARRETT PARK
MASTER PLAN**

INCORPORATING
THE 1994 APPROVED AND ADOPTED
STAGING AMENDMENT
AND
THE 1997 APPROVED AND ADOPTED
CONFERENCE CENTER AMENDMENT

December 1992
(Amended November 1994 and June 1997)

An amendment to the 1970 Master Plan for the North Bethesda/Garrett Park Planning Area, as amended; the 1978 Sector Plans for Twinbrook, Nicholson Lane (White Flint), and Grosvenor, as amended; the 1970 Master Plan for the Aspen Hill and Vicinity Planning Area, as amended; the 1978 Master Plan of Bikeways, as amended; the 1979 Master Plan for Historic Preservation, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery County, as amended; and the Master Plan of Highways within Montgomery County, as amended.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, MD 20910

This Staging Amendment recommends specific policies, programs and facilities for North Bethesda during Stage I, including the following:

Street System

Acquire primarily through dedication at time of subdivision the following streets (see Figures 1 and 2):

- a. Chapman Avenue, from Nicholson Lane to Old Georgetown Road (60' to 70' ROW)
- b. Woodglen Drive Extended (B-3), from Nicholson Lane to Marinelli Road (80' ROW). May be reduced to 70' if approved as part of the Road Code (see Figures 6 and 7).
- c. B-11, from Marinelli Road to Old Georgetown Road (70' ROW) (Figure 7).
- d. White Flint Avenue (B-10), from Nebel Street to B-11 (80' ROW).
- e. Executive Boulevard, from Woodglen Drive to Huff Court (80' ROW).

Note: The streets outlined in b, c, and d are additional streets to those already included in the 1992 Master Plan. They happen to fall within the boundaries of the White Flint Sector Plan Area because the largest tracts of undeveloped land occur there. The precise alignments of c and d (B-10 and B-11) are to be determined at the time of development approval.

It is anticipated that owners or developers will be responsible for dedicating right-of-way and constructing new roads on their own property. In some cases, Montgomery County may need to construct linking segments.

Bikeway and Pedestrian System

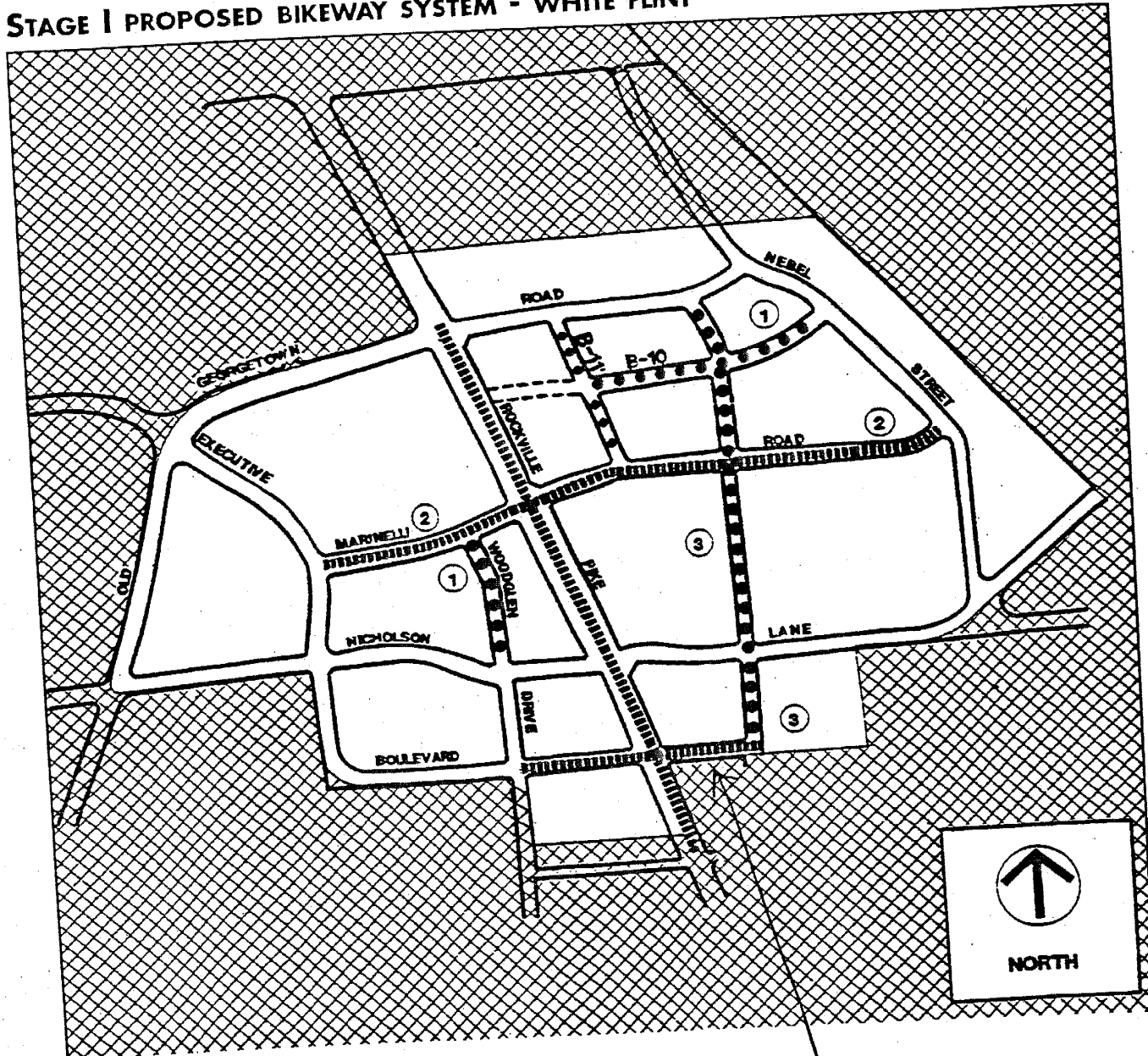
Acquire through dedication at time of subdivision the following critical portion of the bicycle and pedestrian network to provide a conducive environment for non-auto use (see Figure 4). The priorities for new bicycle and pedestrian routes are:

- a. Chapman Avenue/Huff Court, from Executive Boulevard to Old Georgetown Road (Class III)
- b. Woodglen Drive Extended, from Nicholson Lane to Marinelli Road (Class I)
- c. Bicycle network route B-10, from Nebel Street to B-11 (Class I)
- d. Executive Boulevard, from Woodglen Drive to Huff Court (Class I)

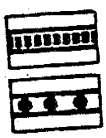
Include in the CIP the following portions of the bicycle and pedestrian network (see Figure 3):

STAGE I PROPOSED BIKEWAY SYSTEM - WHITE FLINT

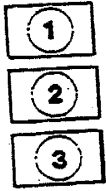
FIGURE 4



WHITE FLINT SECTOR PLAN AREA



Master Planned
Proposed Stage I

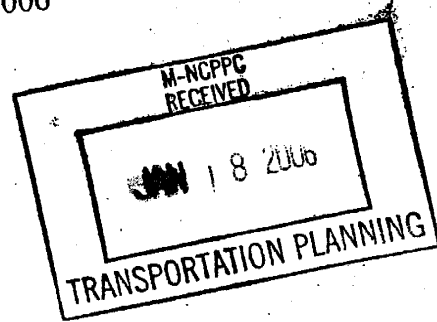


Class I - a bikeway on a separate right-of-way or easement
Class II - a bike lane on a roadway designated by stripped pavement or a physical barrier
Class III - a bike route on a roadway designated by sign only

ATTORNEYS

ROBERT G. BREWER, JR.
DIRECT 301.657.0165
RGBREWER@LERCHEARLY.COM

January 11, 2006



Ms. Rose Krasnow, Chief
Development Review Division
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Mr. Shahriar Etemadi, Supervisor
Transportation Planning Division
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Extension of Executive Boulevard
White Flint Crossing, Preliminary Plan 1-06031

Dear Ms. Krasnow and Mr. Etemadi:

Our firm represents the owners of White Flint Mall in North Bethesda. We are in receipt of several letters from White Flint Crossing, LLC's counsel, Steve Robins, and Jack Fitzgerald's counsel, Steve Orens, concerning the proposed extension of Executive Boulevard east of Rockville Pike. The purpose of this letter is to endorse the positions taken by White Flint Crossing, LLC on this matter, and to urge the Planning Board and other agencies to affirm the Master Plan alignment and reject any attempt to alter it.

White Flint Mall was an active participant in the Planning Board and County Council deliberations which preceded the adoption of the North Bethesda-Garrett Park Master Plan many years ago. As part of that process, White Flint Mall made sure that the proposed alignment of Executive Boulevard east of Rockville Pike did not destroy the northern ring road access for the Mall. The resulting Master Plan alignment preserves this ring road access, which is critically important for overall access and circulation to and within the Mall. Any suggestion that the Master Plan placed the alignment squarely on the common property line between the Mall and the Fitzgerald properties is without any factual basis, and White Flint Mall does not, under any circumstances, consent to any informal change of the Master Plan alignment of Executive Boulevard. White Flint Mall further affirms its support for the ultimate construction of this section of Executive Boulevard east of Rockville Pike.

White Flint Mall believes that the adjustments proposed by White Flint Crossing to the alignment on the west side of Rockville Pike are fully consistent with the Master Plan and do not adversely affect White Flint Mall. White Flint Crossing, LLC reviewed its plans earlier in the

Ms. Rose Krasnow
Mr. Shahriar Etemadi
January 11, 2006
Page 2

development process with White Flint Mall, and was advised then that the alignment adjustments on the west side of Rockville Pike were acceptable to White Flint Mall. White Flint Mall affirms that observation through this letter.

We regret that Mr. Orens and Mr. Fitzgerald now object to the Master Plan alignment of Executive Boulevard east of Rockville Pike. White Flint Mall remains willing to work with Mr. Fitzgerald and his advisors to minimize the effects of the road extension as long as those efforts preserve the Mall's ring road and corollary access drives. Meanwhile, White Flint Mall requests that the Planning Board and the various agencies affirm the Master Plan alignment of Executive Boulevard east of Rockville Pike as part of their review of the pending preliminary plan application and not take any actions inconsistent with this official County position. If it would be beneficial to involve the White Flint Mall owners (the Lerner and Abramson families) in this discussion about Executive Boulevard, please let me know and we will accommodate you.

Thank you very much.

Very truly yours,



Robert G. Brewer, Jr.

cc: Linda Komes; Development Review Division
Margaret Rifkin; Community Planning Division
Edward Axler; Transportation Planning Division
Kristin O'Connor; Community Planning Division
Sam Farhadi; DPWT
Stephen J. Orens, Esq.
Steven Robins, Esq.
Arnold Kohn, Esq.; The Tower Cos.
Alan Gottlieb; Lerner Enterprises
Peter Rosen; Lerner Enterprises



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

MEMORANDUM

March 20, 2006

TO: Linda Komes
Development Review Division - MNCPPC

FROM: Sarah R. Navid *S. Navid*
Right-of-Way Permitting and Plan Review Section

SUBJECT: Site Plan Review #820060170 White Flint Crossing

We have reviewed the subject site plan and recommend approval with the following comments:

- **Streetscaping** – The Bethesda CBD construction details will be used or another detail acceptable to DPWT/DPS (surface materials may vary). The Maryland State Highway Administration will review and approve the streetscaping on Rockville Pike (MD 355). A Maintenance and Liability Agreement will be required at permitting not record plat, since a Public Improvements Agreement is being allowed for the public improvements within the public right of way.
- **Woodglen Drive** – The “brick” paving is acceptable for the interim bikepath; the café seating/picnic area for the Whole Foods Store can be allowed as it is outside the bike/pedestrian area and should not interfere with those movements.
- **Executive Boulevard** – The proposed hedge plantings should be no higher than 36” to ensure driver and pedestrian visibility. The bikepath on the north side should be scored concrete.
- **Garage driveways** should follow the Bethesda streetscape design for the “radius” curb returns. A concrete median may be used on the Woodglen Drive entrance to delineate opposing traffic flows but it must be flush to the pavement.
- **Intersection of Executive Boulevard and Woodglen Drive** – the applicant will be responsible for providing any new traffic control needed at this intersection. The determination of the appropriate stop sign and crosswalk locations must be



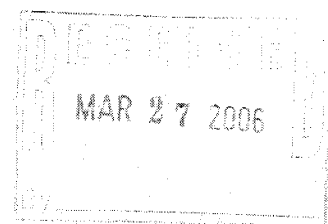
coordinated with DPWT prior to permitting. Because 30' radii are required at this intersection, a single corner pedestrian ramp is being provided. The intersection of the adjacent crosswalk lines should be located 4' into the pavement area. A maximum 8' wide ramp, not including the transitions, will be allowed to accommodate bicyclists and pedestrians.

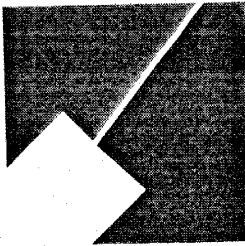
- **Bus shelter** – The location, installation and design details for the proposed bus shelter on Rockville Pike must be coordinated through the Division of Transit Services, DPWT (jeff.dunckel@montgomerycountymd.gov).
- **Parking meters** – Any parking allowed on Executive Boulevard and Woodglen Drive will be metered. The applicant should contact the Parking Operations Section, DPWT, Ed Mondonedo or Carmen Zaldivar, prior to final site plan signature set, to “tweak” the streetscaping if needed, in order to maximize the number of on-street spaces.
- **Truck loading** – Trucks will be permitted to enter the service lane only from Woodglen Drive. The applicant will be responsible for installing a “No Trucks” symbol sign at Rockville Pike. This sign should be shown on the site plan.

Thank you for the opportunity to comment on this plan. If you have any questions, please contact me at 240-777-6304 or sarah.navid@montgomerycountymd.gov.

srn\whiteflint crossing

cc: Kevin Johnson – Johnson Bernat Associates
Matt Hurson – White Flint Crossing LLC
Steven Robins – Lerch , Early & Brewer
Raymond Burns, MSHA
Jeff Dunckel – DPWT
Eduardo Mondonedo – DPWT
Gail Tait-Nouri – DPWT
Greg Leck – DPWT





April 14, 2006

MEMORANDUM

TO: Linda Komes, Development Review Division

VIA: John Carter, Chief, Community-Based Planning Division ^{JK}

FROM: Kristin O'Connor, Community-Based Planning Division _{JK}

SUBJECT: White Flint Crossing, 8-20060170 (Formerly 8-06017)

ZONE: TS-M (Transit Station Mixed)

MASTER PLAN: 1992 North Bethesda/Garrett Park Master Plan

This site 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 in height. 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 site 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.

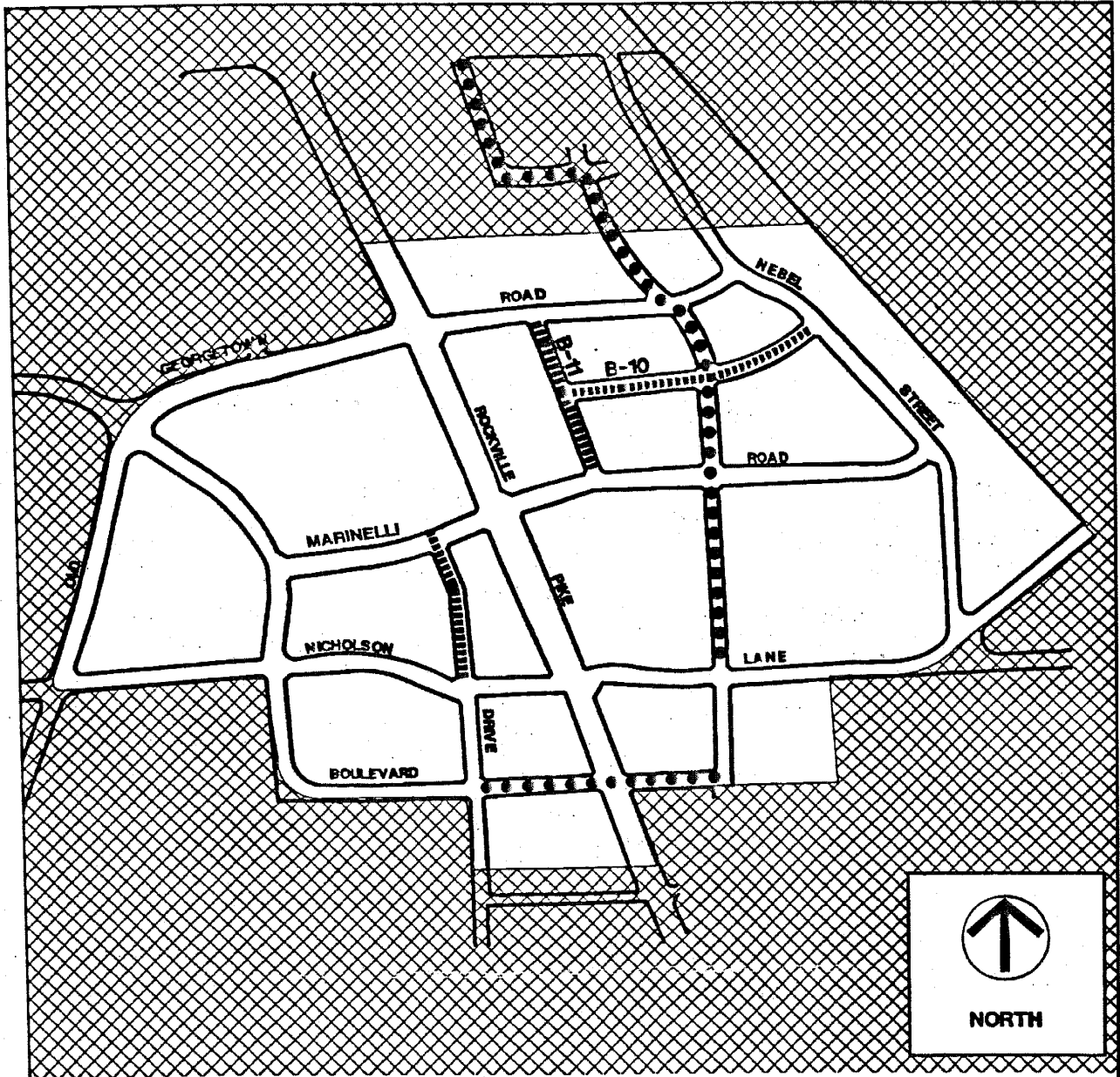
Recommendations

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.

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Attachments



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)