



White Flint 2 Sector Plan: Worksession No. 2-Executive Boulevard District

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Summary

Staff will present the Public Hearing Draft recommendations and testimony for the Executive Boulevard District in the White Flint 2 Sector Plan area. The Draft Plan divides the District into two areas: Executive Boulevard North and Executive Boulevard South. As a traditional suburban office park, Executive Boulevard is a unique section of the Plan area with 2.1 million square feet of development. The Department's Research and Special Projects Division prepared a financial analysis to determine if the Draft Plan's recommended densities would provide an incentive for a property owner to redevelop in the future. (See Attachment 2.)

SCHEDULE

The Planning Board held a public hearing on the Draft White Flint 2 Sector Plan on January 12, 2017. The public hearing record was open until the close of business on January 12, 2017. The public hearing testimony is summarized in Attachment 1. The Planning Board held the first worksession on the Public Hearing Draft on January 27. Staff presented the initial transportation analysis and staging recommendations in the Public Hearing Draft. The following is the proposed schedule for future worksessions.

- February 23 Worksession No. 3: Montrose North-Rockville Pike
- March 9 Worksession No. 4: Parklawn South and Randolph Hills
- March 23 Worksession No. 5: Public Facilities

PURPOSE OF THIS WORKSESSION

The purpose of this worksession is to present an overview of the public hearing testimony regarding land use and density recommendations for the Executive Boulevard District as well as to discuss the financial analysis for future redevelopment.

Testimony

The property owners' testimony from Executive Boulevard is varied. Some property owners desire significantly more densities, building heights and a different range of uses (residential and non-residential). While other property owners wanted minor changes and others were supportive of the Draft Plan's recommendations. Some property owners supported the Employment Office (EOF) zone, while others suggested the Commercial Residential Town (CRT) or Commercial Residential (CR) zones.

Financial Analysis

The Research & Special Projects Division evaluated the economic feasibility of redevelopment concepts proposed by Willco and Eagle Bank, two property owners on Executive Boulevard. The purpose of the analysis is to understand the economic implications of the density and building height recommendations they are contemplating for these two properties, and to estimate how the scale of these developments would impact the surrounding market.

Draft Plan Recommendations

The Executive Boulevard district is west of Pike & Rose and the Metro West District in the 2010 *White Flint Sector Plan* area. Portions of this district have the potential to evolve from the current single office use into a sustainable and innovative district with mixed-uses. This district will benefit from its proximity to new development and infrastructure, including Pike & Rose and the White Flint Metrorail Station.

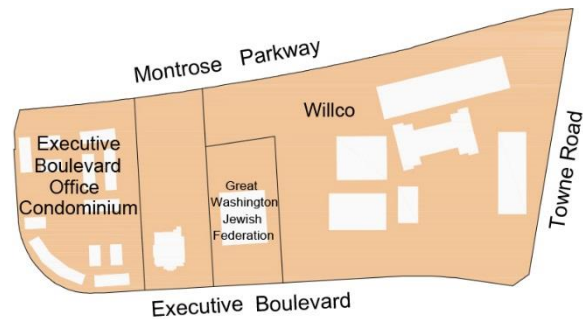
This district is divided into two segments- Executive Boulevard North and Executive Boulevard South

This district, which is approximately 91 acres, is in the Employment Office (EOF 0.75 H-100) zone. The 1992 *North Bethesda/Garrett Park Master Plan* made no specific recommendations for this district.

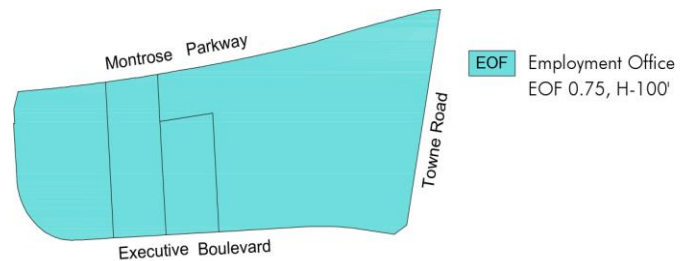
It is envisioned that existing environmental and health resources will provide the framework for new infill development and some redevelopment to create a sustainable and innovative district. Several existing offices will be retained and complemented by new residential and non-residential development, especially properties that are in proximity to new infrastructure and development in the 2010 *White Flint Sector Plan* area. The realignment of Executive Boulevard and Old Georgetown Road (MD 187) and the opening of Towne Road will provide greater pedestrian and vehicular access to and from this district.

Some of the important recommendations in this District are:

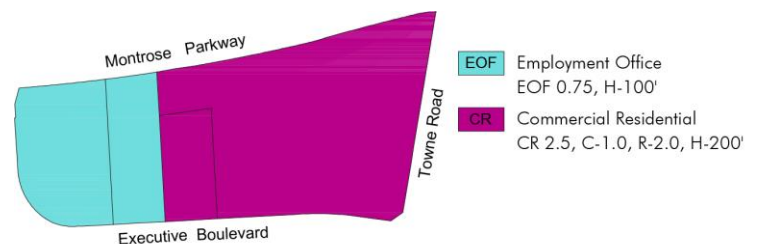
- Mixed-use development on key properties
- Transition development to the existing Luxmanor residential community
- Linkages to the Western Workaround
- An urban school
- Protected bikeway on Executive Boulevard
- Protection of existing forested area



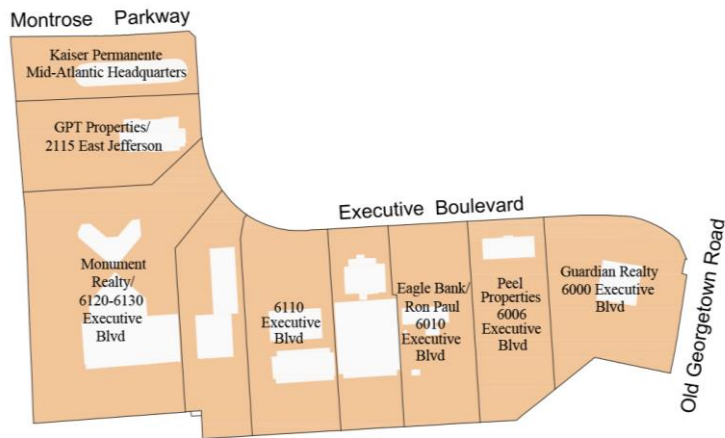
Executive Boulevard North-Key Properties



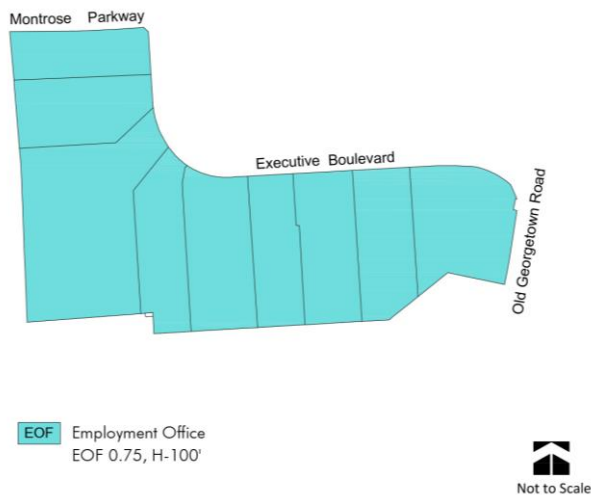
Executive Boulevard North-Existing Zoning



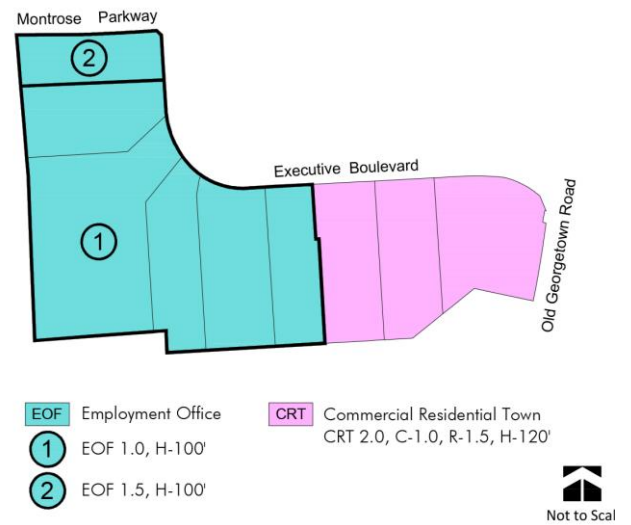
Executive Boulevard North-Draft Plan recommended zoning



Key properties in Executive Boulevard-South



Executive Boulevard South: Existing Zoning



Executive Boulevard South: Draft Plan Recommended Zoning

ATTACHMENTS

1. Summary of public hearing testimony
2. Economic feasibility analysis
3. Correspondence

ATTACHMENT 1

Summary of White Flint 2 Public Testimony

Person/Agency/Property	Comments	Staff Response
Wendy Calhoun-Walter Johnson (WJ) Cluster	Agreed with the Plan recommendation for an elementary school at Wilgus/Willco; opposed to Rocking Horse Road Center as a school site; the staging recommendation for the elementary school should be sooner than the third stage; reserve school sites prior to new development; and a third middle school is needed for the WJ Cluster.	The Plan acknowledges the importance of public schools and identifies appropriate locations. MCPS will participate at a future worksession.
Casey Cirner-1215 East Jefferson Street	NIH leased portion of the property has expired; Requests Commercial Residential (CR)-1.5 or Employment Office (EOF) 1.5, if modifications are made to permit greater flexibility with uses, such as senior housing and more than 30 percent of residential development.	The Planning Board will receive alternatives to consider during the worksessions.
Jennifer Russel-1215 East Jefferson Street	No opportunities for optional method with the Draft Plan recommendation of 1.0 FAR in the EOF zone; EOF 1.5 FAR; use of the CR zone or modifications to the EOF zone.	See above regarding future worksessions.
Cindy Bar-Nicholson Court	Industrial properties along the CSX tracks have been evolving, including truck access and space needs; restriction of IL Zone; Barwood Taxi recently filed for bankruptcy; CR 2.0 floating zone requested.	The Draft Plan recommendation is to retain light industrial since the uses serve a broader county-wide function and contribute to diverse local economy.
Amy Ginsburg-Friends of White Flint	<p><i>Schools</i> Supportive of dedicated sites for an elementary school.</p> <p><i>Connections</i> No solution to creating a pedestrian-bike path over the CSX tracks between White Flint 1 and 2-connection should be incorporated into the future MARC station.</p> <p>Sidewalk along the east side of MD 355 along the bridge over Montrose Parkway.</p>	<p>The assessment for a MARC station is recommended since MTA's prior recommendation to close the Garrett Park Station, if a new station is located in the White Flint area.</p> <p>The 2010 White Flint Plan explored extending Old Georgetown Road across the CSX but significant impacts and costs.</p>

Person/Agency/Property	Comments	Staff Response
	<p>Enhance pedestrian access, install a crosswalk on the east side of Towne Road</p> <p>Lighted pedestrian path behind offices on Executive Blvd.</p> <p>Support for reconfiguration of Parklawn Drive and Randolph Road; Boiling Brook Parkway and Rocking Horse Road.</p> <p>Signalized intersection at the future Rose Avenue and Towne Road.</p> <p>Provide more clearly define larger illustrations that show bikeways and pedestrian paths with White Flint 1 (2010)</p> <p><i>Office, Business, Industrial and Residential Space</i></p> <p>More innovative office and residential concepts, such as micro-units, shared housing and condos and apartments for either residential and office buildings.</p> <p>Include language to encourage new small businesses, such as an incubator, and language to encourage the retention of locally owned small businesses.</p> <p>Encourage traditional and innovative senior housing options.</p> <p>Supportive of keeping light industrial space but supports mixed-use and higher density around Randolph Hills Shopping Center and Nicholson Court.</p> <p><i>Affordable Housing</i></p>	<p>Alternative pedestrian/bike crossing will be explored during the worksessions.</p> <p>Specific operational issues will not be within the Plan; it could be within the appendix. SHA has approved a signalized intersection at Rose Avenue and Towne Road.</p> <p>Revised Plan recommendations will include senior housing and other innovative housing concepts. And, affordable housing will be discussed during the worksessions.</p> <p>Updated maps will illustrate the linkages between both White Flint plan areas.</p> <p>A shuttle/circulator could be in the first phase of the staging plan.</p> <p>Future worksessions will discuss Randolph Hills Shopping Center and Nicholson Court.</p> <p>The recommended NADMS goals are appropriate for an area that is further away for existing and future transit and will deliver less infrastructure than the 2010 Plan area. Existing and new development must take on several initiatives to begin moving the NADMS goals forward.</p>

Person/Agency/Property	Comments	Staff Response
	<p>Market rate affordable housing will eventually become obsolete. And, units lack any MPDUs, ADA accessibility and modern fire code protection.</p> <p><i>Public Use Space</i> Support's the Plans goals; however, there is a need for innovative public space that meets the needs of residents.</p> <p><i>Staging and Implementation</i> Eliminate the MDOT study as a staging requirement since it does not add density nor provide any concrete infrastructure improvement.</p> <p>A shuttle/circulator system should be implemented at the earliest practicable date. It should be undertaken in 2017.</p> <p>The NADMS goals should be analogous with the 2010 White Flint Sector Plan. Or, the western part of White Flint 2 should have the same NADMS goals as the 2010 White Flint Sector Plan.</p> <p>Provide greater clarification of how the White Flint 1 (2010) and the White Flint 2 area will work together for the betterment of both.</p>	
Matthew Eakin and Steve Robins, Pickford Properties	<p>Pickford Enterprises, LLC-11711 Parklawn Drive and 5040 Boiling Brook Parkway</p> <p>Given the visibility of the property, it is more appropriate for mixed uses in the CRT 2.0 C2.0 R2.0 H75. An alternative is the IM zone (2.0 FAR) that permits more uses than the IL zone.</p>	Light industrial properties will be discussed with the Board during the worksessions.

Person/Agency/Property	Comments	Staff Response
	A zoning text amendment should be considered, similar to the Twinbrook Overlay Zone. A floating zone designation (CRT), if the base industrial zone is retained.	
Robby Brewer and Miguel Iraola, Oxford Square	<p>Request to rezone the Oxford Square garden apartments (R-30 zone) property to the CR or CRT zone (1.0 FAR) to facilitate redevelopment. The maximum height would be 65 feet.</p> <p>Retaining the R-30 would preclude redevelopment. Existing buildings, built in the 1960s, are reaching the end of their useful lives. Buildings lack ADA accessibility, modern fire code protection and stormwater management on the property.</p> <p>For a future redevelopment, the owner proposes 15% MPDUs with a strong component of larger two and three bedroom units.</p>	<p>All existing multifamily residential zone properties will be discussed with the Board during the worksessions.</p> <p>The proposed height is appropriate for the property.</p>
Ric Erdheim, Cherington Homeowners Association	<p>Support for the dedication of the entire area that is immediately south of the Cherington townhouses as a park.</p> <p>The preservation of the area adjacent to the existing Cherington is consistent with several County goals-open space, linkages to the Montrose bikeway and creating an attractive public space.</p> <p>Health benefits of nature.</p> <p>Opposed to commercial development west of Stonehenge Place.</p> <p>Supportive of mixed use east of Stonehenge Place but building heights must be lower as they move towards the Cherington.</p>	<p>Supportive of the Draft Plan recommendation.</p> <p>Stonehenge Place bisects a parcel that leaves a small portion into a mixed-use zone. The larger area that is adjacent to the Cherington is primarily residential.</p> <p>Initial transportation forecast indicated that congestion will not be an issue along East Jefferson. A new bikeway will provide important linkage to the City of Rockville and the 2010 Plan area.</p>

Person/Agency/Property	Comments	Staff Response
	<p>New north-south street may increase cut-through traffic in the neighborhood. A light at Montrose Parkway and Stonehenge Place.</p> <p>Removal of travel lanes on East Jefferson will increase congestion and make travel more difficult.</p>	
Barbara Sears, Willco and Wilgus properties	<p>The Washington Science Center property (Willco), which is approximately 20.1 acres should have a higher zone (CR 3.0 C1.5 R2.5 H-200) since it is walking distance to Metro and is adjacent to Pike & Rose.</p> <p>The proposed zone should be CR-3 for the Wilgus property, which is approximately 6.35 acres. The middle segment of the property, which is approximately 3.77 acres, should be CRT 2.5 C1.5 R2.0 H150. The last component of the Wilgus property, which is immediately adjacent to the Cherington Townhouses should be CRT 1.25 with no commercial allowed and 50 feet in height. This is a poor choice for a park.</p> <p>A central park located further east would be more accessible to surrounding development.</p> <p>No school site is necessary. Willco has offered to work with MCPS on a small site paradigm but MCPS has not pursued that model.</p>	The Draft Plan's recommendation permit the highest FAR for the Willco property since it will benefit from the Western Workaround, Pike & Rose, and the future second Metro entrance. A future worksession will review this property.
Scott Wallace, Morgan Apartments	The existing 132 unit Morgan Apartments, built in 1996, under the existing R-20 Zone. There is no incentive for redevelopment since no additional dwelling units can be constructed on the property. Proposal is to change the zone to CR 1.25 C0.25 R1.25 H-120.	See above regarding multifamily residential development.
Justin Jacocks, Walnut Grove Condominium	Need for updated zoning to add incremental residential development to preserve and improve existing community.	See above regarding multifamily residential development.

Person/Agency/Property	Comments	Staff Response
	<p>Retaining the existing zone would make it difficult to address challenges at Walnut Grove-aging buildings and site infrastructure.</p> <p>Extension of Macon for additional vehicular access.</p> <p>Recommended zone: CR 1.25 C0.25 R.125 H120</p>	
Francoise Carrier, Guardian Realty Investors, LLC	<p>6000 Executive Blvd-the recommended 120 height limit is insufficient; rather 200 feet is appropriate.</p> <p>The grade of the office property is 15 feet below the grade of the nearest office building; 28 feet below the grade of the Pallas Apartments; and 16 feet below the grade directly across Old Georgetown Road.</p> <p>The density should be 2.5 FAR-2.25 Commercial and 2.25 Residential. Sector Plan could require buildings to step down to 75 feet. Density is justified by its location and is diagonally across from Pike & Rose.</p> <p>Staging proposes extreme limitations to White Flint 2 by tying development to improvements that could take years to accomplish.</p> <p>Completion of the Western Workaround should be moved into Phase 2.</p> <p>MCPS assessment and programming of an elementary school should be removed.</p> <p>MARC station assessment by MDOT should be removed or applied only to the eastern side.</p> <p>Alternative language to page 28.</p>	<p>Property grades will change during future development; therefore, it is inappropriate to use it as a measure to establish a building's height. 200 feet is inappropriate to an established residential neighborhood. The adjacent 2010 White Flint Plan lowered building heights to 100 feet and 70 feet, respectively, east of Old Georgetown Road.</p> <p>The Western Workaround is underway. Phase I should be completed by 2020. It greatly enhances vehicular, bike and pedestrian access to Executive Boulevard properties.</p> <p>The elementary school is an important staging trigger that acknowledges school capacity issues in the WJ cluster.</p>

Person/Agency/Property	Comments	Staff Response
Karen Kirchberg, Cherington resident	<p>Informed that the new road-Montrose Parkway-would require a 100 foot tree barrier and preservation of some green space.</p> <p>Keep the forest in place for all (drivers, bikers and walkers) to enjoy. A linear park will produce oxygen, absorb carbon dioxide and water runoff.</p>	Plan recommendation retains a portion of the property adjacent to the Cherington townhouses to create a unique linear park and to further environmental recommendations.
Mayor Bridget Newton, City of Rockville	<p><i>Affordable Housing</i> The City encourages the Planning Board to strengthen the Plan's approach to the provision of housing options that would offer a broader range and variety of housing types.</p> <p>Housing is needed for incomes lower than MPDU levels; people with disabilities; and millennials. Encourage alternative housing types.</p> <p><i>Transportation and Impacts Fees</i> Support the continued approach to measure transportation impacts of development projects.</p> <p>Continued efforts to share transportation studies.</p> <p>Encourage that this Plan include a policy that impact fees charged for development will be sufficient to fund the necessary infrastructure improvements.</p> <p><i>Businesses</i> Ensure that there will be small independent establishments in the Pike corridor.</p> <p><i>Schools</i> The importance of school construction and land for schools. A significant number of City of Rockville children attend Walter Johnson Cluster schools.</p>	<p>The Draft Plan's housing section will be updated.</p> <p>Initial recommendations regarding the funding of infrastructure will be discussed during the worksessions.</p> <p>The Plan recommendations could be more specific on support for small/independent businesses.</p> <p>The Plan recommends different properties to accommodate an elementary school.</p>

Person/Agency/Property	Comments	Staff Response
<p>Abbe Milstein, Luxmanor Citizens Association</p>	<p><i>Schools</i></p> <p>School situation is dire. Continuing pattern of disregard for real school overcrowding and exacerbate insufficient school planning and rapid development.</p> <p>School size impacts on student achievement based on Maryland State Department of Education report. School sizes should be 700 for elementary; 900 for middle schools; and 1,700 for high schools. Many schools in the WJ Cluster exceed the State's guidelines.</p> <p>Significant enrollment growth is anticipated within the next 5-10 years. For example, WJ High is projected to have 2,800 or more students by 2021.</p> <p>Schools and infrastructure must be in place prior to additional residential development. Net zero energy school.</p> <p><i>Sustainability/Infrastructure</i></p> <p>Support for retention of existing wooded areas and additional tree canopy. Neilwood Creek has significant erosion along its banks.</p>	<p>School sizes are determined by the Board of Education. MCPS has committed to building schools at least LEED Silver or higher standard.</p> <p>MCPS will discuss school issues at a worksession.</p> <p>The Department of Environmental Protection (DEP) is restoring approximately 1,600 feet. Construction is anticipated for Winter 2017. Future development could further contribute to enhance the creek.</p>
<p>Jody Kline, Nicholson Plaza Shopping Center</p>	<p>Support for the Plan's recommendation to reclassify the property from the Light Industrial (IL) zone to the Neighborhood Retail (NR) Zone.</p>	<p>Consistent with the Plan recommendations.</p>
<p>White Flint Partnership</p>	<p>Coordination and consistency between both plan areas; priorities include the funding, design and construction of transportation infrastructure.</p> <p>Apply the same NADMS goals to both plan areas or apply the same NADMS goals for properties that are close to Rockville Pike and the Metro.</p>	<p>The proposed NADMS goals are appropriate since it requires significant investments by public and private sector entities to achieve these goals.</p>

Person/Agency/Property	Comments	Staff Response
Ros Brandon, Cherington Townhouse resident	<p>Retain the wooded area that is adjacent to the Cherington townhouses. The wooded area provides tranquility in an urban area, including areas for animals.</p> <p>Significant developments in the vicinity, such as Pike & Rose and future development of properties along Executive Blvd. will benefit from the retention of the wooded area.</p>	Consistent with the Plan recommendations.
Jay Corbalis, Federal Realty Investment Trust-Montrose Crossing and Federal Plaza	<p>The Plan does a good job of integrating White Flint 2 with the 2010 White Flint Plan area to create a cohesive area.</p> <p>Properties in White Flint 2 should be part of the funding strategy for the staging plan projects. A sector wide transportation tax in lieu of transportation impact tax payments.</p> <p>Supportive of staging targets.</p> <p>The recommended open spaces are better served when it is smaller, a half an acre or less and should be owned and managed by the private sector.</p> <p>Neither property received additional density so it would be challenging to redevelopment; the western portion of Federal Plaza density has decreased to 2.0.</p> <p>The proposed zoning favors residential; given the location of both properties, a more balance zoning approach would permit flexibility.</p>	Consistent with the Plan recommendations; the zoning approach for MD 355 properties will be reviewed during the worksessions.
Emily Vaías, Kaiser Permanente- 6111 Executive Blvd. and 2101 East Jefferson Street	No immediate plans to expand the Headquarters property (East Jefferson and Montrose Parkway). Immediate need is to expand and upgrade the laboratory facilities on Executive Boulevard. No objection to the retention of the EOF zone for both properties, including adjusting the FAR	Consistent with the Plan recommendations.

Person/Agency/Property	Comments	Staff Response
	for the headquarters building to avoid a non-conforming building.	
John Carter/Ron Paul-6010 Executive Boulevard	<p>Existing building will be retained; significant setbacks to existing single-family dwellings; and 180-foot-wide forested area will be retained.</p> <p>The recommended CRT zone is appropriate, including the mix for property (CRT 2.0 C1.0 R1.5).</p> <p>Additional height, up to 150 feet rather than 120 feet will provide flexibility to the building design.</p>	Staff will review the height alternative during the Planning Board worksession.
Matthew Tifford, Randolph Civic Association	<p>Lack of vision for pedestrian/bike connectivity across the CSX tracks; expanded bike network would greatly increase access from the east into White Flint.</p> <p>Turn the intersection of Putnam Road and Macon Road into a park; no connection of Putnam Road to Macon Road.</p> <p>Opportunity to link Parklawn Drive to Macon Road for bikes and pedestrians; consider Neighborhood Greenways for residential streets, including Macon Road to connect to Randolph Hills Local Park and Rock Creek.</p> <p><i>Randolph Hills Shopping Center</i> Rezone the Randolph Hills Shopping Center to the CRT zone; support of the property owner's vision of the property; Boiling Brook Parkway and Rocking Horse Road should be improved before or when the Shopping Center redevelops.</p> <p>Supportive of Loehmann's Plaza's recommendation and reconfiguration of Parklawn Drive and Randolph Road.</p>	<p>The Draft Plan recommends a series on new bikeways within the Randolph Hills neighborhood.</p> <p>Additional linkages and potential crossing the CSX tracks will be reviewed during the worksessions.</p>

Person/Agency/Property	Comments	Staff Response
Alison Dewey, Randolph Farms/Randolph Civic	Lack of connection from east of the CSX tracks to White Flint Metro area. A new bike/pedestrian connection over the CSX tracks.	See above regarding bikeway connective within Randolph Hills and across the CSX tracks.
Steve Robins/Chris Roulen, 6006 Executive Boulevard	CRT 3.0 C2.5 R3.0 H150 would inspire greater mixed use development with appropriate transition to the stream valley buffer.	This and other Executive Boulevard properties will be discussed during the worksessions.
Stacy Silber, 6120-6130 Executive Blvd.	Two vacant office buildings need zoning tools from the sector plan for improvement; rather than EOF, CR 1.0 within 100 feet. Provide additional connections within and to Green Acres property.	This and other Executive Boulevard properties will be discussed during the worksessions.
Liz King, Walter Johnson Cluster representative	<p>There is not sufficient capacity in current or planned school facilities to keep pace with new development and residential turnover.</p> <p>The need for one more middle school and two elementary schools. The County does not have suitable land reserved for three new schools.</p> <p>Need for a secondary school athletic field within White Flint 2 or Rock Spring Plan areas.</p> <p>Postpone the approval of the Rock Spring, White Flint 2 and WMAL development until sufficient land is reserved.</p>	MCPS will discuss schools at a worksession. An assessment and future programming for an elementary school is recommended in the phasing plan.
Joshua Sloan and Alan Kronstadt, Randolph Hills Shopping Center	<p>MARC station on the west side of the CSX tracks, at Nicholson Court, would provide a connection to the east side with the residential community.</p> <p>Redevelopment of the property would provide a town green; 4-story townhouses and modest apartment at 1.75 FAR.</p>	All industrial zone properties will be addressed during the worksessions.
Brian Hooker, Randolph Civic Association	<p>Better connection for bikes and pedestrians across the CSX tracks; more direct connection behind Old Georgetown Road and Nebel Street area.</p> <p>Provide MARC station at Nicholson Court.</p>	See above regarding Randolph Hills connections and industrial zoning.

Person/Agency/Property	Comments	Staff Response
	<p>Utilize the informal pathway (adjacent to the Walnut Grove Condominium) as part of the bikeway network.</p> <p>Consider residential streets as neighborhood greenways that connect the development in White Flint 2 to Rock Creek Park.</p> <p>Support for the redevelopment of the Randolph Hills Shopping Center via the CRT zone; Loehmann's Plaza and the reconfiguration of Parklawn Drive and Randolph Road.</p>	<p>The MARC station and industrial zoning will be discussed during worksessions.</p>
Neal Brown and Michael Gaba, Green Acres School	<p>Green acres share over 650 feet of common boundary with Executive Boulevard properties.</p> <p>Pedestrian path should have multiple linkages and design for safety.</p> <p>Explore the feasibility for a second connection to Executive Boulevard from 6120-6130 Executive Boulevard.</p> <p>Support for rezoning of 6120-6130 to a commercial residential zone.</p>	<p>All Executive Boulevard properties will be discussed during the worksessions. A connection between Green Acres and Executive Boulevard would be a private agreement between the two property owners.</p>
Beth DeLucenay, Charles E. Smith Life Communities	<p>Support for the floating CRT Zone; cannot tolerate the mobility plan recommendations, including the two streets through the property. The elimination of travel lanes on East Jefferson would negatively impact the use of the property and the Jewish Day School property.</p>	<p>Roadway and bikeways will be discussed during the worksessions.</p>
Ms. Anderson, public health nutritionist	<p>Concerned about the crosswalk on Randolph Road and Hunters Lane intersection. Add a traffic light to this area.</p>	<p>Operational issues will be noted within the appendix for future consideration with the implementing agencies.</p>
Soo Lee Cho, Loehmann's Plaza	<p>The Draft Plan recommendation is appropriate for the property.</p>	<p>Consistent with Plan recommendations.</p>
Public Agencies		<p>Public agency comments will be reviewed at a worksession.</p>

ATTACHMENT 2

EXECUTIVE BOULEVARD FEASIBILITY ANALYSIS

Executive Summary

The Research & Special Projects (R&SP) Division evaluated the economic feasibility of redevelopment concepts proposed by Willco and Eagle Bank, two property owners in the White Flint II Sector Plan. The Area 2 team chiefly wanted to understand the economic implications of the density and building height limits they are contemplating for these two properties, and secondly to estimate how the scale of these developments would impact the surrounding market.

R&SP performed economic analysis on two sets of zoning parameters for each of the properties: one requested by the property owners through their concept plans, and a scaled-down version preferred by the Area 2 team. The zoning parameters are listed in the following table.

Requested and Preferred Zoning – Willco and Eagle Bank Properties						
	Willco			Eagle Bank		
	Zoning Designation	FAR	Bldg Height	Zoning Designation	FAR	Bldg Height
<i>Requested by Property Owner</i>	Commercial – Residential (CR)	3.0	200'	Commercial – Residential (CR)	2.0	150'
<i>Public Hearing Recommendation by Planning Department</i>	Commercial – Residential (CR)	2.5 ¹	200'	Commercial – Residential (CR)	2.0	120'

The analysis discovered that redevelopment is economically feasible under both the more modest zoning regulations preferred by Area 2, as well as those requested by the property owners. This is aided by the fact that each property plans to demolish few, if any, or their existing improvements on-site. Thus, the economic value each owner would lose is relatively insignificant compared to the value they could create through additional development. Finally, population and growth forecasts suggest market demand is adequate to support the proposed development on these properties, as well as future development desired in the surrounding area (based on approved density in White Flint 1).

¹ The initial staff analysis examined the development potential at 2.0 FAR. The FAR was increased to 2.5 FAR, prior to the public hearing draft.

PURPOSE

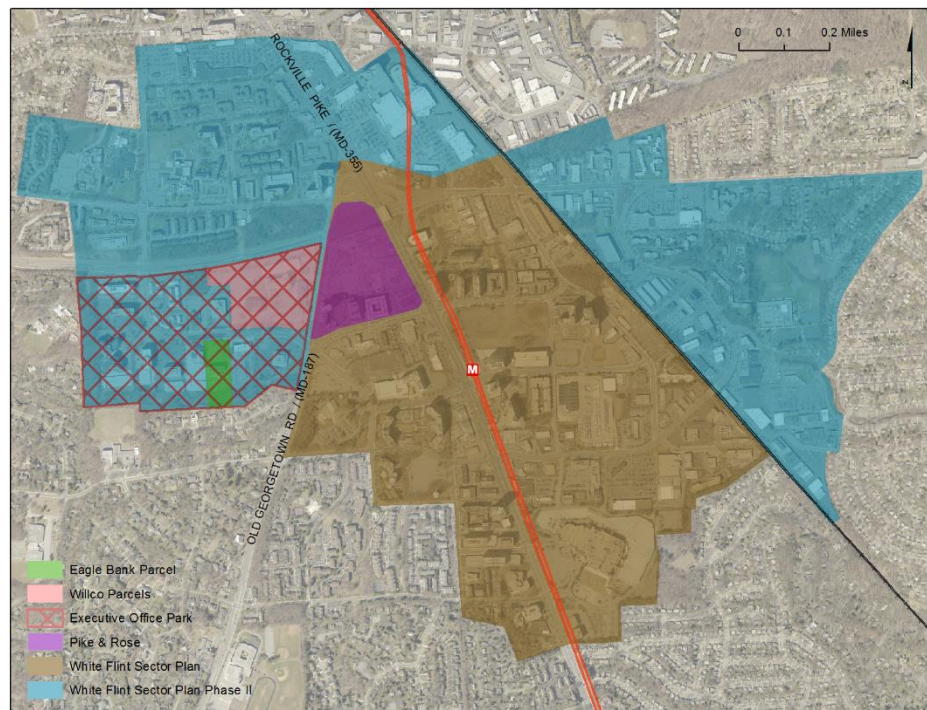
The Research & Special Projects (R&SP) Division has evaluated the economic feasibility of redevelopment concepts proposed by Willco and Eagle Bank, two property owners in the White Flint II Sector Plan. As part of the analysis, the Planning Department wants to understand how the density and building height limits they are contemplating for these two properties will affect the viability of their redevelopment.

INTRODUCTION AND CONTEXT

Willco and Eagle Bank are two large property owners in the Executive Boulevard Office Park, which is near the intersection of Old Georgetown Road and Executive Boulevard. Each of their properties are improved with office buildings and surface parking: Willco owns a 21.9 acre property that includes office buildings 6001, 6003, and 6011 Executive Boulevard, while Eagle Bank owns a 5.4 acre property which includes 6010 Executive Boulevard (see Figure 1). The Executive Boulevard Office Park is located in White Flint, a mature retail and employment center that is expected to undergo large-scale redevelopment in the near-future. The properties are about one-half mile from Rockville Pike/MD 355, less than a mile from the White Flint Metro station, and adjacent to Pike & Rose, one of the first mixed-use centers expected to transform White Flint.

As part of the White Flint II Sector Plan – which both properties are located in – Willco and Eagle Bank have each requested zoning changes which they claim will help enable infill development² and redevelopment in accordance with their proposed vision. Their properties are currently zoned primarily for office use, with a floor-area ratio (FAR)³ of 0.75 and a building height limit of 100 feet (zoning designation is

Figure 1: Willco and Eagle Bank Properties - Map



² Infill development is the process of further developing under-used properties, without removing the existing improvements on the site.

³ FAR, or Floor-Area Ratio, is a measure of density. It is the ratio of a building's total floor area to the size of the piece of land upon which it is built.

represented as EOF-0.75, H-100' T). They are each requesting their zoning be changed to Commercial-Residential (CR) designations – which allow greater flexibility of uses – as well as greater density and building heights. Willco and Eagle Bank met with the Area 2 Planning Team and shared their development concepts for their sites. Although the Area 2 Planning Team shares their view for CR zoning, they believe a slightly scaled-down density and height than requested would better alleviate concerns about the developments' impact on public infrastructure, neighborhood compatibility, and future development of nearby properties. Figure 2 shows the zoning restrictions that are 1.) existing, 2.) requested by the property owners, and 3.) being considered by the Area 2 Team.

Figure 2: Existing and Proposed Zoning – Willco and Eagle Bank Properties						
	Willco			Eagle Bank		
	Zoning Designation	FAR	Bldg Height	Zoning Designation	FAR	Bldg Height
<i>Existing</i>	Employment-Office (EOF)	0.75	100'	Employment-Office (EOF)	0.75	100'
<i>Requested (by Property Owner)</i>	Commercial – Residential (CR)	3.0	200'	Commercial – Residential (CRT)	2.0	150'
<i>Public Hearing Draft Recommendation</i>	Commercial – Residential (CR)	2.5	200'	Commercial – Residential (CRT)	2.0	120'

The Area 2 Team principally wishes to understand whether the zoning designation, FAR, and building height that they are considering for these two properties could be onerous to the property owner's development visions and render them economically infeasible, and to understand the economic value created from this rezoning. The Area 2 Team also wishes to understand its market impact to surrounding properties, primarily related to its residential element. Thus, R&SP conducted an analysis to estimate the economic value of these properties under the proposed regulatory conditions, and secondly, reviewed population and growth forecasts which would provide future market support.

ECONOMIC ANALYSIS - METHODOLOGY AND APPROACH

Static Development Pro Forma

A “static development pro forma” process was used to evaluate the economic feasibility of a project at stabilized occupancy. This point-in-time evaluation estimates the remaining value, if any, after accounting for land value, development costs, profits, and standard public exactions.⁴ The development feasibility analysis methodology builds an understanding of the relationships between site constraints, land use regulations, and the real estate market. The approach is intended to generate order-of-magnitude estimates that can provide general insight into whether a typical project with certain characteristics is economically feasible. In reality however, no economic model can capture the full range of variables that differ from owner to owner - such as one’s investment objectives, financial situations, and appetite for risk – to accurately determine feasibility on any individual project.

The residual value of a development can generally be calculated using the following formula:

Residual Value =

- Market value of the building improvements*
- *Cost of the building improvements (including development, construction, soft costs, and profit)*
- *Cost of public exactions (such as impact fees, affordable housing and open space)*
- *Cost of land (if not yet acquired) or Change in value of land⁵ (if owned)*

Essentially, the residual value in this analysis represents the additional value remaining after the full range of costs and required returns on investment are accounted for. For NEW development (i.e. vacant property), a positive residual value is normally added to the developer’s targeted return and suggests the project is feasible. A negative residual value – especially by a large order of magnitude – normally suggests a property owner is less likely to develop/redevelop without some form of economic assistance. Residual value is affected by physical factors that impact a development’s revenue and costs, such as location, permitted land uses, lot coverage, building heights and density. Typically, residual value is greatest when development potential on a property can be maximized.

However, the economics of redevelopment are more complicated because there are existing improvements which produce streams of income. The costs of both the existing improvements and land are generally “sunk”, meaning the owner of the property usually does not need to invest much capital to receive that income stream. If redevelopment requires replacement of existing buildings, the owner must decide which is more valuable: the existing improvements (receiving the income stream with little to no attendant capital cost), or the new improvements net of the

⁴ The “static development pro forma” accounts for and deducts the cost of land from its residual value. This is different from a traditional Residual Land Value analysis, which represents the maximum amount a developer would be willing to pay for land.

⁵ Change in value is the difference between the cost basis (what the land was originally purchased for) and the current market value. This value can be affected by rezoning, capital appreciation (or depreciation), or investment/ disinvestment into the surrounding environs. This change in land value is factored into decisions on whether or not to redevelop, as an increase or decrease can affect the developer’s rate of return.

capital cost of building those improvements (including the costs of demolition, relocating tenants, business interruption costs, etc.). *Essentially, in order for redevelopment to be feasible, the RESIDUAL value of the redevelopment should be greater than the TOTAL value of the existing improvements that are lost as a result of the redevelopment.* The owner would not need to incur additional land costs for redevelopment, unless the project involves acquisition of adjacent land.

Proposed Development Programs

Willco and Eagle Bank met with the Area 2 Team to propose a development program⁶ and vision for their properties as a basis for a zoning change. Proposals included a mix of new retail, residential apartments, and new hotel and/or office space. Their proposals are largely characterized as infill development rather than redevelopment: with a small exception of one of Willco's two options, all of the existing office buildings were preserved.⁷

As previously mentioned, the Area 2 team is contemplating zoning that is slightly lower in the densities and heights than requested by the owners. Figure 3 shows the development programs proposed by the owners, as well as modified development programs that conform to densities and heights contemplated by Area 2. These modified programs will be tested in the static development pro forma and used as the basis to determine whether the densities and heights under consideration by Area 2 enable economically feasible development opportunities. As the development programs in Figure 3 represent maximum development capacity, program elements can also be removed or curtailed in the pro forma should they generate a higher residual economic value.

Figure 3: Proposed Development Programs (Square Feet)					
	Willco			Eagle Bank	
	Proposed (A)	Proposed (B)	Area 2	Proposed	Area 2
FAR	2.54	2.54	2.0	2.0	2.0
Building Height	200'	200'	200'	150'	120'
Demolition	140,000	-	140,000	-	-
Retail - New Development	150,500	129,000	109,961	25,213	25,213
Retail – Existing Renovation	20,500	28,500	19,284	-	-
Residential Rental	1,875,000	1,750,000	1,426,146	117,394	117,394

⁶ "Development Program" is defined as a development consisting of specific quantities of retail, office, and/or residential space.

⁷ Willco submitted two development options: Option A kept two of the three existing office buildings, and Option B maintained all three buildings.

Office – New Development	-	-	-	226,913	226,913
Office – Existing Renovation	302,000	442,000	292,704	100,126	100,126
Hotel	75,000	75,000	59,013	-	-
TOTAL	2,423,150	2,424,650	1,907,220	469,646	469,646
<p>- “Proposed” programs are those submitted by the property owner/developer. Willco submitted two concepts, which are represented as Proposed (A) and Proposed (B). “Area 2” represents adjusted programs based on Area 2 planning team recommendations; adjustments were made to FAR (Willco) and height (Eagle Bank).</p> <p>- To arrive at the Area 2 Team’s modified version of Willco’s development program, each land use component was averaged between Willco’s two proposed programs, then scaled down 21.31% in size (% difference between 2.54 and 2.0 FAR).</p> <p>- Willco assumed the demolition of one of their office buildings in Proposed (A) – the modified development program accounted for the demolition costs in efforts to arrive at a more conservative estimate.</p>					

ECONOMIC ANALYSIS - FINDINGS

R&SP conducted economic analysis of the Willco and Eagle Bank properties using current, localized market and construction data for revenue and cost assumptions. The residual value that each of the modified development programs need to exceed for redevelopment to occur is shown in Figure 4.

Figure 4: Required Threshold for Redevelopment		
	Willco	Eagle Bank
Threshold for Redevelopment (estimated value of forgone existing improvements*)	\$57,931,034	\$0
*Based on the capitalized value of the existing income stream. Average annual rents were currently estimated at \$30 and office capitalization rate was estimated at 7.25%. CoStar, CBRE.		

The figure above represents the total value of the existing improvements that would be lost through redevelopment. Willco has plans to demolish one of their three office buildings, and Eagle Bank has no plans for demolition. As a result, redevelopment would be feasible on Willco’s property only if residual value is over \$58 million, and infill development would be feasible on Eagle Bank’s property with any positive residual value.

Figure 5 is a summary table expressing the key figures and calculations in the pro forma for each of the proposed development programs. More detailed tables as well as sources and references for key assumptions can be found in the Appendix.

Figure 5: Modified Pro Forma, Willco and Eagle Bank Properties

	Development Assumptions	Willco	Eagle Bank	Eagle Bank (w/o new office development)*
	Development Revenues			
A	Square Feet	1,907,810	469,646	242,733
B	Net Operating Income (NOI)	\$ 47,854,230	\$ 12,157,195	\$ 6,423,094
C	Blended Capitalization Rate ¹	5.16%	6.29%	5.63%
D	Stabilized Value of Property [B/C]	\$ 926,663,198	\$ 193,126,909	\$ 114,035,855
	Development Costs			
E	Demolition	\$ 980,000	\$ -	\$ -
F	Hard Costs (Building) ²	\$ 207,605,873	\$ 76,212,069	\$ 35,803,330
G	Hard Costs (Parking) ³	\$ 82,620,821	\$ 34,811,508	\$ 14,843,135
H	Soft Costs (Including Leasing, Financing, and Contingency)	\$ 92,555,107	\$ 35,406,113	\$ 16,151,474
I	Total Hard and Soft Costs	\$ 383,761,801	\$ 146,429,689	\$ 66,797,939
J	Public Exaction Costs (Standard Development Method) ⁴	\$ 78,382,483	\$ 9,449,648	\$ 6,962,597
K	Total Hard, Soft, and Public Exaction Costs	\$ 462,144,283	\$ 155,879,338	\$ 73,760,536
	Change in Land Value			
L	Current Land Value Assessment	\$ 12,819,500	\$ 3,456,000	\$ 3,456,000
M	Estimated Future Land Value ⁵	\$ 31,003,830	\$ 7,616,466	\$ 7,616,466
N	Land Value Increase from Rezoning [M-L]	\$ 18,184,330	\$ 4,160,466	\$ 4,160,466
	Profit and Residual Value			
O	Blended Developer Required Rate of Return ¹ (as % of NOI)	6.83%	8.20%	7.45%
P	NOI capitalized at Developer Return [B/O]	\$ 700,254,503	\$ 148,193,072	\$ 86,202,787
Q	Developer "Profit" [D-P]	\$ 226,408,695	\$ 44,933,836	\$ 27,833,068
R	Residual Value of Improvements [P-K]	\$ 238,110,220	\$ (7,686,265)	\$ 12,442,251
S	Total Residual Value (Improvements + Land Value Increase) [R+N]	\$ 256,294,550	\$ (3,525,799)	\$ 16,602,717
	Leftover Acreage	11.15	0.64	3.02

¹ Capitalization rates and developer rates of return are blended and weighted across each market segment (retail, residential, office, hotel) within the project for one consolidated rate. Discussions with developers and industry knowledge assume developer rates of return at approximately 1.5% - 2.5% above the prevailing capitalization rate, depending on land use and market conditions.

² Hard costs include site preparation, construction, and tenant improvements as needed.

³ Parking arrangements assumed one-third would be structured parking, and two-thirds would be underground parking.

⁴ Public exaction costs are public benefits required under the standard development method, which comprise of public infrastructure improvements, transportation impact fees, school fees, moderately-priced dwelling units (MPDUs), and open space.

⁵ The owners are expected to realize an increase in land value from the rezoning of EOF to CR, given its greater development potential based on increased flexibility of land uses and higher densities.

*An additional development program that removed new office development as a program element was tested for Eagle Bank to demonstrate that a positive residual value could be attained. This was because new office development was estimated to be economically unfeasible at this time, which fully accounted for the negative residual value of Eagle Bank's full buildout scenario.

Because the development programs did not propose large-scale demolition and replacement of existing buildings, the threshold for redevelopment is relatively low compared to their development potential. Owners can receive proceeds from new development without generally sacrificing their current income stream, and are also aided from an increase in their land values through the rezoning. ***Both Willco and Eagle Bank should be able to realize economically feasible development opportunities under the zoning, density and height regulations considered by Area 2.*** Although the initial Eagle Bank development program generated a negative residual value (-\$3.5M), this is because new Class A office construction is currently economically prohibitive in this location based on projected rents.⁸ However, a revised program without new office development resulted in a positive residual value of \$16.6M, demonstrating its feasibility. This value could be even higher if office development is replaced with market-supported uses, such as a hotel or in-line retail, or delayed until stronger office market conditions emerge in the future.

MARKET DEMAND – IMPACT ON SURROUNDING AREA

The Willco and Eagle Bank properties, at full build-out under the Area 2 zoning recommendations, will create approximately 1,544 new dwelling units.⁹ This is in addition to the approximately 9,800 dwelling units that can potentially be built in the White Flint I Sector Plan (see Figure 1), the vast majority of which has yet to be developed. Because properties in White Flint I are closer to the Metro stations, MD 355, and key to funding many of the area’s capital improvements, the County wishes to understand whether the development potential for these properties will inhibit or delay anticipated development in White Flint 1.

While there is no method to ensure that development in White Flint I progresses before these properties aside from staging mechanisms, R&SP believes that residential market demand should be strong in this area over the next 30 years. R&SP analyzed the total development potential within the White Flint I Sector Plan (measured as unfulfilled capacity of CR zoned properties)¹⁰ as a share of the County, and found that there is still sufficient market and population demand (see Figure 6).

Figure 6: Population Growth and Development Forecast	
Undeveloped CR Zoning Capacity (White Flint I)	39,600,877 SF (21% of County)
County Population Growth (2015-2045)	208,000
County Household Growth (2015-2045)	87,100
Source: Metropolitan Washington Council of Government Regional Cooperative Forecast - Round 9.0, Maryland Department of Assessments and Taxation	

⁸ Market rents for new office in Executive Boulevard projected at \$35 per square foot annually (CoStar). Additional assumptions in Appendix.

⁹ Assumes an average of 1,000 gross SF per dwelling unit, which is in line with current market conditions and Willco/Eagle Bank’s assumptions.

¹⁰ This metric was used since CR zoning (as well as CRT and CRN) is usually the Planning Department’s primary means to stimulate redevelopment with greater flexibility in uses, form, and design regulations. CR properties are the primary properties expected to redevelop.

White Flint I's development capacity represents 21 percent of the County's share (39.6M SF). As the County is already largely built out, most population growth will occur in areas targeted for infill development or redevelopment such as White Flint; areas without targeted investment or CR zoning are generally assumed to remain stable. Thus, if White Flint were to obtain its "fair share" of County household growth – a corresponding 21 percent – it should benefit from market demand for 18,291 new households, nearly 8,500 more dwelling units than what is currently proposed in the White Flint I Sector Plan. This will also provide market support for additional dwelling units contemplated in White Flint II, and such zoning would bring a better balance between population growth and development Countywide.

CONCLUSIONS

R&SP's preliminary analysis indicates the density and building heights contemplated by Area 2 for Willco and Eagle Bank's properties are reasonable. Since the development concepts do not propose to remove many (or any) of the existing office buildings, the redevelopment threshold to realize these concepts is somewhat insignificant. Furthermore, there appears to be sufficient market demand over time to support the residential component of these projects, as well as expected development in the White Flint I Sector Plan.

Another common concern in these economic analyses is whether the development will be able to support structured or underground parking, as a way to promote compact development and a more walkable environment. This analysis suggests that a mix of structured and underground parking to serve the proposed uses is economically feasible on both properties.

However, the analysis revealed some key areas in Area 2's recommendations that warrant additional consideration. As mentioned earlier, "ground up" office construction in Executive Boulevard is likely to be economically prohibitive at the current time, given its lower rates and overall leasing challenges in suburban office parks. If the Planning Department designates nonresidential uses for a large part of Eagle Bank's property, the property could experience delayed development until market conditions change (i.e. office), or underdevelopment (one-story retail, small hotel, other) that may be in conflict with Area 2's vision for the area. Greater provision for residential uses should be considered assuming that adequate infrastructure – such as school capacity – can be reliably provided.

Secondly, the preliminary analysis indicates that a full buildout on Eagle Bank's property would leave less than three-quarters of an acre remaining on their 5.4 acre property. Since Eagle Bank's official development application will undoubtedly be subject to the Optional Development Method,¹¹ there will be less bargaining power to negotiate additional parks and open space, alternative building configurations, or better site designs due to space constraints. Area 2 may want to consider increasing its building height limit of 120' to the developer requested 150', in order to free up additional acreage. This would also have the effect of making the office

¹¹ Optional Development Method is a process used by the Planning Department where a development approval is contingent on the developer providing a set of agreed upon public benefits. This method applies to CR properties when development applications request any floor-area ratio that is larger than 1.

properties more marketable, as greater floor-to-floor ceiling heights are a key feature desired by new office tenants.

Lastly, the analysis revealed that Willco's entire development program could fit well within its site, leaving about 11 acres remaining on its 21.9 acre property, after all structured/underground parking and open space requirements are accounted for.¹² Area 2 has discussed the need for additional school capacity in this area to relieve potential overcrowding in the future, most notably for a new elementary school. As new elementary schools in the County typically require a minimum of four-five acres of land, the Willco site presents a good opportunity to fit an elementary school and thus should be considered when negotiating for public benefits.

¹² Internal roads, streets, and sidewalks are not accounted for and would be represented in a final site design.

APPENDIX

Figure A1 - Willco Property Pro Forma - By Market Component

	Development Assumptions	Retail - New Development	Retail - Existing Renovation	Residential Rental	Office - Existing Renovation	Hotel	Total
	Development Revenues						
A	Square Feet	110,004	19,284	1,426,691	292,796	59,035	1,907,810
B	Net Operating Income (NOI)	\$ 4,284,666	\$ 751,102	\$ 33,784,047	\$ 7,398,951	\$ 1,635,464	\$ 47,854,230
C	Capitalization Rate	5.50%	5.50%	4.75%	7.25%	7.50%	5.16%
D	Stabilized Value of Property [B/C]	\$ 77,903,012	\$ 13,656,400	\$ 711,243,093	\$ 102,054,502	\$ 21,806,190	\$ 926,663,198
	Development Costs						
E	Demolition						\$ 980,000
F	Hard Costs (Building)	\$ 17,979,507	\$ 1,157,025	\$ 147,582,269	\$ 33,215,861	\$ 7,671,211	\$ 207,605,873
G	Hard Costs (Parking)	\$ 11,293,759	\$ 1,979,796	\$ 41,849,566	\$ 25,766,013	\$ 1,731,688	\$ 82,620,821
H	Soft Costs (Including Leasing, Financing, and Contingency)	\$ 9,335,427	\$ 1,000,352	\$ 60,410,996	\$ 18,809,688	\$ 2,998,643	\$ 92,555,107
I	Total Hard and Soft Costs	\$ 38,608,692	\$ 4,137,173	\$ 249,842,831	\$ 77,791,561	\$ 12,401,542	\$ 383,761,801
J	Public Exaction Costs (Standard Development Method)	\$ 618,125.03	\$ 89,088.82	\$ 75,860,937.48	\$ 1,352,685.11	\$ 461,646.23	\$ 78,382,483
K	Total Hard, Soft, and Public Exaction Costs	\$ 39,226,818	\$ 4,226,262	\$ 325,703,769	\$ 79,144,246	\$ 12,863,189	\$ 462,144,283
	Profit and Residual Value						
L	Developer Required Rate of Return (as % of NOI)	8.00%	8.00%	6.25%	9.25%	9.75%	6.83%
M	NOI capitalized at Developer Return [B/L]	\$ 53,558,321	\$ 9,388,775	\$ 540,544,751	\$ 79,988,664	\$ 16,773,993	\$ 700,254,503
N	Developer "Profit" [D-M]	\$ 24,344,691	\$ 4,267,625	\$ 170,698,342	\$ 22,065,838	\$ 5,032,198	\$ 226,408,695
O	Residual Value before Land Costs [M-K]	\$ 14,331,503	\$ 5,162,513	\$ 214,840,982	\$ 844,418	\$ 3,910,804	\$ 238,110,220
P	Total Land Cost						\$ 31,003,830
Q	Residual Land Value						\$ 207,106,390

Figure A2 - Eagle Bank Property - By Market Component

	Development Assumptions	Retail - New Development	Residential Rental	Office - New Development	Office - Existing Renovation	Total
	Development Revenues					
A	Square Feet	25,213	117,394	226,913	100,126	469,646
B	Net Operating Income (NOI)	\$ 982,031	\$ 2,910,879	\$ 5,734,101	\$ 2,530,184	\$ 12,157,195
C	Capitalization Rate	5.50%	4.75%	7.25%	7.25%	6.29%
D	Stabilized Value of Property [B/C]	\$ 17,855,105	\$ 61,281,661	\$ 79,091,054	\$ 34,899,089	\$ 193,126,909
	Development Costs					
E	Demolition					\$ -
F	Hard Costs (Building)	\$ 4,120,662	\$ 20,360,420	\$ 40,408,738	\$ 11,322,248	\$ 76,212,069
G	Hard Costs (Parking)	\$ 2,588,493	\$ 3,443,556	\$ 19,968,374	\$ 8,811,085	\$ 34,811,508
H	Soft Costs (Including Leasing, Financing, and Contingency)	\$ 2,139,592	\$ 7,591,237	\$ 19,254,638	\$ 6,420,646	\$ 35,406,113
I	Total Hard and Soft Costs	\$ 8,848,747	\$ 31,395,213	\$ 79,631,750	\$ 26,553,979	\$ 146,429,689
J	Public Exaction Costs (Standard Development Method)	\$ 259,951	\$ 6,241,030	\$ 2,487,051	\$ 461,616	\$ 9,449,648
K	Total Hard, Soft, and Public Exaction Costs	\$ 9,108,698	\$ 37,636,243	\$ 82,118,802	\$ 27,015,596	\$ 155,879,338
	Profit and Residual Value					
L	Developer Required Rate of Return (as % of NOI)	8.00%	6.25%	9.25%	9.25%	8.20%
M	NOI capitalized at Developer Return [B/L]	\$ 12,275,385	\$ 46,574,063	\$ 61,990,285	\$ 27,353,340	\$ 148,193,072
N	Developer "Profit" [D-M]	\$ 5,579,720	\$ 14,707,599	\$ 17,100,768	\$ 7,545,749	\$ 44,933,836
O	Residual Value before Land Costs [M-K]	\$ 3,166,687	\$ 8,937,820	\$ (20,128,516)	\$ 337,744	\$ (7,686,265)
P	Total Land Cost					\$ 7,616,466
Q	Residual Value					\$ (15,302,731)

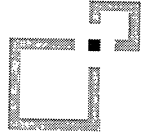
Figure A3 - Eagle Bank Property w/o New Office Development - By Market Component

	Development Assumptions	Retail - New Development	Residential Rental	Office - New Development	Office - Existing Renovation	Total
	Development Revenues					
A	Square Feet	25,213	117,394	-	100,126	242,733
B	Net Operating Income (NOI)	\$ 982,031	\$ 2,910,879	\$ -	\$ 2,530,184	\$ 6,423,094
C	Capitalization Rate	5.50%	4.75%	7.25%	7.25%	5.63%
D	Stabilized Value of Property [B/C]	\$ 17,855,105	\$ 61,281,661	\$ -	\$ 34,899,089	\$ 114,035,855
	Development Costs					
E	Demolition					\$ -
F	Hard Costs (Building)	\$ 4,120,747	\$ 20,360,815	\$ -	\$ 11,322,248	\$ 35,803,811
G	Hard Costs (Parking)	\$ 2,588,493	\$ 3,443,556	\$ -	\$ 8,811,085	\$ 14,843,135
H	Soft Costs (Including Leasing, Financing, and Contingency)	\$ 2,139,619	\$ 7,591,363	\$ -	\$ 6,420,646	\$ 16,151,627
I	Total Hard and Soft Costs	\$ 8,848,859	\$ 31,395,735	\$ -	\$ 26,553,979	\$ 66,798,573
J	Public Exaction Costs (Standard Development Method)	\$ 368,614	\$ 6,746,985		\$ 893,149	\$ 8,008,748
K	Total Hard, Soft, and Public Exaction Costs	\$ 9,217,473	\$ 38,142,720	\$ -	\$ 27,447,128	\$ 74,807,321
	Profit and Residual Value					
L	Developer Required Rate of Return (as % of NOI)	8.00%	6.25%	9.25%	9.25%	7.45%
M	NOI capitalized at Developer Return [B/L]	\$ 12,275,385	\$ 46,574,063	\$ -	\$ 27,353,340	\$ 86,202,787
N	Developer "Profit" [D-M]	\$ 5,579,720	\$ 14,707,599	\$ -	\$ 7,545,749	\$ 27,833,068
O	Residual Value before Land Costs [M-K]	\$ 3,057,911	\$ 8,431,343	\$ -	\$ (93,788)	\$ 11,395,466
P	Total Land Cost					\$ 7,616,466
Q	Residual Value		13			\$ 3,779,000

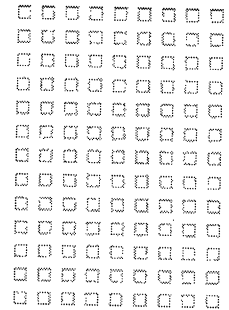
Figure A4 - Sources and Assumptions		
Development Assumptions	Values	Sources and Assumptions
Development Revenues		
Net Operating Income (NOI)	<ul style="list-style-type: none"> • \$41/PSF Retail • \$35.40 Residential • \$35/PSF Office • \$86.36/PSF Hotel (Room) • \$25.91/PSF Hotel (Other) <p>Retail, Residential, Office 5% vacancy 30% operating costs</p> <p>Hotel 30% vacancy Departmental Expenses (40%), Undistributed Operating Expenses (24%) Fixed Charges (15%)</p>	<ul style="list-style-type: none"> • CoStar (area comparables) • Dollars and Cents of Multifamily Housing 2001, plus CPI • Smith Travel Research Report 2014
Capitalization Rate	See Figure A1	<ul style="list-style-type: none"> • Integra Realty Report 2015 • CBRE 2015 2nd Half - Capitalization Rates
Development Costs		
Demolition	\$7/PSF	<ul style="list-style-type: none"> • Adaptive Reuse/Conversions: Executive Boulevard & Rock Spring Office Markets (2016)
Hard Costs (Building)	<p>Retail \$100/PSF Construction \$60/PSF Tenant Allowance</p> <p>Residential \$170/PSF Construction</p> <p>New Office \$125/PSF Construction \$50/PSF Tenant Allowance</p> <p>Office Renovation \$60/PSF Construction \$50/PSF Tenant Allowance</p> <p>Hotel \$126.50/PSF</p>	<ul style="list-style-type: none"> • RS Means • Colliers International - The Cost of an Office Buildout • White Flint Sector Plan: Financial Analysis, Economic Benefits & Infrastructure Financing (2009) • Economic Feasibility of the DC Height Master Plan: Construction Costs (2013) • Adaptive Reuse/Conversions: Executive Boulevard & Rock Spring Office Markets (2016)
Hard Costs (Parking)	Structured (Above grade): \$18,000/space Underground (Below grade): \$35,000/space	<ul style="list-style-type: none"> • RS Means • The High Cost of Minimum Parking Requirements (2014) • Carl Walker Parking Solutions, Parking Structure Cost Outlook 2015 • White Flint Sector Plan: Financial Analysis, Economic Benefits & Infrastructure Financing, (2009)
Soft Costs (Including Leasing, Financing, and Contingency)	Hard Cost Contingency 5% Soft Costs: 20% Financing: 7.75% @ 70% LTV	<ul style="list-style-type: none"> • Urban Land Institute
Public Exaction Costs (Standard Development Method)	<p>On-Site Transportation Infrastructure \$250,000/acre</p> <p>Transportation Impact Fees Retail: \$5.70/PSF Residential: \$3,174/DU Office: \$6.35/PSF Hotel: \$3.20/PSF</p> <p>School Fees \$5,412/DU</p> <p>MPDU Subsidy \$10.26/PSF (calculated)</p> <p>Open Space (10% Requirement) \$35/PSF of Land Area</p>	<ul style="list-style-type: none"> • Montgomery County Planning Department • Montgomery County Department of Permitting Services • Montgomery County Department of Housing and Community Affairs • Montgomery County Public Schools
Change in Land Value		
Current Land Value Assessment	14	<ul style="list-style-type: none"> • Maryland Department of Assessments and Taxation
Estimated Land Cost	\$32.50/PSF	<ul style="list-style-type: none"> • Maryland Department of Assessments and Taxation - Estimated cost for CR properties in North Bethesda with similar density and height restrictions
Figure per square foot are based on total improvement SF, unless otherwise noted.		

ATTACHMENT 3

Federal Realty
INVESTMENT TRUST



FOUNDATIONS OF OPPORTUNITY



1626 East Jefferson Street
Rockville, MD 20852-4041
PH: 301.998.8100

January 9, 2017

Casey Anderson
Chair, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Anderson,

As the developer of Pike & Rose in White Flint I and the owner of two large shopping centers within White Flint II, Federal Realty has a unique perspective, not to mention a significant interest, in the plans for both areas. In 2010 we strongly supported the adoption of the White Flint Sector Plan, which provided a framework for transforming the Pike District into a walkable, mixed-use activity center within the County. The White Flint II plan seeks to expand that vision to a wider area by applying the same principles employed in White Flint I while accounting for the differences between the two areas. For that reason, we support the White Flint II sector plan as well.

Overall, the White Flint II Plan (hereafter, the "Plan") does a good job of integrating WF II with WF I to create a cohesive area, both physically and economically. The recommended road network will help link the two areas by expanding the grid network that is already underway in WF I, while the emphasis on pedestrian connections and a network of bicycle facilities will accelerate the shift away from auto-dependency in the Pike District. Economically, the Plan recognizes the importance of creating an equitable playing field between properties in WF II and WF I, both of which benefit from the projects currently underway as part of the WF I plan. While the specific method will be determined by the County Council, we agree that private sector financing from properties in WF II should be a part of the funding strategy for the staging plan projects – nearly all of which benefit property owners in both areas. A sector-wide transportation tax in lieu of transportation impact tax payments, similar to the tax currently in place on properties in WF I, would accomplish this. Likewise, we support the inclusion of staging targets in the Plan – both as a means of ensuring development and infrastructure occur in concert, as well as further leveling the playing field between properties in both sectors.

While overall we are supportive of the Plan, we do have concerns with some of the recommendations for our specific properties. At Montrose Crossing, the Plan calls for a dedicated Civic Green of at least one acre in size to be built as part of any redevelopment on the site. We are not opposed to a requirement to include dedicated green space in a redevelopment on our property; indeed, our two most recent projects – Pike & Rose and Rockville Town Square – both include dedicated parks as focal points. However, our experience in placemaking has shown us that these spaces work best when they

seems eager to cast doubt on the White Flint Plan's designation of that location, which is not consistent with the previously approved plan. Placing the MARC station at Nicholson Court would also provide much needed connectivity across the railroad tracks for bicyclists and pedestrians. In addition, the MARC Station at Nicholson could provide thousands of existing residents non-automotive transportation options, which will be critical in achieving the Plan's Non-Automotive Driver Mode Share goals.

Macon Road/Putnam Road

We would like to see the county-owned (MCDOT) property at the intersection of Putnam Road and Macon Road developed into a park. We have raised this issue in light of the redevelopment of the Montrose Baptist Church property. We also request, as we have done through the Montrose Baptist Church property redevelopment efforts, that Putnam Road not be opened and connected to Macon Road. While we support connectivity, we do not support increasing vehicular traffic on quiet neighborhood streets. This would ruin the character of our neighborhood, as it would surely be used as a commuter route. Page 77 of the Sector Plan includes an accessible pedestrian and bicycle pathway through the MCDOT owned right of way at the end of Galena Road. We believe this is meant to be Macon Road, and support this concept and wish to see it reflected in the bikeway network planning, which it currently is not.

The plan lacks vision for increased bike and pedestrian connectivity beyond designating bike lanes on roads. Even with separated lanes, it would seem that biking on Randolph Road would be categorized as high level of stress for bicyclists. There is a tremendous opportunity to link Parklawn Drive to Macon Road for bicyclists and pedestrians. We want this plan to consider our residential streets for Neighborhood Greenways, which the City of Portland is currently implementing. Neighborhood Greenways are defined as streets with low traffic volume and speed where bicycles, pedestrians and neighbors are given priority. This concept could link the various neighborhoods within the sector plan, greatly supplementing the plan for bike lanes on roads.

A stated goal of the plan is to link new parks and open spaces with existing and proposed bikeways and trails. The White Flint 2 Sector Plan area abuts Rock Creek Park, there is a tremendous opportunity to connect White Flint to Rock Creek Park. Although we support the proposed addition of separated bike lanes on Boiling Brook Parkway leading to Rock Creek, it must be recognized there is no access to Rock Creek Park at the terminus. We feel this is a major missed opportunity in failing to create these linkages. We encourage connectivity via separated bike lanes or neighborhood greenways. For example, a neighborhood greenway on Macon Road could connect directly to Randolph Hills Local Park and Rock Creek Park. Many bike commuters already use this route.

Randolph Hills Shopping Center

The RCA would like to see the Randolph Hills Shopping Center zoned as a commercial residential town (CRT). We think this re-zoning should be *recommended* in the draft plan, currently it is listed as an option. The CRT zone, with sufficient density for development, will aid

the redevelopment of this shopping center into a neighborhood center featuring the MARC transit center and an open space for people to gather. The RCA supports the property owner's vision for community, smart growth and connectivity. We request that the intersection of Boiling Brook Parkway and Rocking Horse Road be improved when, or even before, the Randolph Hills Shopping Center redevelops. This intersection is a great source of frustration for our residents in our neighborhood. We would like to see a Capital Improvement Plan project linked with any major redevelopment.

In the Randolph Hills District, we support the vision for Loehmann's Plaza. We support the reconfiguration of Parklawn Drive and Randolph Road into a standard four-way intersection as recommended in the plan.

Rocking Horse Road Center

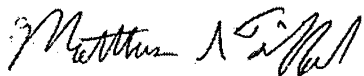
Rocking Horse Road Center was once our neighborhood elementary school, and we are eager to see it returned to such status. We support its designation as a potential location for an elementary school. There is open land around Rocking Horse Road Center, and we have requested that this land be used for the public good as a park. We would like to see the park designed for community use as opposed to yet another youth athletic field as recommended in the plan. We have several athletic fields in our neighborhood at the Charles E. Smith School, Randolph Hills Local Park and Winding Creek Local Park. We are eager to discuss potential uses, but do not believe that another athletic field in our neighborhood is the best use for the space. However, it appears the use of the area as a park is moot given that MCPS recently submitted plans to pave it for a parking lot to accommodate its current use for MCPS offices.

We support the removal of free right-turn ramps at the intersections referenced in the plan. This is a wonderful step towards making our streets safer for pedestrians and bicyclists.

In summary, we'd like to see additional modes of bike and pedestrian connectivity in the plan that connect the surrounding neighborhoods into White Flint and link White Flint to Rock Creek Park. We urge the County and State to consider the 2010 White Flint Sector Plan Location for the MARC station as the Randolph Hills Shopping Center redevelops into a more dense urban town center.

Thank you for this opportunity to share our input on the plan. We look forward to the changes being implemented in an effort to strengthen the plan.

Sincerely,



Matthew Tifford
President, Randolph Civic Association

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

January 26, 2017

Barbara A. Sears
bsears@linowes-law.com
301.961.5157

Mr. Casey Anderson, Chair
and Members of the Montgomery County Planning Board
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Comments of Willco on White Flint 2 Sector Plan ("Plan"), Planning Board Hearing
Draft ("Hearing Draft")

Dear Chair Anderson and Members of the Board:

On behalf of Willco, the purpose of this letter is to provide comments on the Hearing Draft for the Planning Board's consideration at the Board's worksessions on the Plan. Willco and its partners own approximately 34 acres in the White Flint 2 Planning Area. As shown on the tax map in Attachment 1, the properties consist of two tracts of land. The larger of the two, known as the "Washington Science Center," identified in the Hearing Draft as the "Willco Property," is improved with three office buildings (6001, 6003, and 6011 Executive Boulevard). The Willco Property is bordered by Montrose Parkway to the north, Executive Boulevard to the south, and Towne Road to the east, and is directly across Towne Road from Pike & Rose. The Willco Property is identified as Parcel A on Attachment 1. As envisioned in the 2010 White Flint Sector Plan, the Willco Property is planned to be served by a direct connection to Towne Road and Pike & Rose from a planned intersection of Towne Road and Rose Avenue. Rose Avenue is currently being constructed through Pike & Rose to connect with Rockville Pike. The Willco Property is discussed at pages 26 and 27 of the Hearing Draft.

The second parcel, known as the "Wilgus Property," is directly north of the Willco Property and contains approximately 13 acres. It is bordered to the south by Montrose Parkway, to the north by Montrose Road, to the east by Towne Road, and to the west by Executive Boulevard. This property consists of Parcels B, C, and D on Attachment 1. The Wilgus Property is largely undeveloped and is addressed at pages 30-32 of the Hearing Draft.

These two properties present a singular opportunity for true mixed-use development in White Flint 2. The properties are large, close to Metro, and well served by multiple transit alternatives as well as existing and planned major roadways, pedestrian connections, bikeways, and other infrastructure and amenities. Redevelopment of the Willco and Wilgus Properties would provide the opportunity to continue the mixed-use initiative started by the White Flint I

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would provide the opportunity to continue the mixed-use initiative started by the White Flint I Plan, extending the very successful development patterns of Pike & Rose while enhancing other existing and planned development in White Flint I. To realize this potential, Willco has three issues which it wishes to highlight for the Planning Board:

1. Requested Modifications to Zoning Recommendations of the Hearing Draft

Specifically, the Chart which is found in Attachment 1 (the "Chart") identifies the various areas of the two sites, the zoning recommendations of the Hearing Draft, and the requests of Willco for modifications to these recommendations. We believe these requests are modest, well justified and are fully supported by the goals of the Hearing Draft.

Specifically, Willco requests the following:

- **CR-3, C-1.5, R-2.5, H-200'**, rather than CR-2.5, C-1.0, R-2.0, H-200' on the Willco Property (Parcel A on the Chart). This property lies north of Executive Boulevard between the intersections of Executive Boulevard and Old Georgetown Road, and Montrose Parkway and Old Georgetown Road, within easy walking and biking distance to Metro and many existing and planned amenities. As noted above, the property is planned to form an important intersection with Pike & Rose at Towne Road and the extension of Rose Avenue. The new development would add to the importance of Towne Road by providing a compatible built environment along this new street with similar densities and heights to Pike & Rose. The Willco Property also presents an important opportunity to invigorate the lagging office market in this dated, single-use office park by providing a mix of uses and array of modern amenities that are attractive to office users. However, to achieve these goals, the densities recommended must support necessary redevelopment.
- **CR-3, C-1.5, R-3.0, H-200'**, rather than CR-2, C-1.0, R-1.5, H-200' on Parcel D of the Wilgus Property (the closest portion of the property to Old Georgetown Road). This property has extensive frontage on Montrose Parkway and Montrose Road and is surrounded by commercial and mixed uses along with major highway infrastructure.
- **CRT-2.5, C-1.5, R-2.0, H-150'** instead of CRT-2.0, C-0.25, R-1.5, H-75' on Parcel C of the Wilgus Property (immediately west of Parcel D). This property also has extensive frontage on Montrose Parkway and Montrose

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Road and is surrounded by commercial and mixed uses. The height and density on this property should be sufficient to allow a development that is integrated and compatible with development on Parcel D.

- **CRT-1.25, C-0.0, R-1.25, H.50'** rather than R-200 on the linear strip of the Wilgus Property, identified as Parcel B on the Chart, and containing approximately 3.22 acres. As more fully discussed below, the Hearing Draft further recommends Parcel B be dedicated as a linear park.

2. Requested Modification to Location of the Park on the Wilgus Property

As noted, we believe Parcel B should be rezoned to CRT-1.25, with no commercial allowed and a limitation of 50 feet in height for the development of townhouses. The shape, isolated location and fact that this linear strip adjoins Montrose Parkway along its entire length make it a poor choice for a park. Townhouses at the density and heights proposed would be compatible with the Cherington townhouses to the north and would provide an appropriate transition to Montrose Parkway. Such development would also serve to animate the existing bike path along Montrose Parkway to encourage walking and biking. Importantly, rezoning of this area to permit townhouses would allow Willco to create a centralized park of approximately one acre on the Wilgus site, which would be far more accessible to surrounding developments, including Wilgus, Cherington, Hebrew Home, Monterey Apartments, Willco, and Pike & Rose. The park would be much more usable in shape, design and location and of far greater benefit to the immediate and larger community, with sufficient space for active play areas and programmed activities. Illustrative plans showing how the park could be located and integrated in Willco's Plan for the Wilgus Property are attached as Attachment 2. These illustrations show not only the one-acre public park, but a 0.5-acre green space that would be connected to the park and accessible to the public. This additional space would be a more sheltered area, not directly fronting on Montrose Parkway and placed between two buildings.

It is further important to note that both the Wilgus and Willco Properties are planned to have strategically placed parkland and green areas at multiple locations. These spaces are conceptually shown on Attachment 3. These green spaces will be connected by future Road B-2 (see page 61 of the Hearing Draft), which will provide a new north-south connector road through the Willco and Wilgus Properties which is planned to connect to Rockville Pike.

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3. Development History of the Wilgus Property Supports Rezoning of Parcel B to CRT-1.25, C-0.0, R-1.25, H-50', Allowing Townhouses

The long development history of the Wilgus Property also supports CRT-1.25 zoning on Parcel B as requested. In summary, but for the County's desire to acquire Parcel B for the Montrose Parkway, Parcel B would have been developed with townhouses at the same time the Cherington Townhouses were built. This conclusion is supported by the following detailed history.

- In 1967, Wilgus Associates Limited Partnership (the "Wilgus Partnership") purchased approximately 40 acres of land located in the southeast and southwest quadrants of the intersection of East Jefferson Street and Montrose Road. As detailed further below, the property acquired in 1967 included the land now developed with the Cherington Townhouses and Parcel B.
- In December of 1970, the North Bethesda-Garrett Park Master Plan was adopted. This plan recommended construction of the "Rockville Freeway" as a 300-foot wide, six (6)-lane divided highway in the same location as the current Montrose Parkway. The proposed right-of-way consumed approximately 20 acres of the property acquired in 1967.
- In 1977, the Wilgus Partnership filed Preliminary Plan No. 1-77057 to subdivide the Original Tract into two lots (the "1977 Plan"). The Planning Board approved the 1977 Plan on March 17, 1977, but placed the above referenced 20.1 acres into reservation for the 300-foot wide Rockville Freeway right-of-way.
- To implement the reservation of the 20.1 acres, on May 26, 1977 the Planning Board adopted Resolution 77-39 placing 16.3086 acres of the 20.1 acres in reservation. On June 7, 1977, a Reservation Plat for the 16.3086 acres, identified as Parcels 4, 5 and 6, was recorded in the Land Records of Montgomery County at Plat Book 102, Plat No. 11588 (Attachment 4). Parcel 5, as shown on the plat, contained 6.0508 acres and included the area of Parcel B as shown on Attachment 4. The reservation of Parcels 4, 5, and 6 was renewed annually until 1998 by Resolutions of the Planning Board. Accordingly, Parcel B was in reservation from 1977 through 1998 but never purchased for public use, which prevented the Wilgus Partnership from developing Parcel B during that time.

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- In December of 1992, the updated North Bethesda-Garrett Park Master Plan was approved and adopted. This plan continued to recommend the construction of Montrose Parkway through the same 300-foot right-of-way that included Parcel B. Despite continued efforts by the Wilgus Partnership between 1977 and 1995 to resolve whether the Montrose Parkway right-of-way that included Parcel B would be purchased by the County or allowed to develop, no action to acquire the right-of-way was taken by the County.
- In 1995, the Wilgus Partnership sold approximately 13.5 acres to Pulte Home Corporation for development of the Cherington Townhouse Community (Preliminary Plan No. 1-96009 and Site Plan No. 8-99066). At that time, Parcel B, which abuts the southern boundary of the 13.5 acres conveyed to Pulte, was still in reservation and retained in the R-200 Zone.¹ If Parcel B had not been in reservation, it would have been the Wilgus Partnership's position that the property also be developed as townhouses.
- Between 1995 and June 1998, the Wilgus Partnership continued to seek a resolution to the question of acquisition or development of its 20.1 acres in reservation since 1977 with all relevant public agencies. When no resolution could be reached and the reservation term expired on June 30, 1998, the 20.1 acres, including Parcel B, was released from reservation without acquisition by the County.
- On October 12, 1998, the Wilgus Partnership filed Preliminary Plan No. 1-99029 proposing two office buildings containing 522,700 square feet on one 8.7-acre lot located in the southwestern quadrant of the intersection of "Old" Old Georgetown Road (now Towne Road) and Montrose Road (the "1998 Plan"). The 1998 Plan proposed development in the Montrose Parkway right-of-way that was no longer in reservation. In the course of reviewing the 1998 Plan, the Montgomery County Department of Public Works and Transportation, now the Department of Transportation ("DOT") and the Planning Board agreed to reduce the right-of-way width for the section of Montrose Parkway between Executive Boulevard and "Old" Old Georgetown Road from 300 feet to 130 feet, increasing to 215 feet at the intersection of the

¹ The area developed as the Cherington Townhouses was rezoned R-20 in 1993 by SMA G-706 while Parcel B was in reservation for the Montrose Parkway and remained zoned R-200.

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Parkway and Towne Road. This reduction took Parcel B out of the right-of-way for Montrose Parkway.

- The 1998 Plan was approved on August 30, 2002 with the reduced right-of-way width and with multiple conditions, including the requirement for the Wilgus Partnership to dedicate and construct the section of Montrose Parkway along the frontage of the property. The Wilgus Partnership objected to these later conditions of approval of the 1998 Plan and filed a Petition for Judicial Review with the Circuit Court. After filing the Petition, the Wilgus Partnership agreed to a remand to enter into settlement negotiations with the Planning Board and DOT.
- For approximately the next twelve months, negotiations continued between the Wilgus Partnership, the County (through DOT) and the Planning Board, and culminated in a settlement agreement dated July 28, 2004 (the "Settlement Agreement"). Under the Settlement Agreement, in exchange for the Wilgus Partnership's agreement to dedicate approximately 2.3 acres for the Montrose Parkway, the Planning Board agreed to only require that the Wilgus Partnership contribute to the funding for the construction of a section of Montrose Parkway along its frontage. In furtherance of the Settlement Agreement, in May of 2005, Plat No. 23187 was recorded in the Land Record for the dedication of approximately 2.3 acres of the Montrose Parkway right-of-way. Other portions of the reduced right-of-way between Executive Boulevard and the dedicated right-of-way were subsequently acquired by the County for the Montrose Parkway.

In summary, as evidenced by the development and subdivision history outlined above, the Wilgus Partnership was effectively prevented from pursuing townhouse R-20 zoning on Parcel B and development in 1995-1996 when the Cherington townhouses were developed. The current request to zone Parcel B to CRT-1.25, C-0.0, R-1.5, H-50 would result in a consistent unit type and density as Cherington, which Willco believes would have been the case if there had not been a reservation of its land for a 300-foot wide right-of-way.

4. Recommendation for An Elementary School Site

The Hearing Draft recommends Willco dedicate land for an elementary school on the Wilgus Property. Dedication of land for an elementary school is not supported by the proposed development, and Willco would need to be compensated for any land taken for a

Mr. Casey Anderson, Chair and
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school. We note that Willco has offered to work with MCPS on a small site school paradigm but such a model has not been pursued by MCPS.

We believe that the several elementary sites currently available to the County in the White Flint area are sufficient, and no new sites of limited value, such as represented by this recommendation, should be planned on the Wilgus or Willco Property. A new elementary school would serve all of White Flint. There are several sites which have already been identified for dedication or acquisition by the County and are better choices to serve the need in the Walter Johnson Cluster.

Thank you for your attention to our comments. We look forward to continuing to work with you.

Very truly yours,

LINOWES AND BLOCHER LLP

Barbara A. Sears / KDM

Barbara A. Sears

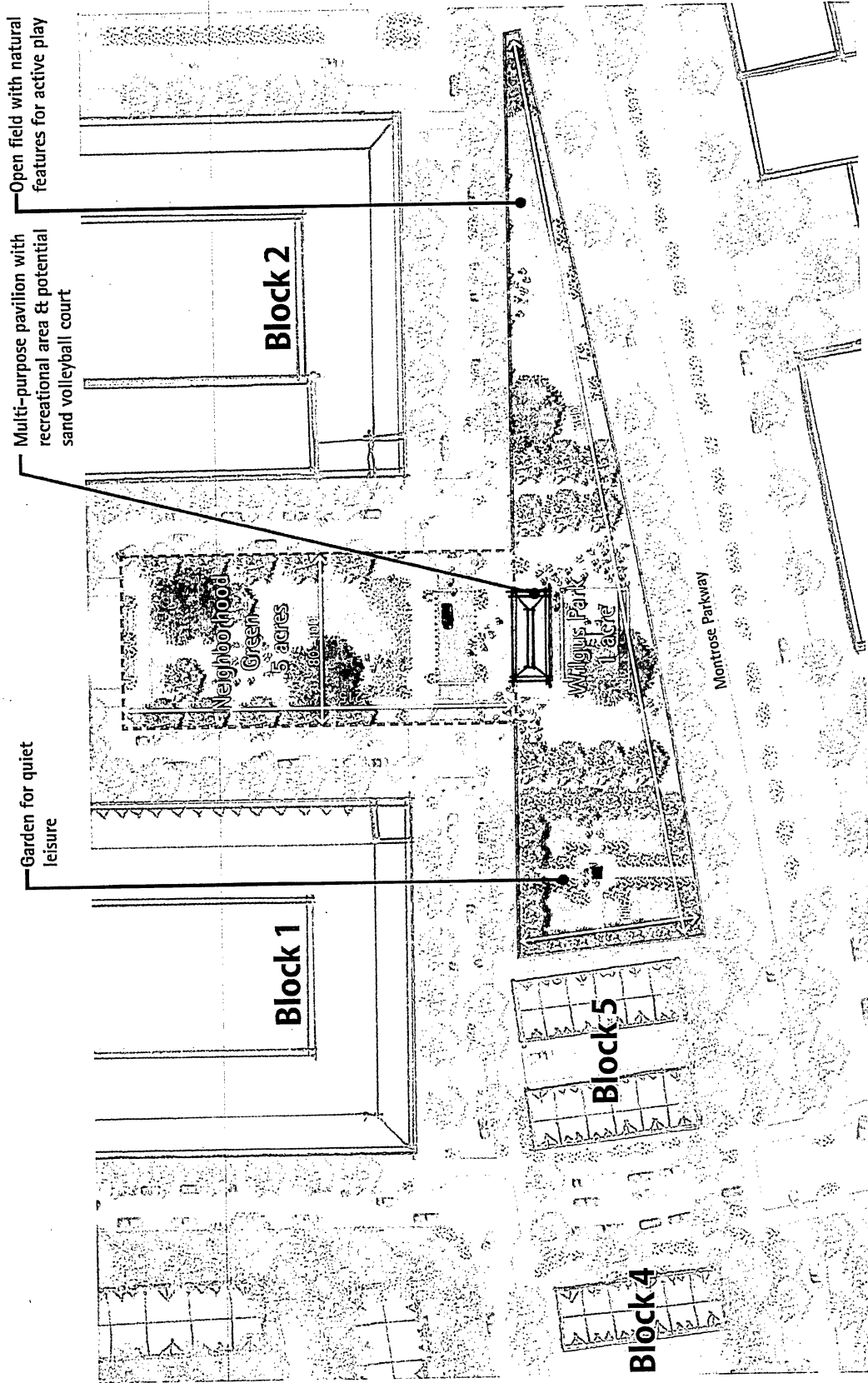
BREGMAN, BERBERT, SCHWARTZ &
GILDAY, LLC

Francoise M. Carrier / KDM

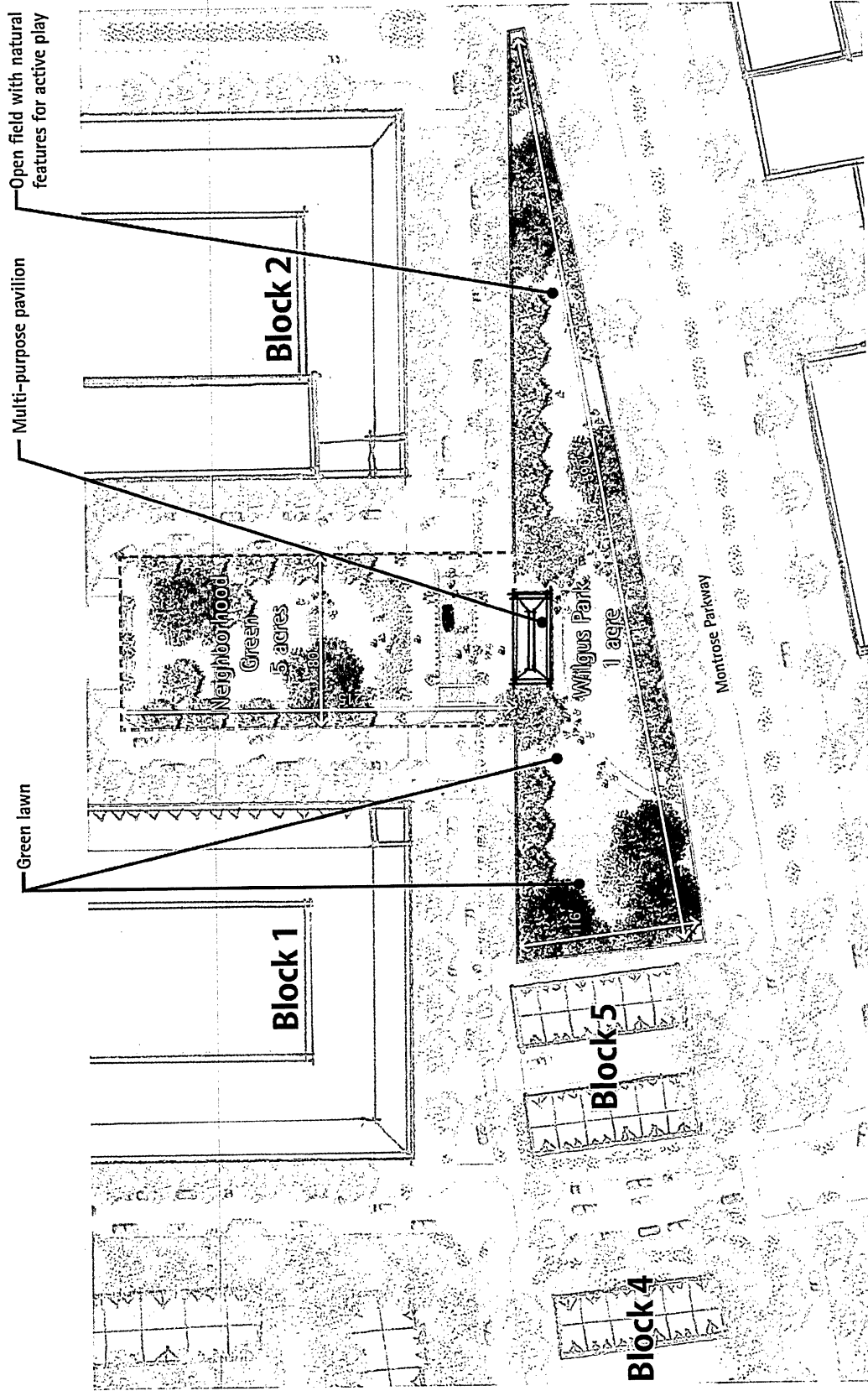
Francoise M. Carrier

Attachments

cc: Gwen Wright
Nkosi Yearwood
Richard Cohen
Jason Goldblatt
Brian Mistysyn

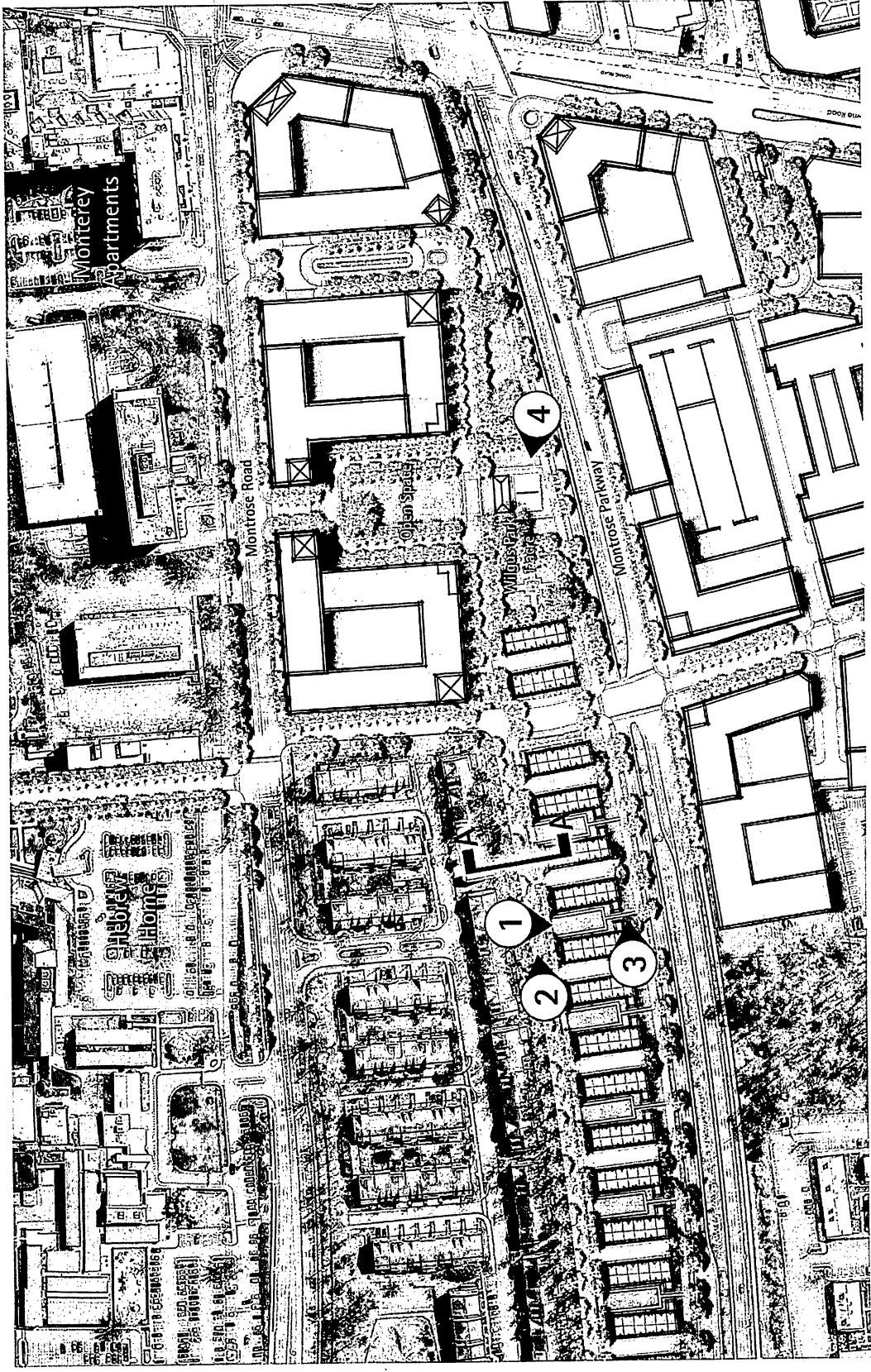


Neighborhood Park - Option 1



Neighborhood Park - Option 2

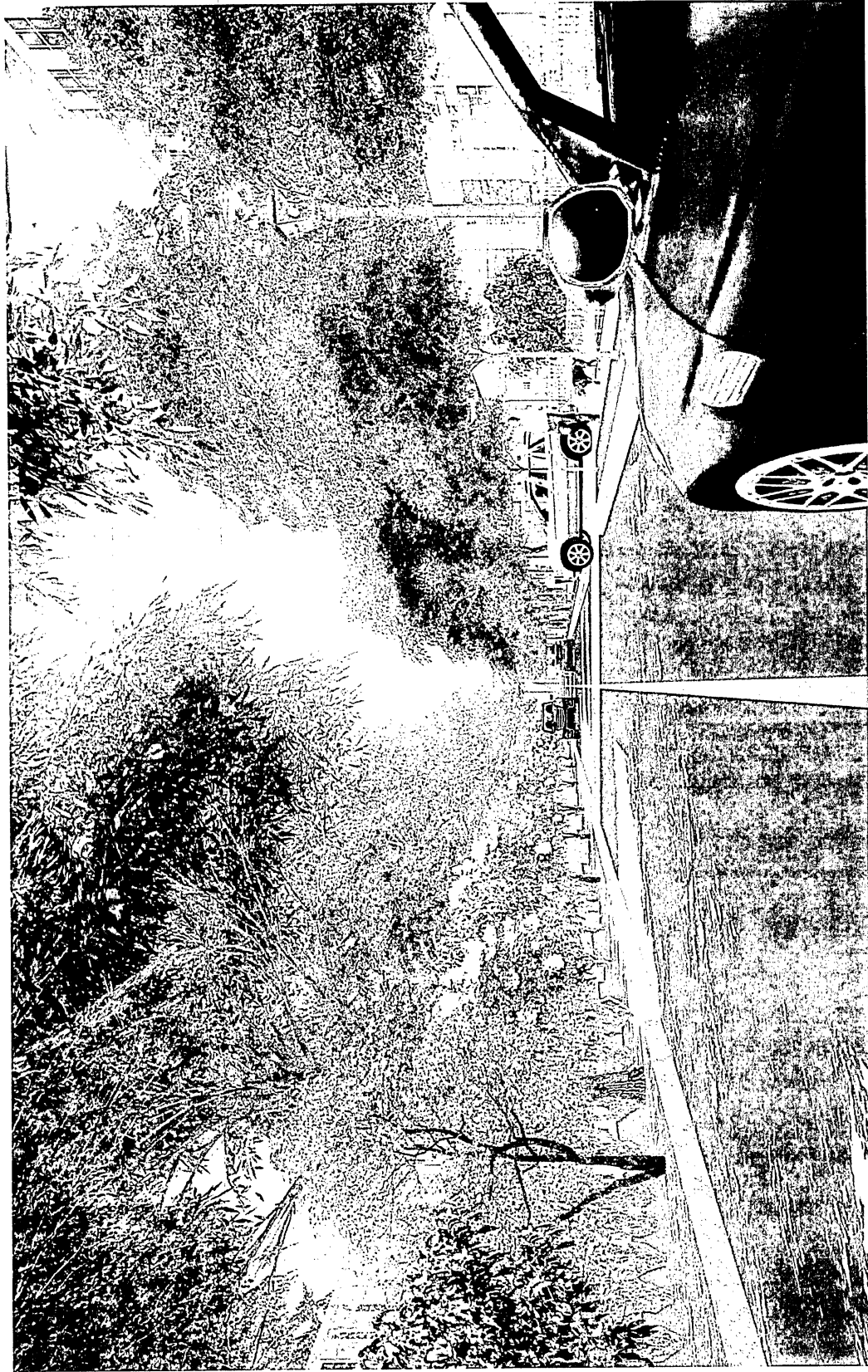




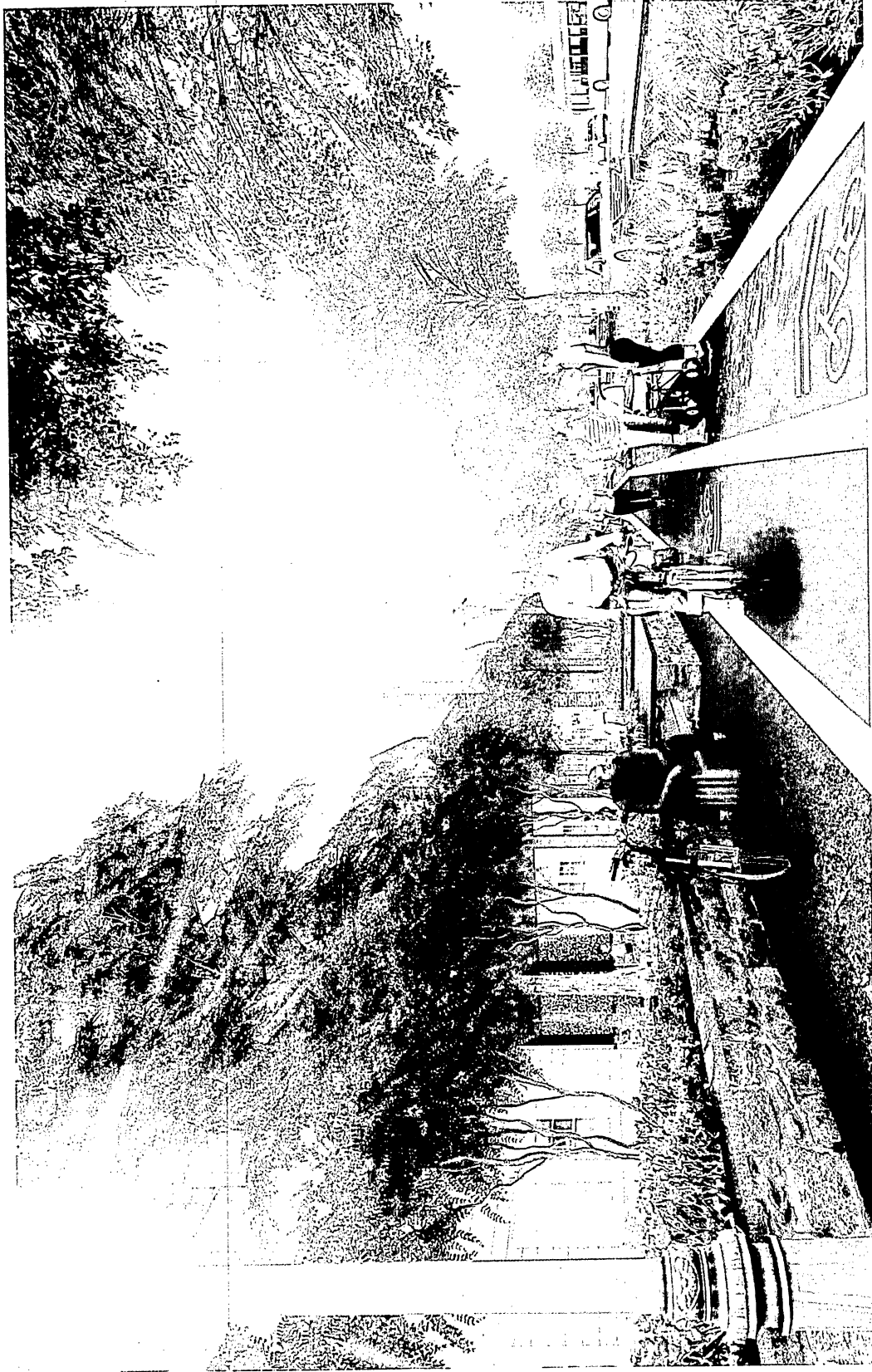
Perspective Views



View (1) from Street into Garden Courtyard

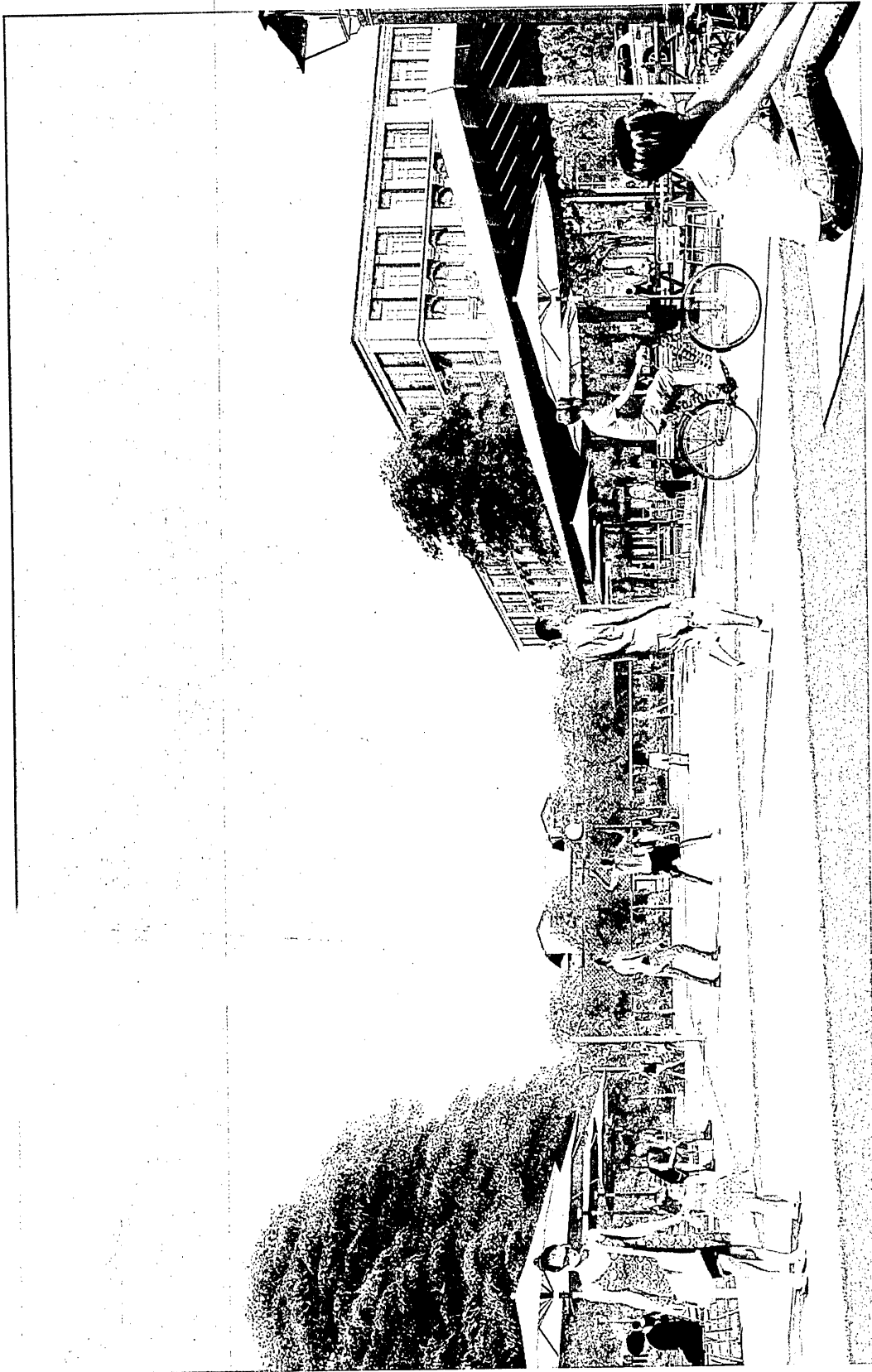


View (2) from New Residential Street



View (3) from Bike Path

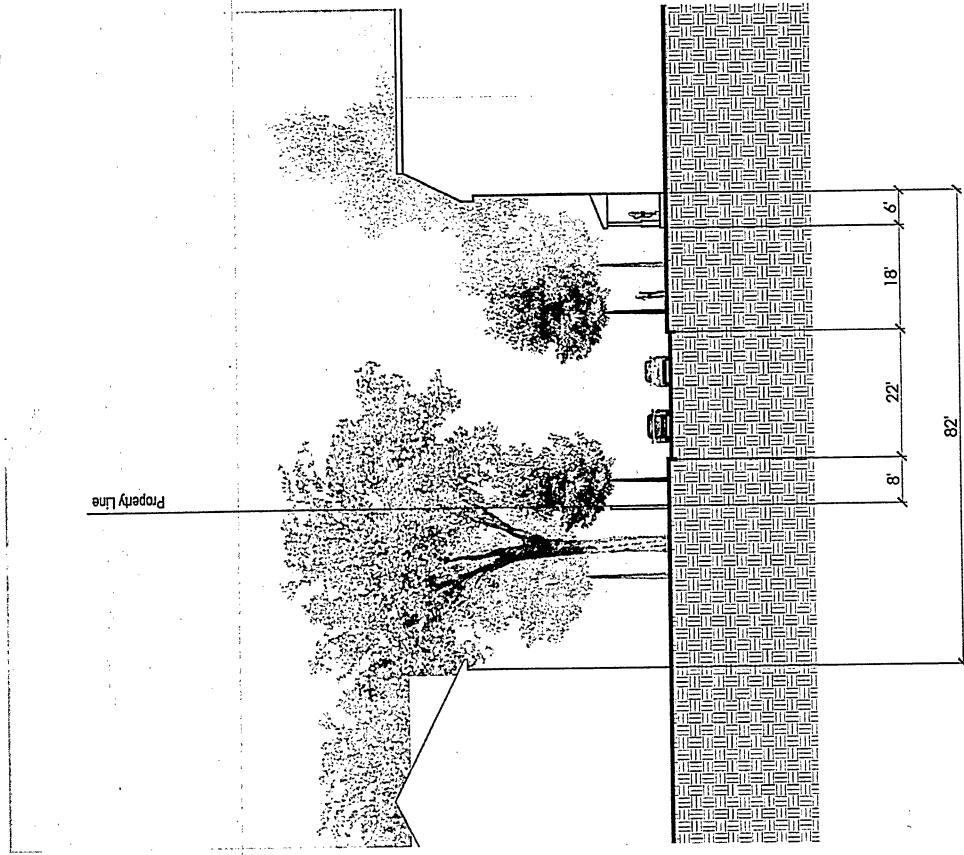




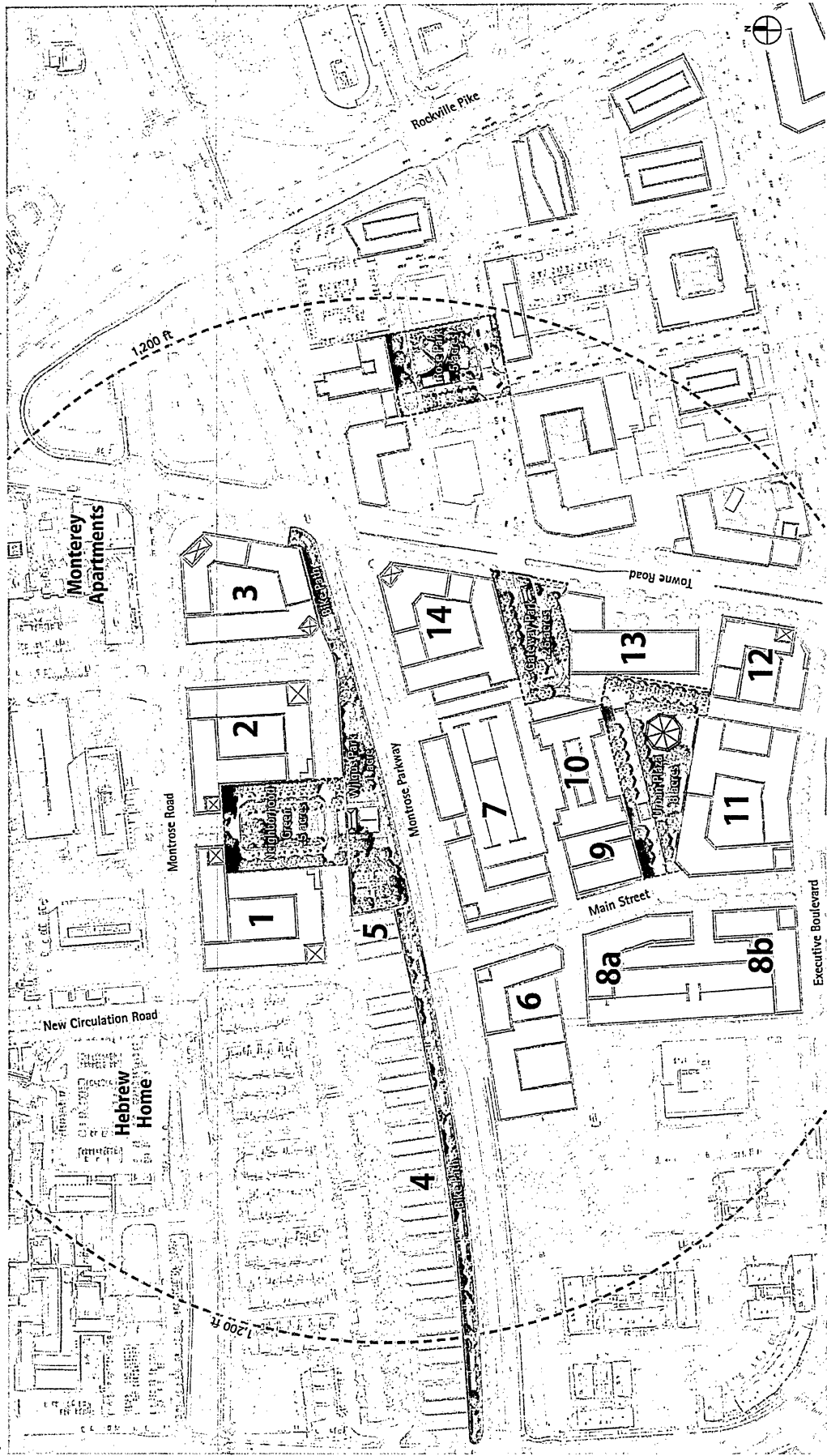
View (4) of Wilgus Park

January 25, 2017

Willco, North Bethesda, MD



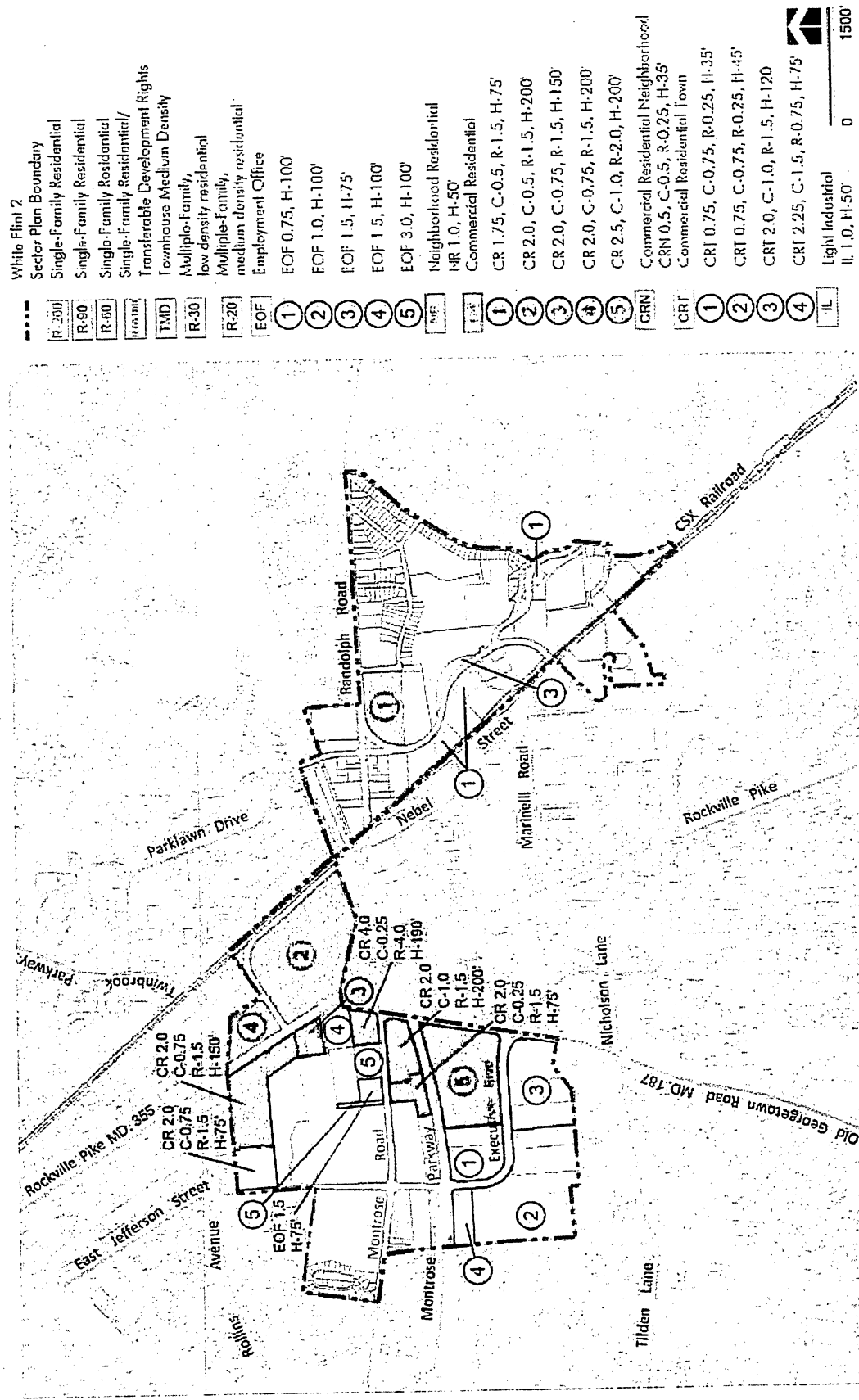
Street Section A



Public Park / Open Space

65-725

Map 9: White Flint 2 Proposed Overall Zoning



1/11/17

Washington Science Center / Wilgus White Flint 2 Sector Plan Chart

Group (see attached tax map)	Parcel / Property	Area	Zoning Recommended in Nov. 2016 Public Hearing Draft	Requested Zoning
A	Washington Science Center - Parcel "E"	879,736 sq. ft. (20.19595 ac.). ¹	CR-2.5, C-1.0, R-2.0, H-200'	CR-3.0, C-1.5, R-2.5, H-200'
B	N273 - Pt. Parcel "N"	140,263 sq. ft. (3.22 ac.) ²	R-200	CRT-1.25, C-0.0, R-1.25, H-50'
C	N208 - Parcel "Q" N279 - Pt. Parcel "N"	164,221 sq. ft. (3.77 ac.) ³	CRT-2, C-0.25, R- 1.5, H-75'	CRT-2.5, C-1.5, R-2.0, H-150'
D	N174 - Pt. Parcel "R" N231 - Pt. Parcel "N"	276,996 sq. ft. (6.35 ac.) ⁴	CR-2.0, C-1.0, R-1.5, H-200'	CR-3.0, C-1.5, R-3.0, H-200'

¹ Per Plat No. 10225 recorded among the Land Records of Montgomery County on 3/15/72

² Per SDAT for Tax Account 04-01779150

³ Per Plat No. 20343 recorded among the Land Records of Montgomery County on 2/25/97 and SDAT for Tax Account 04-03185873

⁴ Per SDAT for Tax Account 04-03185884

Map 9: White Flint 2 Proposed Overall Zoning



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November 29, 2016

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: White Flint 2 Sector Plan Public Hearing Draft;
In Support of Loehmann's Plaza Recommendations;
5200-5290 Randolph Road

Dear Chair Anderson and Members of the Planning Board:

This office represents Mr. Rob Rosenfeld and Rosenfeld Investment LLC, the owners of property located at 5200-5290 Randolph Road, commonly known as Loehmann's Plaza. Recommendations for land use and zoning relative to the Loehmann's Plaza site can be found on pages 44-46 and Map 26 of the White Flint 2 Sector Plan Public Hearing Draft.

When the property owners first became aware of the County's interest in undertaking an effort to comprehensively envision the future of the area covered by the White Flint 2 Sector Plan ("White Flint 2"), the reaction was extremely positive. At about the same time, the owners had also come to embrace the need to start seriously evaluating what the next phase of Loehmann's Plaza might look like and had already initiated a development feasibility study for the property. Safeway's departure from the site in late 2015 created an opportunity to look at a first-phase redevelopment of the plaza sooner than would have been possible if their lease was still in place. Encouraged by the County's interest and effort to move forward with White Flint 2, the decision was made to accelerate pulling together a design team that would bring vision to paper and engage in discussions with M-NCPPC staff to exchange ideas and information. The resulting development schemes revealed that the site is more than capable of compatibly accommodating additional residential density than what might be allowed under the property's current zoning.

Accordingly, our clients fully support the Public Hearing Draft's recommendation for the **CR-1.75, C-0.5, R-1.5, H-75 Zone** for the 10.8 acre Loehmann's Plaza site, which we believe strikes the right balance between residential and commercial density to be developed on the site. (Public Hearing Draft, pgs. 44-46)

In addition, we agree that a reconfiguration of the intersection of Randolph Road and Parklawn Drive (i.e., straightening the current curve of Parklawn Drive) into a more standard intersection configuration could offer a number of benefits. Our preliminary observations of the potential benefits to the transportation network that could result from a realignment of Parklawn Drive (previously shared with transportation planning staff) are as follows:

- Provides better spacing between signalized intersections.
- Facilitates creation of bike lanes.
- Improves pedestrian access through the intersection of the two major streets.
- Allows for elimination of the current split phasing function which will markedly improve the efficiency of the intersection.

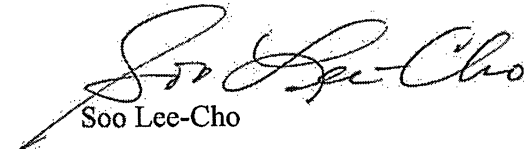
A redesign of Parklawn Drive could also have positive benefits on a future redevelopment of Loehmann's Plaza as follows:

- Allows for a more efficient layout for the overall site that more seamlessly integrates with the surrounding neighborhood.
- Allows for better connectivity from Parklawn Drive to/from green areas and park spaces located on the west side of the site.
- Allows for more efficient and usable commercial/retail space to support/serve the surrounding community.
- Allows for a more typical street grid and opportunities for additional access points along western and northern frontages to achieve better/safer access and circulation throughout the development.

In closing, we want to express appreciation for planning staff's work on White Flint 2 and your consideration of all the above. We look forward to continuing the dialogue with planning staff and bringing forth a redevelopment proposal for the Loehmann's Plaza site that supports the vision set forth in the White Flint 2 Sector Plan.

Sincerely yours,

MILLER, MILLER & CANBY



Soo Lee-Cho

cc: Nkosi Yearwood
Nancy Sturgeon
Rob Rosenfeld
Dave Wagner
Robert Dinkelspiel
Jack Hollon
Jim Voelzke
Brian Szymanski



ideas that work

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January 12, 2017

Casey Anderson, Chair
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8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: White Flint II Sector Plan

Dear Mr. Anderson and Planning Board Members,

We are writing to you as counsel for Lerner Development Company, owner of the Oxford Square Apartments on Parklawn Drive within the White Flint II Sector Plan area. We respectfully request that the Planning Board rezone this property from the current R-30 zone to the CR or CRT zone to facilitate its redevelopment during the middle years of the Sector Plan's duration.

The Oxford Square Apartments were built in the mid-1960s, and renovated in the early 1980s. The complex consists of 167 apartment units in 12 garden apartment buildings. Given the rolling topography of the site, they vary between 3—4 stories in height. The buildings and apartment units are approaching the end of their useful lives for building structural elements and systems. Although these apartments have been excellently maintained over the years by the original developing owner (the Lerner family), they lack ADA accessibility, modern fire code protection, stormwater management and efficient energy systems, and forest conservation measures. Many of the units are market rate affordable, but there are no MPDU units since the complex was constructed long before the MPDU law was enacted. A recent analysis, including technical consultations with the Department of Permitting Services, indicates that extensive renovations to these apartments are not economically feasible.

The owner proposes to maintain the current apartments for a period of at least five years following the adoption of the Sector Plan. However, at some point thereafter, the owner intends to redevelop Oxford Square by demolishing the current buildings and constructing a new multi-story building containing at least twice the number of apartment units. Given the modest rental market for Oxford Square's location (not easily METRO accessible and distant from the core of the emerging core of White Flint), the redevelopment rents will remain market rate affordable. In addition, the owner proposes an MPDU yield of approximately 15% for an optional method project, along with a strong component of larger two and three bedroom units to facilitate family occupancies.

Mr. Casey Anderson
January 12, 2017
Page 2

The Staff recommends retaining the current R-30 zoning for the property solely in order to preserve it as a reservoir of market rate affordable apartments. Doing so will preclude redevelopment, since Oxford Square is currently built to the maximum development standards of the R-30 zone. However, not only will preserving the existing zone remove any incentives for redevelopment, it will guarantee at least for the life of the Sector Plan that Oxford Square's apartments will continue their inexorable decline into functional obsolescence devoid of MPDUs, ADA accessibility, modern fire code protection, stormwater management systems, and forest conservation measures. As an example, a recent structural survey confirmed growing concerns with the foundations of several buildings due to their original construction methods and age. These sub-optimal conditions are not equitable to Oxford Square's current and future residents, and don't serve the longer term interests of the County's affordable housing policy.

We request CR or CRT zoning that would accommodate the proposed redevelopment. The density should be an FAR of 1.0, with an allocation to residential of the full amount and only 0.25 FAR for retail facilities (only site serving convenience commercial uses would be considered). The building height maximum should be 65', which is intended to be sufficient to accommodate wood framed construction methods.

Redevelopment would enable Oxford Square to offer many more (and market rate affordable) apartment units with plentiful two and three bedroom units, in addition to MPDUs of approximately 15%. In addition, Oxford Square will be able to meet modern stormwater management, forest conservation, fire protection, ADA accessibility, and energy standards. This redevelopment—with far superior construction methods and design principles than existed in the mid-1960s when the complex was first built—will provide twice the amount of market rate affordable apartment units than currently exist and for many years to come. This result is in the public interest and strongly promotes the County's affordable housing policy.

We respectfully request your adoption of CR or CRT zoning for the Oxford Square Apartments for the reasons described. Thank you very much.

Very truly yours,



Robert G. Brewer, Jr.

cc: Gwen Wright
Nkosi Yearwood
Alan Gottlieb
Francine Waters
David Borchardt
Miguel Iraola

Oxford Square at White Flint

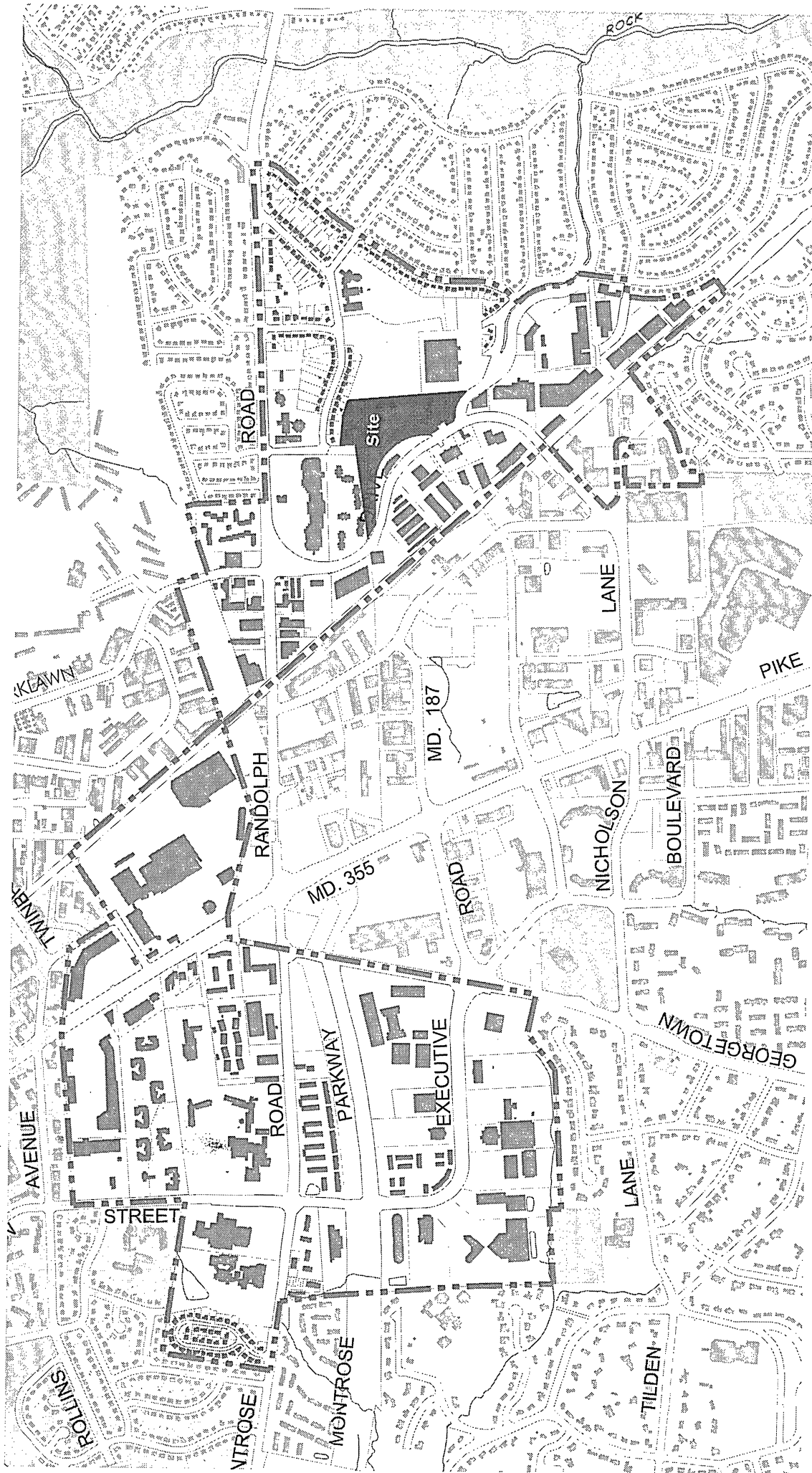
White Flint II Sector Plan Public Hearing

January 12, 2017



LERNER

Location Map



Oxford Square at White Flint

Rockville, MD



LERNER

January 12, 2017

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Sheet 2

Project Site



Oxford Square at White Flint

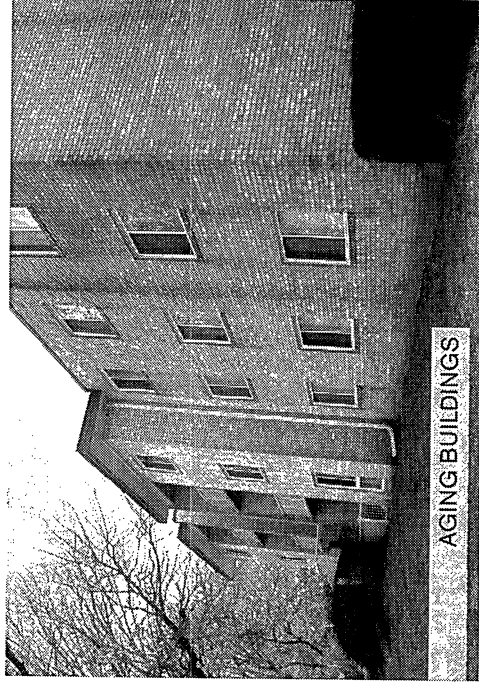
Rockville, MD



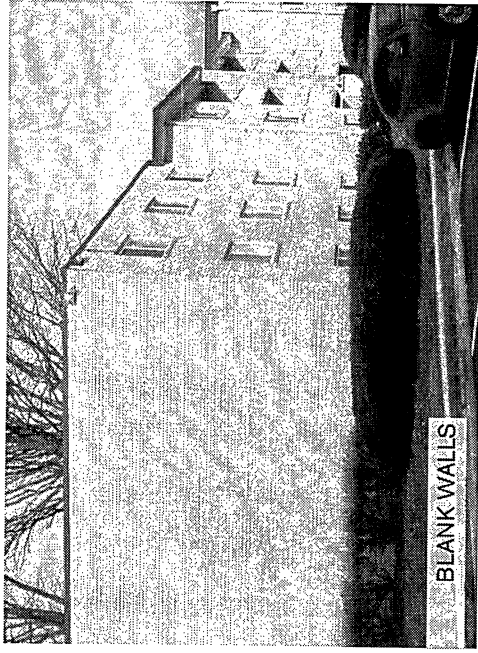
LERNER

January 12, 2017

Existing Conditions



AGING BUILDINGS



BLANK WALLS



AUTO COURTS

Oxford Square at White Flint

Rockville, MD



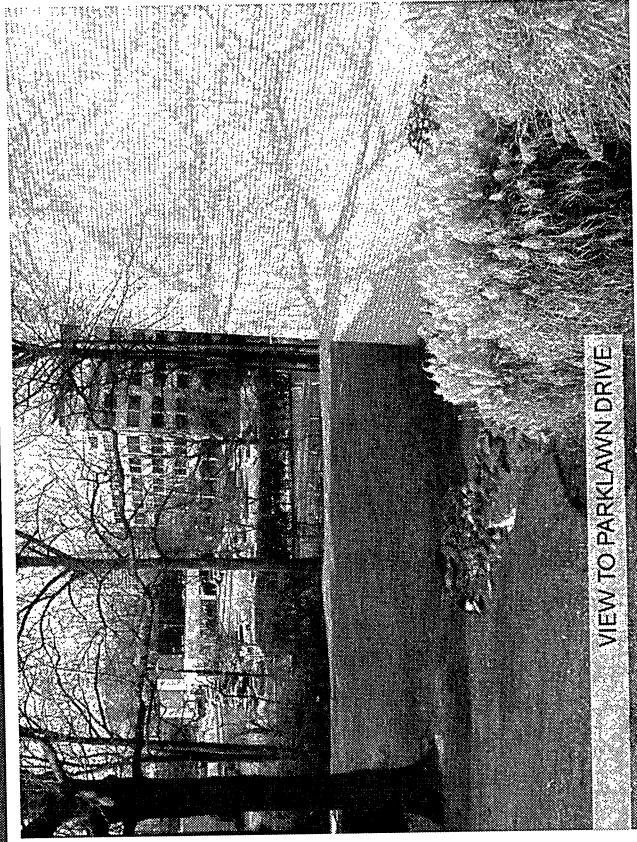
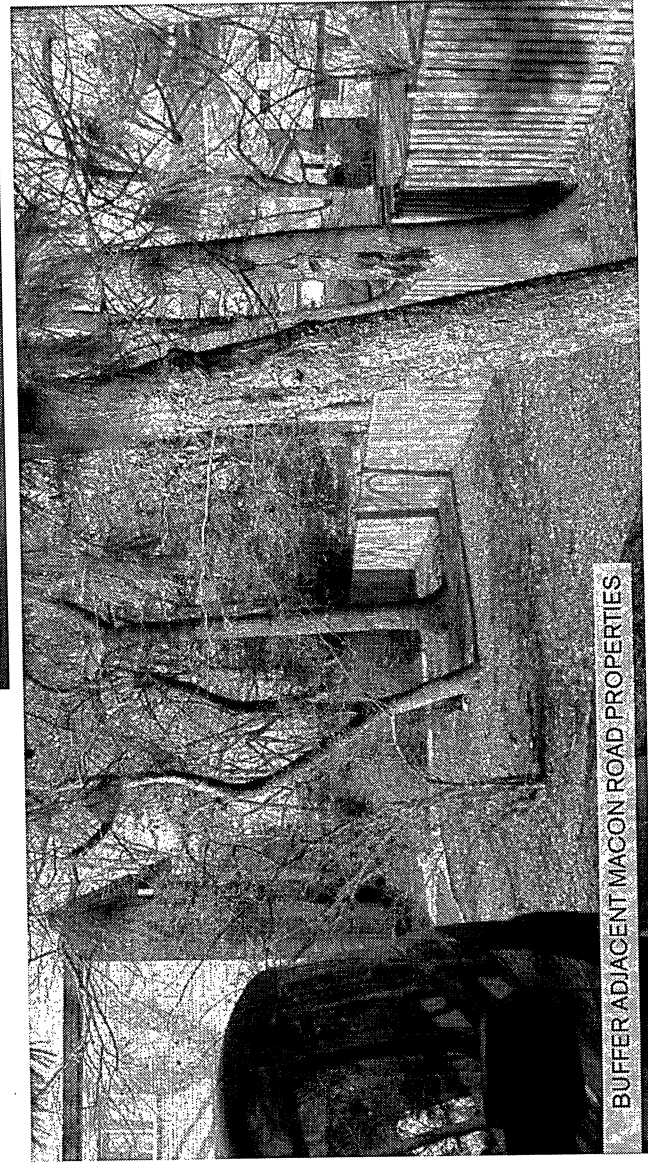
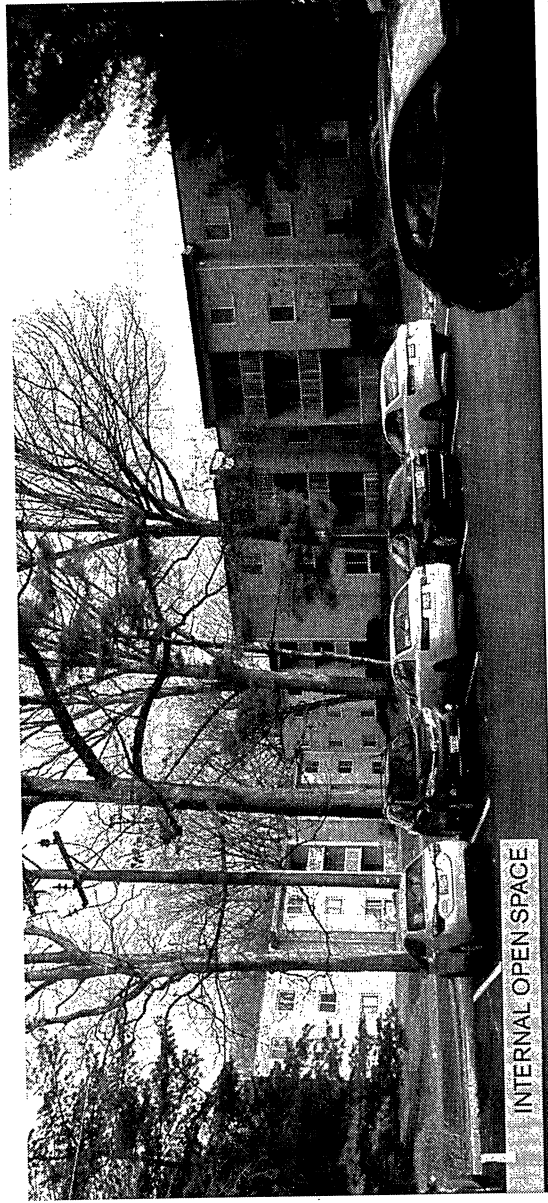
LERNER

January 12, 2017

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Sheet 4

Existing Conditions



Oxford Square at White Flint

Rockville, MD



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Sheet 5

Existing Conditions



SLOPING SITE



GRADE CHANGE

Oxford Square at White Flint

Rockville, MD



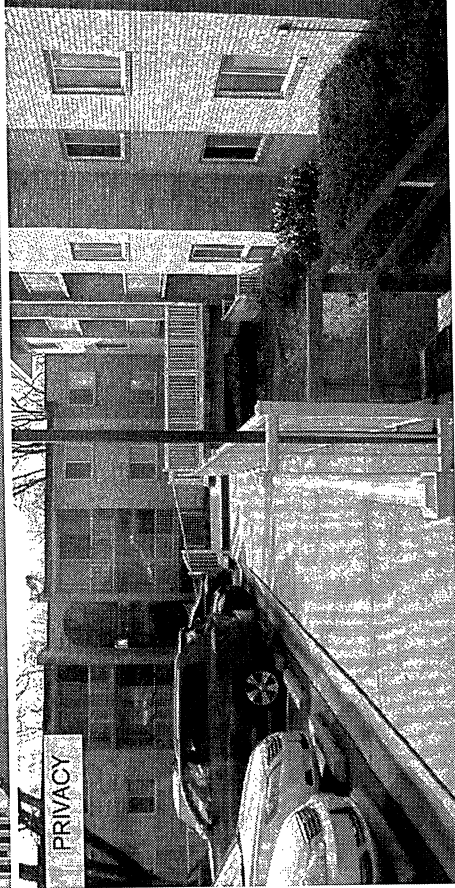
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Sheet 6

January 12, 2017

Existing Conditions: Issues



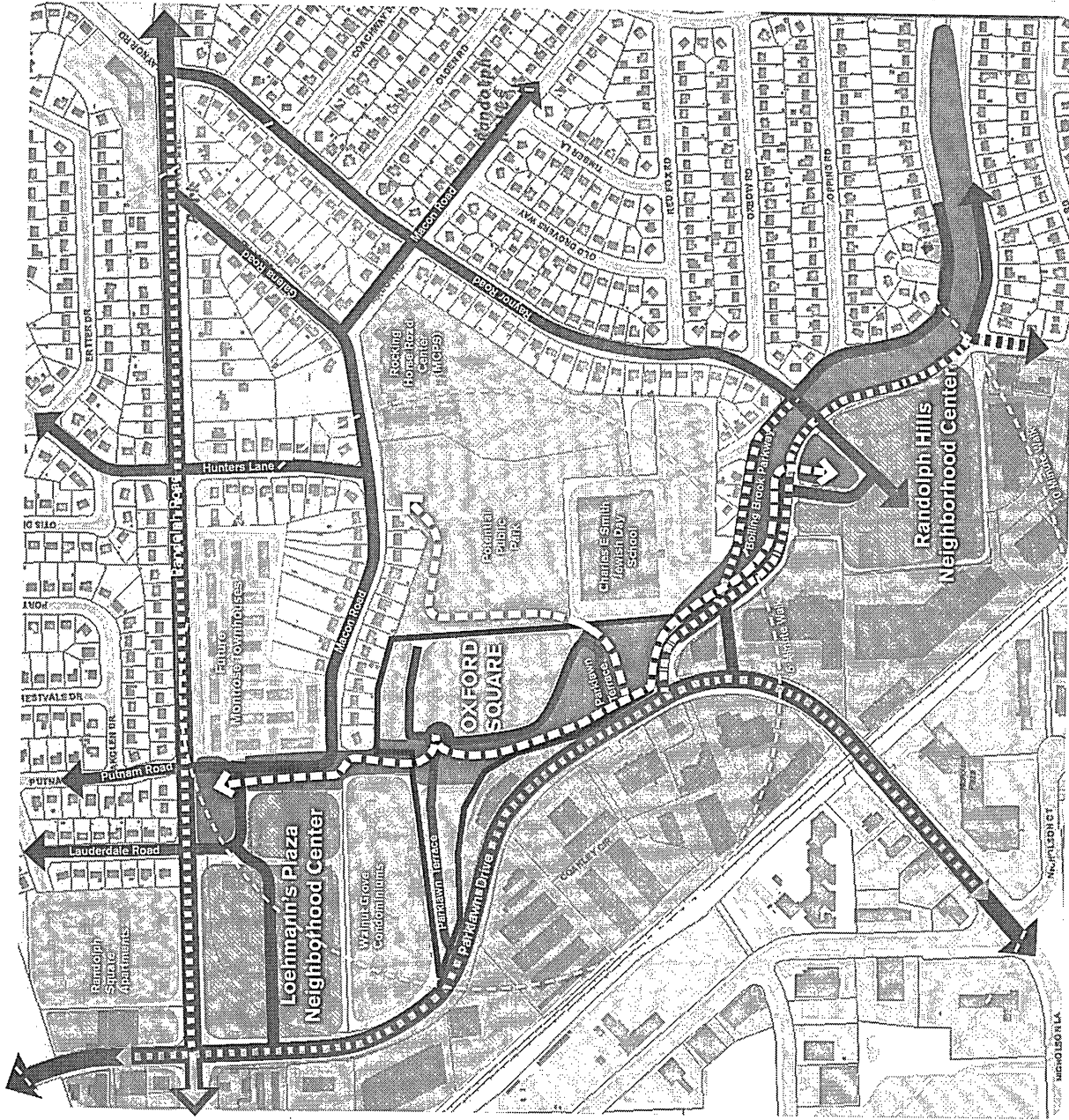
Oxford Square at White Flint

Rockville, MD



LERNER

Randolph Hills-Parklawn South Conceptual District Plan



- Proposed Separated Bike Lane
- Existing Shared Use Path
- Proposed Shared Use Path
- Proposed Shared Roadway
- Proposed Pedestrian Connections
- Neighborhood Center
- Multifamily Residential
- Townhouse Residential
- Single Family Residential
- Institutional Use
- Open Space
- Office / Light Industrial Use

Oxford Square at White Flint

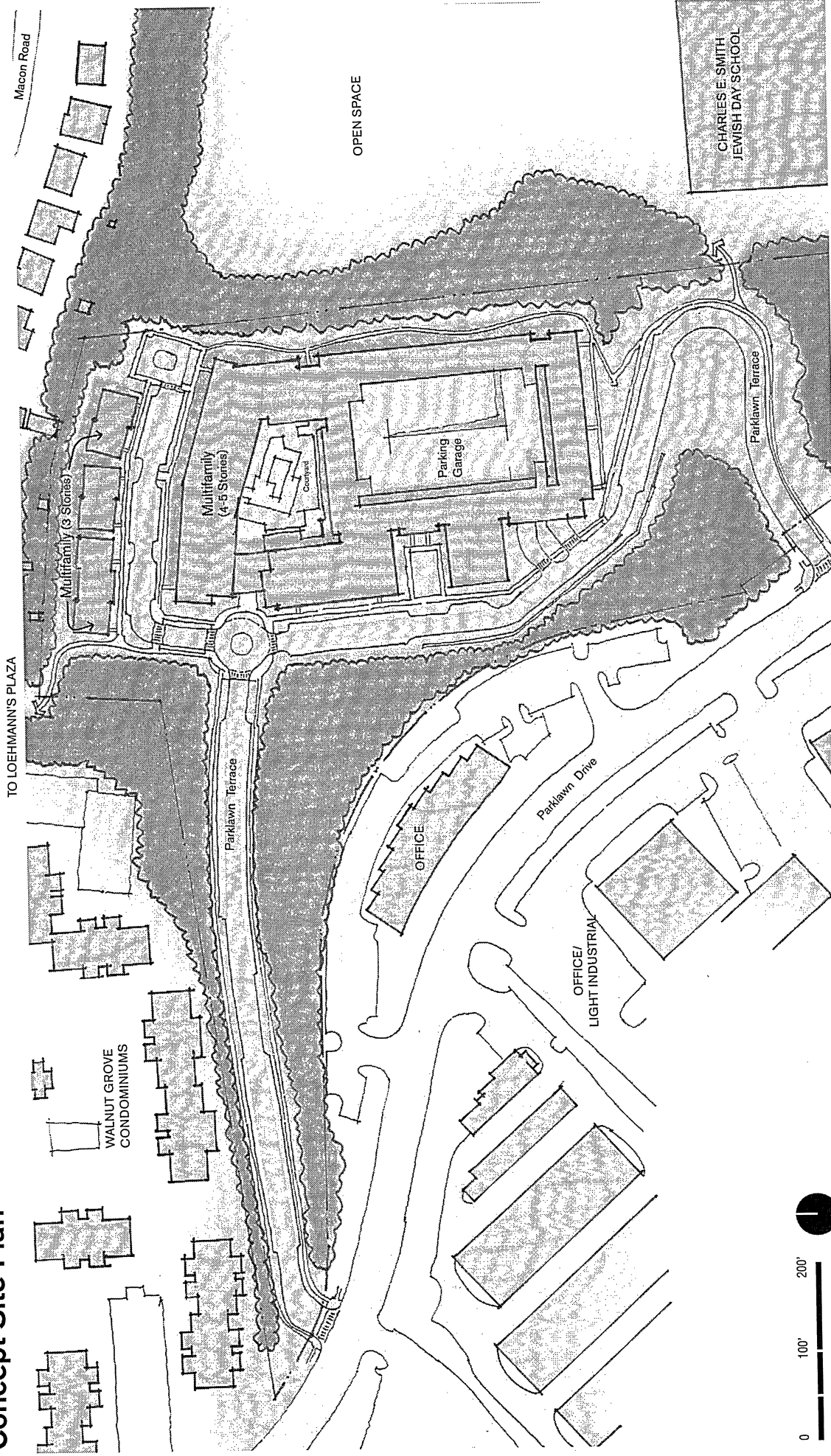
Rockville, MD

January 12, 2017

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Sheet 8

LERNER

Concept Site Plan



Oxford Square at White Flint

Rockville, MD

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January 12, 2017
Sheet 9





ideas that work

Attorneys at Law

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Fax (301) 347-1767
spsilber@lerchearly.com

January 12, 2017

VIA HAND AND ELECTRONIC DELIVERY

The Honorable Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: 6120 and 6130 Executive Boulevard

Dear Chair Anderson and Members of the Montgomery County Planning Board:

On behalf of Monument Realty and Angelo Gordon, an affiliate of AG Lowe Executive Plaza Owner, LLC, ("Angelo") the owners and managers of 6120 and 6130 Executive Boulevard (collectively, the "Property"), we provide the following comments on Staff's Public Hearing Draft of the White Flint II Sector Plan, dated November 2016 ("Working Draft"). In summary, because the existing EOF zoning does not provide sufficient flexibility to encourage redevelopment of the vacant office buildings on the Property, we are requesting that the Property be rezoned CR-1.0, C-1.0, R-1.0, H-100'.

Background

The Property is zoned EOF 0.75, H-100T and is improved with two vacant office buildings. The buildings have been vacant since our large tenant, NIH, moved out three years ago. Given the age of the buildings (which were constructed over 30 years ago) and the changing office market, Angelo has struggled to find new tenants. Due to the large office vacancies, the traditional GSA tenant leases formerly common in this area no longer make economic sense, as the GSA lease rates continue to fall. In the last year, Angelo opted out of a GSA prospectus because it made more economic sense to keep the building vacant.

We understand that the Planning Department commissioned Bolan Smart to study the adaptive reuse of office buildings along Executive Boulevard in White Flint. Angelo's Property was specifically studied as part of Bolan Smart's analysis. Angelo disagrees with the findings contained in Bolan Smart's report – "Adaptive Reuse: Executive Boulevard and Rock Spring Office Markets," dated May 2016 – which indicates that these buildings are ripe for residential conversion. Angelo and Monument, as well as others, have looked into the potential for residential conversion of these buildings, but the economics are complicated for converting aging office buildings, such as these. The costs associated with a residential conversion of these aged buildings versus the residential rents achievable in the market for such a product make this an infeasible option.

Angelo does not foresee office use being viable on this Property in the long term. Although, with a great deal of effort, Angelo has secured a short-term lease for one of the buildings that will commence in 2018, this is a one-off type of lease that Angelo does not expect to see again. Angelo views this as a short-term "band aid solution" to a long-term problem.

Need for More Flexible Zoning

Angelo needs a creative solution for the long-term success of this Property. The existing EOF zoning, which limits residential use to no more than 30% of the overall development, does not provide the tools to redevelop. While office use may make sense in other locations within the White Flint II Sector Plan area, particularly in Metro adjacent locations, the persistent vacancies along Executive Boulevard make it evident that office use is not currently the highest and best use of the site and is not a long-term strategy on this Property. Rather, the Property presents a unique opportunity for residential redevelopment, for which there is an evident market. However, this redevelopment cannot be accomplished under the existing EOF zone.

Requested Changes to Draft Plan

To ensure the future use and long-term success of this Property, we request that the Property be rezoned CR-1.0, C-1.0, R-1.0, H-100'. We are only asking for the overall density to be increased by 0.25 FAR and are retaining the existing 100' maximum height. While this requested change in zoning does not represent a significant increase in overall density, the requested CR Zone will give Angelo the tools needed to revitalize the vacant site and introduce new public amenities.

Benefits of Proposed Redevelopment That can be Achieved by Rezoning

Redevelopment of this Property should be encouraged for several reasons.

1. Residential Redevelopment will Provide Additional Desired Connections

The Property is uniquely situated in close proximity to Luxmanor Park, Luxmanor Elementary School and Green Acres School. Because of this proximity, residential redevelopment of the Property can provide a new private drive connection from Green Acres School to Executive Boulevard and, as desired by the Draft Plan, new pedestrian and bike connections to these surrounding parks and schools.

Green Acres Vehicular Connection. We understand from Staff that the community has expressed a desire for an alternative connection to the Green Acres School. As such, we have been working with Green Acres School to accommodate a new private driveway access from Executive Boulevard to their school, through our Property, as part of a residential redevelopment of the site. (See Attachment "A"). We understand that Green Acres is very interested in this potential future connection, as this will provide for an alternative to the current, sole access through the Luxmanor residential neighborhood. This alternative access point will benefit students and faculty of Green Acres, as well as the surrounding community.

Pedestrian and Bicycle Connections. Additional pedestrian and bicycle connections are one of the priorities of the Draft Plan. Based on this, Angelo has had the design firm Perkins Eastman study these proposals and, as shown on the concept plans, Perkins Eastman has determined that Angelo can accommodate these important connections on the Property when the Property is redeveloped. These include a pedestrian and bicycle link to the Luxmanor Park and Elementary School and to Executive Boulevard. These vehicular, bike and pedestrian connections however, cannot be achieved without redevelopment under the CR zoning designation. (See Attachment "A").

2. Residential Redevelopment will Provide Desired Transitions

The Property is located in the southwest corner of the White Flint II Sector Plan area. Given the Property's edge location, redevelopment will promote the Sector Plan's goal of providing adequate transitions between new development and existing neighborhoods. Our conceptual design proposes to locate townhomes closest to the existing single-family residential homes in the Luxmanor neighborhood and multi-family residential closer to Executive Boulevard. Accordingly, this redevelopment will soften the plan edges and provide a gradual transition between the single-family residential uses outside the Plan boundary and the commercial uses beyond the Property. (See Attachment "B").

3. Stormwater Management

Residents of the Luxmanor neighborhood, who live in close proximity to the Property, have expressed issues with stormwater management. Currently, given the age of the development, there are no known stormwater management facilities on the Property. As such, residential redevelopment provides an important opportunity to greatly improve the treatment of stormwater runoff, for both quality and quantity, on-site. Specifically, redevelopment would allow for the introduction of Environmental Site Design ("ESD") to the Maximum Extent Practicable. Additionally, other environmental improvements could be incorporated into the future redevelopment, including further preservation of the stream bed currently located within the forested buffer on the south side of the Property.

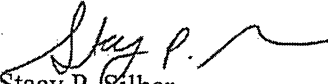
Conclusion

To achieve these community benefits, including the new vehicular, pedestrian and bicycle connections, we need a zone that will give Angelo the tools to redevelop. Because the EOF Zone does not provide sufficient flexibility to encourage redevelopment, we ask that the Property be rezoned to CR 1.0, C-1.0, R-1.0, H-100'. The CR Zone will serve as a catalyst for change on this Property, to address the vacancies. Furthermore, residential redevelopment, with the connections proposed, will energize and activate this area of White Flint. Again, this requested change in zoning does not increase the height, nor does it represent a significant increase in overall density (an overall increase of 0.25 FAR). Rather, the requested CR Zone will provide greater flexibility for residential development on the property.

The Honorable Casey Anderson
January 12, 2017
Page 4

We appreciate the Board's consideration of this request, and ask that this letter and attachments be included in the record for the Sector Plan. Thank you.

Sincerely,

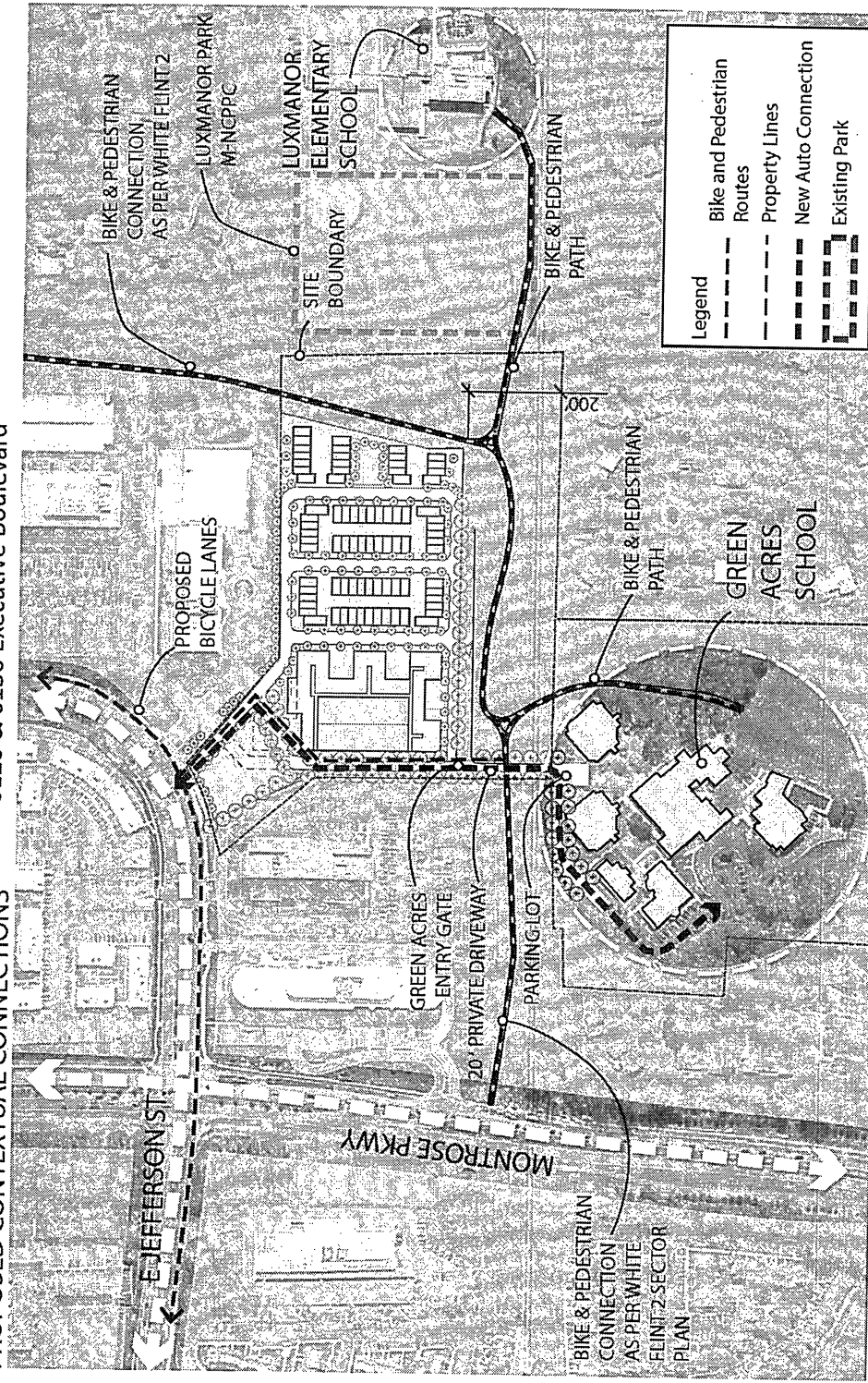

Stacy P. Silber

cc: Ms. Marye Wells-Harley, Vice Chair
Mr. Gerald Cichy
Mr. Norman Dreyfuss
Ms. Natali Fani-Gonzalez
Ms. Gwen Wright, Planning Director
Mr. Khalid Afzal
Mr. N'kosi Yearwood
Ms. Amy Phillips
Ms. Christina Lyndon Winstead
Mr. Matthew Towerman

ATTACHMENT "A"

PROPOSED CONTEXTUAL CONNECTIONS

6120 & 6130 Executive Boulevard



Perkins Eastman DC

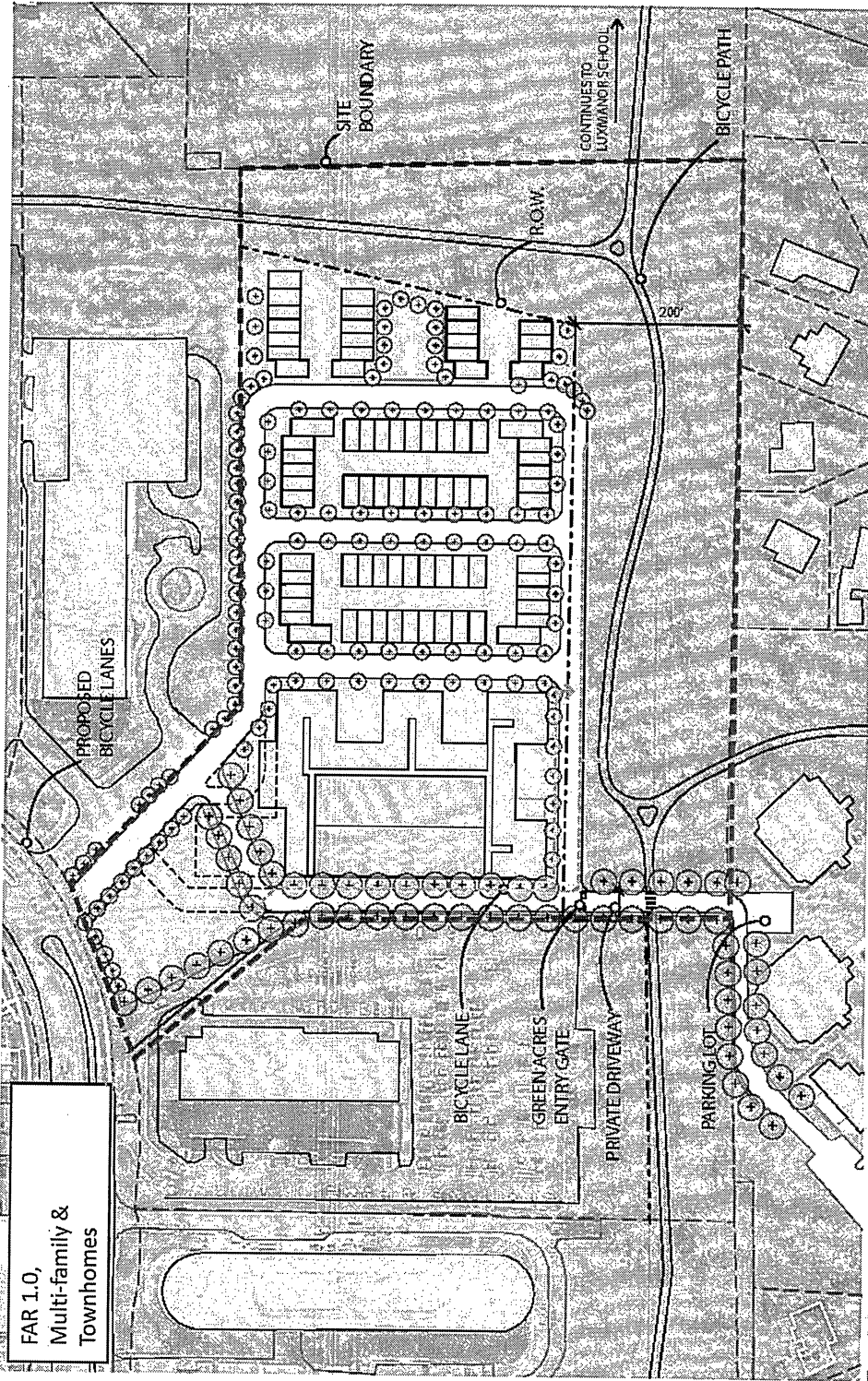
January 5, 2017

ATTACHMENT "B"

CONCEPT PLAN STUDY

FAR 1.0,
Multi-family &
Townhomes

6120 & 6130 Executive Boulevard



Perkins Eastman DC

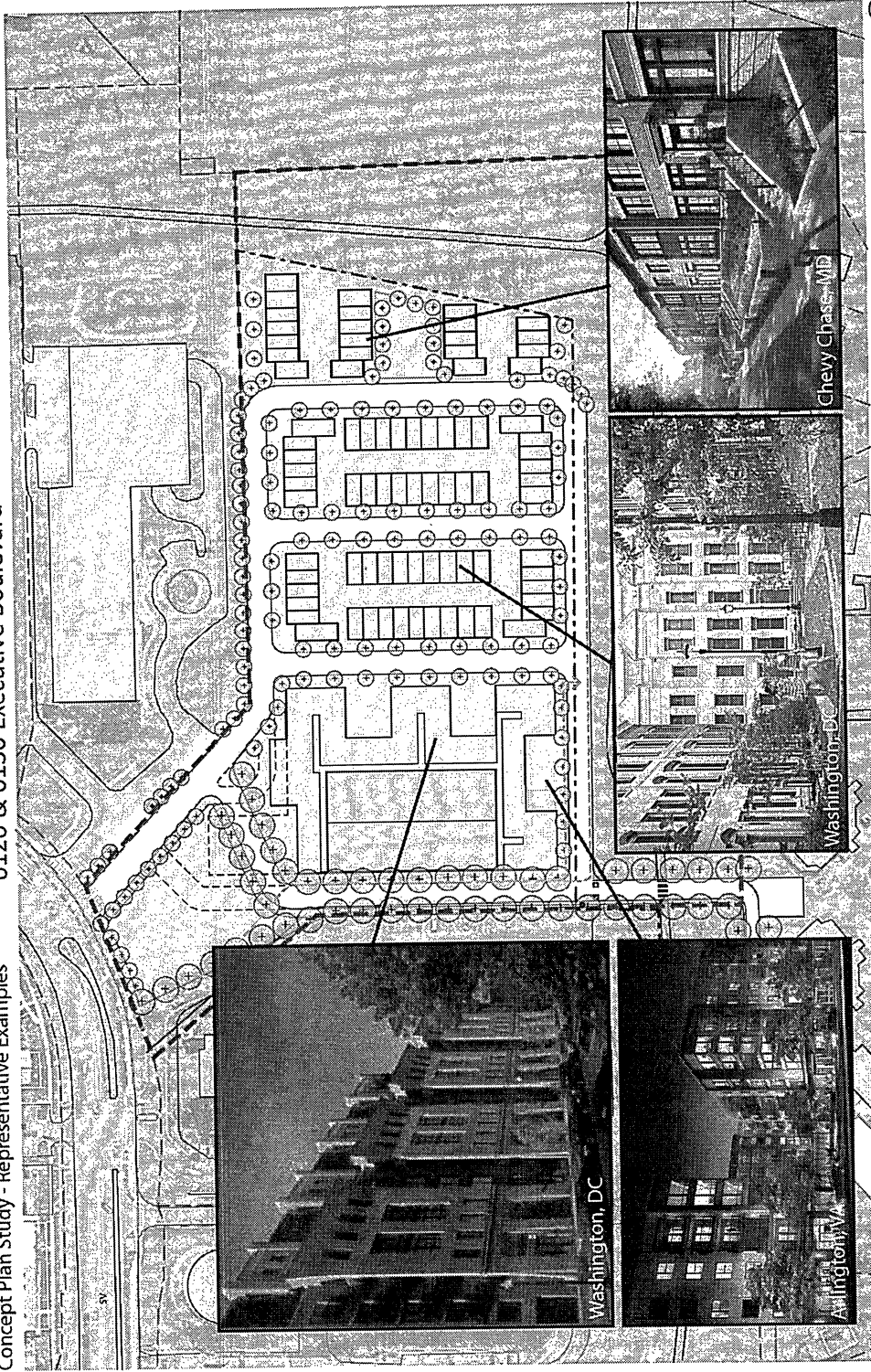
January 5, 2017

1" = 100'



6120 & 6130 Executive Boulevard

Concept Plan Study - Representative Examples



Perkins Eastman DC

January 5, 2017



January 12, 2017

BY ELECTRONIC MAIL

Casey Anderson, Chair, and
Members of the Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: White Flint 2 Sector Plan, Public Hearing Draft dated November 2016

Dear Chair Anderson and Members of the Planning Board:

On behalf of The White Flint Partnership ("Partnership"), the purpose of this letter is to provide testimony on the White Flint 2 Sector Plan, Public Hearing Draft dated November 2016 ("WF2SP"). As you are aware, the Partnership is composed of major owners of some of the largest redevelopment properties within the White Flint I Sector Plan ("WFSP"). We have worked closely over the last eight years with M-NCPPC, the County Executive, County Council and the State in implementing the successful vision of the WFSP. Our joint efforts have spawned intensely active community organizations of residential, business, government and property owner interests. Members of the Partnership are committed to the County and the success of the WFSP.

We are very much in general support of the WF2SP. In addition, the Partnership appreciates that the WF2SP acknowledges the importance of consistency with the goals, priorities, and implementation of the WFSP. The Partnership envisions that the WF2SP can complement the vision of the WFSP as long as the County ensures coordination and consistency between these two adjoining sector plans. As a part of this coordination, the County will hopefully continue to recognize the long established priorities within the WFSP, priorities which are instrumental to the success of the original plan. For example, these priorities would include, but not be limited to, the funding, design, and construction of the transportation infrastructure which is critical to full implementation of the WFSP. The transportation infrastructure priorities in the WFSP are the essential stepping stones to achieving the Non-Auto Driver Mode Share Goals (NADMS) placed on our developments, and they are the key to enabling individual redevelopment projects to move forward from one stage to the next. In fact, the transportation infrastructure envisioned for the WFSP will ultimately be instrumental to the success of both sector plans. In addition, the Partnership would urge the County to apply the same NADMS goals to the two sector plans. When compared with the WFSP plan area, large portions of the WF2SP plan area are just as close to Rockville Pike and the Metro. At the very least, those portions of the WF2SP plan area should have the same NADMS goals at the WFSP plan area.

Casey Anderson, Chair, and
Members of the Montgomery County Planning Board
January 12, 2017
Page 2

As the proposed WF2SP continues through the County's approval process, the Partnership would welcome the opportunity to engage in in-depth discussions of any aspects of these comments.

We thank you for your consideration of our comments.

Best Regards,

THE WHITE FLINT PARTNERSHIP

cc: Ms. Gwen Wright
Nancy Sturgeon
Khalid Afzal
Nkosi Yearwood

January 10, 2017

Dear Mr. Anderson,

I write regarding the White Flint 2 Sector Plan (WF2) being presented in draft form to the Planning Board on Thursday, November 10.

I am disappointed in the WF2 plan for one major reason: **the disheartening lack of connection between our 1300 home neighborhood to the White Flint Metro and White Flint area.** This lack of connection will further set apart our neighborhood- part of the Randolph Civic Association- from the expected economic growth of the White Flint area and continue to stymie our access to amenities compared to the White Flint 2 residential areas to the west. Our neighborhood wants and deserves an option to walk or bike to the White Flint Metro and the surrounding area of shopping, entertainment, dining and employment.

I am currently a member of the Montgomery County Bicycle Master Plan Advisory Committee and understand the vision and the challenges of the County to create a more bikeable and walkable county. I commend the County on its efforts thus far. It is with plans such as the WF2 that those visions become reality so I urge you to consider including a bike/ped connection to our 1300 home neighborhood to the White Flint area.

The actual distance from Boiling Brook Parkway to the White Flint Metro is one mile - a very bikeable/walkable distance for the majority of our neighborhood. However, due to the current lack of connection over the CSX tracks, the distance is nearly three miles including the steep graded hill and high motor vehicle volume of Parklawn Drive. Achieving a short, convenient, and safe route from Randolph Hills, an ethnically diverse and comparatively lower income neighborhood, to the Pike & Rose area and the White Flint Metro would encourage more biking and walking and give this plan a more equitable approach. We are not asking for access for motor vehicle traffic but simply a bike/ped connection that will reduce traffic congestion and support active transportation.

I realize connections across CSX tracks are not easy, however, if this connection is not made in the White Flint 2 sector plan our neighborhood will face another 50 or more years of disconnect to our closest Metro and the major economic center of our area. I urge you to reconsider a bike/ped east-west connection prior to the Planning Board approval.

Thank you for your consideration.

Sincerely,

Alison Dewey

5003 Macon Rd.

Randolph Civic Association Member; Randolph Farms resident

Member of the Montgomery County Bicycle Master Plan Advisory Committee



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

January 25, 2017

Mr. Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Testimony on Draft Plan for White Flint 2

Dear Mr. Anderson: *Casey*

This letter presents testimony to the Montgomery County Planning Board for consideration as you review the draft plan for the White Flint 2 Sector of Montgomery County. As White Flint 2 is immediately south and adjacent to the City of Rockville and a portion lies within our Maximum Expansion Limits, the plan will have a significant impact on Rockville.

In general, we appreciate the desire to facilitate the conversion of this area into a mixed-use walkable and bikeable environment that can be served well by transit. This approach is similar to that which we have taken in our recently approved Rockville Pike Neighborhood Plan, especially near the Twinbrook Metro Station where redevelopment is most likely.

We appreciate that the draft takes into account reducing impacts on adjacent single-family neighborhoods in Rockville's Montrose community, by keeping maximum heights along Jefferson Street lower than those along Rockville Pike. We strongly urge you to maintain these protections in the plan that you forward to the County Council.

We respectfully request consideration of changes in the following areas:

Affordable Housing

Rockville appreciates and supports that the draft plan recommends an increased percentage of Moderately Priced Dwelling Units (MPDUs) and preserves some of the existing "market affordable" housing in the sector. However, Rockville encourages the Planning Board to strengthen the plan's approach on the provision of housing options that would offer a broader range and variety of housing types. Housing is also needed for those whose incomes are lower than MPDU levels, those with disabilities, "millennials" and others who need places to live but are unable to afford the prices of "luxury level" new units that are being built in the corridor. We also encourage you to be creative in thinking about how to incorporate alternative housing types, such as duplexes and small apartments.

Transportation and Impacts Fees

We strongly support the approach of continuing to measure the transportation impacts of development projects, in contrast to what occurs in the White Flint sector. You may know that the City and County have a memorandum of understanding in which we share with each other traffic impacts of development projects. We

MAYOR

Bridget Donnell Newton

COUNCIL

Beryl L. Feinberg
Virginia D. Onley
Julie Palakovich Carr
Mark Pierzchala

CITY MANAGER

Robert DiSpirito

CITY CLERK

DIRECTOR OF COUNCIL OPERATIONS
Kathleen Conway

CITY ATTORNEY

Debra Yerg Daniel

appreciate that this plan leaves in place the local area traffic studies so that we have an opportunity to comment on projects as they are being reviewed.

However, we also strongly encourage this plan to include a policy that impact fees charged for development will be sufficient to fund the necessary infrastructure improvements, in transportation and other areas. We have seen that fees charged are sometimes not as much as is needed and the county and municipalities are left to make up the difference.

Variety of Businesses

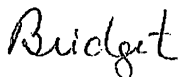
We appreciate that new retail and other businesses will be accommodated in the plan area. We encourage you to think about how to ensure that there will be small independent ("mom and pop") establishments in the Pike corridor, rather than only in the existing industrial areas in the eastern portion of White Flint 2. These types of establishments provide an important level of interest, variety and support the diversity we want as Montgomery County.

Schools

Rockville also wishes to express as strongly as we can, the importance of making sure that school construction and land for such schools, will be budgeted and designated to manage the development that is projected under this plan. A significant number of Rockville children attend schools that serve this plan area, including Tilden Middle School and Walter Johnson High School. As you know, this cluster continues to experience over-capacity conditions. Please make sure that your plan, and other regulations (including the Subdivision Staging Policy) ensures that Montgomery County and Rockville children are attending schools that are not over-crowded.

As a final note, we want to express our sincere appreciation to Montgomery County Planner Nkosi Yearwood. His presentation and the discussion with the Council on January 9th were very beneficial and he answered our questions well and with an open spirit.

Sincerely,



Bridget Donnell Newton
Mayor of Rockville

c. Nkosi Yearwood, Montgomery County Planning.

Councilmember Beryl L. Feinberg

Councilmember Virginia D. Onley

Councilmember Julie Palakovich Carr

Councilmember Mark Pierzchala

Rob DiSpirito, City Manager

Susan Swift, Director, Community Planning and Development Services

Andrew Gunning, Deputy Director, Community Planning and Development Services

David B. Levy, Chief of Long Range Planning

Rockville Planning Commission Members

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January 11, 2017

By Email and US Mail

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re White Flint 2 Sector Plan - Kaiser Permanente - 6111 Executive Boulevard and
2101 East Jefferson Street Properties

Dear Chairman Anderson and Board Members:

We represent the Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. ("Kaiser"), the owner and occupant of two properties within the White Flint 2 Sector Plan (the "Sector Plan") area. Kaiser's regional lab facility is located at 6111 Executive Boulevard (the "Lab Property") and its regional administrative headquarters building is located at 2101 East Jefferson Street (the "Headquarters Property") (see attached zoning map identifying both of the Kaiser Properties). Kaiser is in the midst of a strategic planning process to assess its current and future operational needs in the Mid-Atlantic region and how best to use its land holdings to address these needs. Kaiser is proud of its growing membership in Montgomery County and the surrounding areas, and plans to expand and upgrade its facilities as necessary to meet these growing demands. In this regard, although there are no immediate plans to expand the facilities on the Headquarters Property, there is a pressing need to upgrade and enlarge the laboratory facilities on the Lab Property. In order to relieve some of this pressure, Kaiser is installing a 6,000-square foot modular facility on the Lab Property to help until a larger facility can be approved and constructed. We are hopeful that the Sector Plan will support this immediate initiative as well as potential future growth.

The Lab Property consists of 4 acres of land, half of which is developed with a small building (22,000 square feet) and a surface parking area. The existing zoning is EOF 0.75 H-100 T, and it is included as part of the "Executive Boulevard North" area of the Sector Plan (pages 26-27). The Sector Plan proposes maintaining the current zoning (except removing the "T"). Kaiser does not object to this zoning as it should allow for sufficient density to expand its lab facility and use of the Lab Property. Kaiser hopes to file development plans in the near future for this expansion.

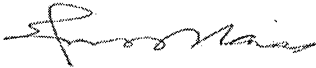
As for the Headquarters Property at 2101 East Jefferson Street, the Sector Plan proposes rezoning this from the EOF 0.75 H-100, to the EOF 1.5 H-100. As mentioned in the Sector Plan at page 29, this will eliminate the current non-conforming building situation. Kaiser appreciates and supports this rezoning.

DMEAST #27964802 v3

Montgomery County Planning Board
January 11, 2017
Page 2

Like many property owners in the Sector Plan area, Kaiser hopes to help improve the overall viability and sustainability of this area, and hopes that the implementation policies ultimately adopted will help further these important goals. Thank you.

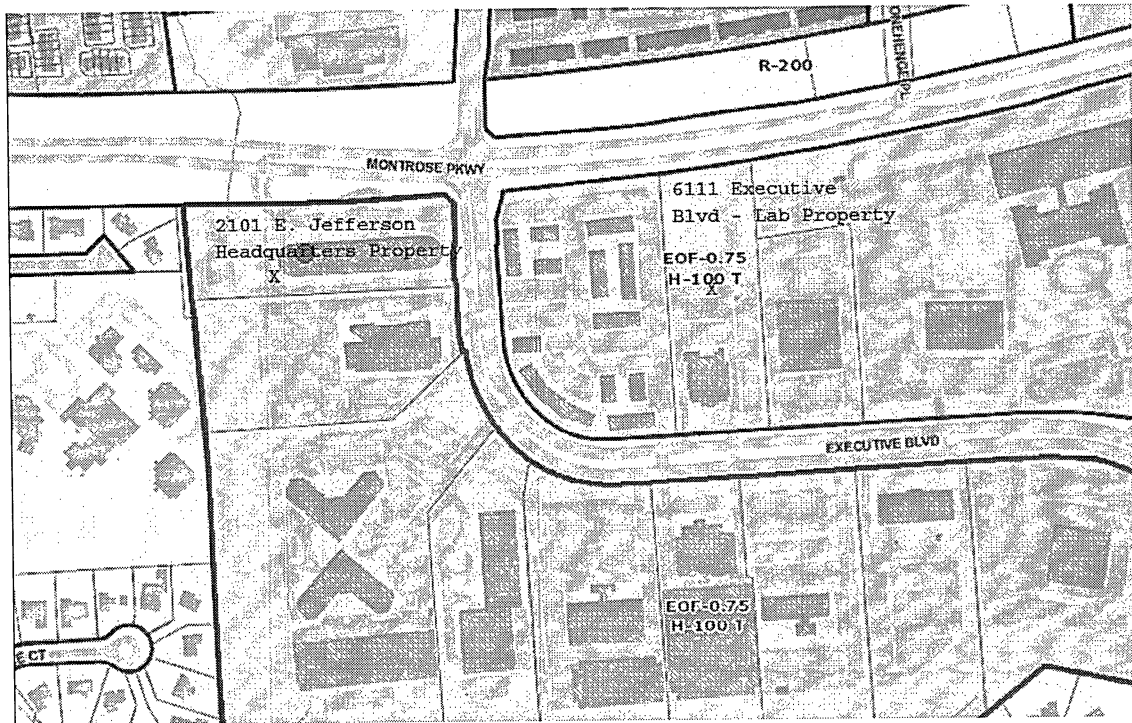
Sincerely,



Emily J. Vaia

EJV/akm
Attachment

cc: Nkosi Yearwood
Lorena Gonzalez
Mital R Patel



Kaiser Properties - 2101 E. Jefferson and 6111 Executive Boulevard

BREGMAN, BERBERT, SCHWARTZ & GILDAY, LLC

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TIMOTHY P. SCHWARTZ (MD DC VA)
MARK A. GILDAY (MD DC)
GEOFFREY T. HERVEY (MD DC VA)
KEVIN B. McPARLAND (MD DC)
DANIEL P. RIGTERINK (MD DC)
HEATHER LIBMAN KAFETZ (MD DC)
DANIELLE T. ERKMANN (VA ONLY)
WENDY D. PULLANO (MD DC)
CATHERINE B. HARRINGTON (MD DC VA)
CHRISTOPHER B. BOWMAN (DC VA)
GRACE BURNSIDE (MD DC VA)
CHRISTINE E. SINDALL (MD DC)
KEVIN G. BARKER (MD DC NY)
BELLA HELFORD (MD NY NJ)

January 25, 2017

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: White Flint 2 Sector Plan Public Hearing Draft

Dear Chair Anderson and Members of the Planning Board:

I am writing on behalf of my client, Guardian Realty Investors, LLC ("Guardian"), to expand on the testimony I delivered at the public hearing on January 12, 2017. Guardian has three principal areas of concern: the zoning of its property, staging, and forest along Neilwood Creek.

Zoning of 6000 Executive Boulevard

Guardian owns 6000 Executive Boulevard, a tract of \pm 6.8 acres at the southwest corner of Old Georgetown Road and Executive Boulevard, which is currently developed with a seven-story office building and related surface parking. Guardian's property is diagonally across the street from Pike & Rose and within half a mile of the White Flint Metro Station (walking distance from Guardian's property to the Metro station is approximately the same as from Pike & Rose's 200-foot "Pallas" high-rise).

The Public Hearing Draft of this plan calls for highlighting properties that can improve connections between districts, promoting compatibility between new development and adjacent high-density development as well as low-density residential communities, and anchoring the southwest corner of the Western Workaround - precisely where Guardian's property is located - to create an architectural gateway into the White Flint 1 area. Unfortunately, the zoning and height recommendations for Guardian's property are insufficient to allow a building on the southwest corner that will serve as an architectural gateway, particularly in light of higher ground and taller height limits on neighboring properties.

As shown on the attached Grade and Height Study, the center of Guardian's property sits 15 feet below the grade of the nearest office building across Executive Boulevard, 28 feet below the grade of the Pallas Apartments at Pike & Rose, and 16 feet below the grade directly across Old Georgetown Road, at the southeast corner of the intersection of Executive Boulevard and Old Georgetown Road. The existing seven-story building on the site has a top-of-building elevation 90.3 feet lower than the height recommended for the property directly across Executive Boulevard, 146.4 feet lower than the Pallas Apartments, and 41.3 feet lower than the height permitted for the property directly across Old Georgetown Road, at the southeast corner of the intersection.

In light of the grade differences and the finished height of the Pallas Apartments, Guardian will require significant height to construct a building that meets the Sector Plan's goal of improving connections between districts, promoting compatibility with both high- and low-density development, and anchoring the southwest corner of the Western Workaround with an architectural gateway into Executive Boulevard and White Flint 1. The 120-foot height limit recommended in the Public Hearing Draft (see p. 29) is insufficient. Given the prominent location and the heights approved and/or built on surrounding corner properties, Guardian requests a height limit of 200 feet. This will match the height limit at the Pallas Apartments, but will result in a building with a lower building height elevation due to the lower grade of Guardian's property.

Together with a maximum height of 200 feet, Guardian requests a corresponding density of 2.5 FAR, with 2.25 Commercial and 2.25 Residential, an increase of .5 FAR over the recommendation in the Public Hearing Draft (see p. 29). This density is justified by Guardian's location $\frac{1}{2}$ mile from Metro and diagonally across the street from Pike & Rose. In addition to its relationship to nearby high-density development, Guardian also recognizes its relationship to adjoining low-density development. Therefore, Guardian would have no objection to adding language to the sector plan requiring building heights to step down to 75 feet along its southern property line, abutting Neilwood Creek. Guardian plans to construct infill, mid-rise residential development on the southern portion of its site, designed to be fully compatible with nearby neighborhoods.

Staging of Development

The staging plan proposed in the Public Hearing Draft of this plan imposes extreme limitations on White Flint 2 by tying development to substantial public improvements that could take years to accomplish, some of which are not in the County's or property owners' control. The proposed staging raises fairness issues, particularly when compared to White Flint 1, which was subject to similar staging, but with much greater density and height incentives in return. The staging plan proposed for White Flint 2 would limit the entire area to 1,800 dwelling units and 900,000 square feet of non-residential development until eight specified public improvements or

events takes place. Three of these elements, in particular, risk suspending White Flint 2 in phase 1 for an indefinite period, likely to extend several years into the future:

- A. Completion of the Western Workaround. In the White Flint 1 plan, contracts must be issued for portions of the Western Workaround for the area to proceed from Phase 1 to Phase 2, but *completion* of these improvements is required only to go from Phase 2 to Phase 3. In the current draft of the White Flint 2 plan, the entire Western Workaround must be *completed* before the area can leave Phase 1. This is a clear effort to hold back White Flint 2 while allowing White Flint 1 to move ahead or *not*, at the prerogative of property owners. In our view, the County should not artificially limit development opportunities in White Flint 2 out of concern that White Flint 1 is moving more slowly than expected to reach its potential, and needs to be sheltered from potential competition. Guardian believes that a more vibrant Executive Boulevard will be helpful to the entire White Flint area and should be promoted, not discouraged. Moreover, the misplaced concern about competition between White Flint 1 and White Flint 2 could be resolved, at least in part, by adding White Flint 2 properties to the White Flint Special Tax District, so that properties in both planning areas contribute to the Tax District on the same basis. **This element should be moved into Phase 2 of the Sector Plan, as it is for White Flint 1.**
- B. Requirement that MCPS must decide how and when a new elementary school will be programmed for the Walter Johnson Cluster. It may be many years before MCPS makes these decisions, given that the School Board recently voted to convene another study group for the Walter Johnson Cluster before making any decisions. In addition, the new superintendent recently found that there is insufficient need for a new elementary school within the current six-year capital planning period. School planning decisions rest entirely in the discretion of the School Board, so this element of the proposed staging would place development in White Flint 2 entirely in the hands of the MCPS. If MCPS chooses to wait 10 years to determine how and when a new elementary school will be programmed for the cluster, the entire White Flint 2 planning area will be limited to 1,800 dwelling units and 900,000 square feet of non-residential development for that entire period. **This element should be removed from the phasing plan.**
- C. Requirement that the Maryland Department of Transportation conduct a feasibility study for an infill MARC station and decide whether a new station should be located in the plan area. It is impossible to tell if and when such a feasibility study or decision on a station will be part of MDOT's work program. The idea has been discussed for a long time, and a new station was recommended in the White Flint 1 plan more than six years ago, with no indication since then that it has moved forward. A MARC station study was not part

January 25, 2017

Page 4

of the staging requirements for White Flint 1, and should not be a requirement for White Flint 2. It is particularly inappropriate for the Executive Boulevard portion of White Flint 1, which would be largely unaffected by a new MARC station due to its distance from the rail line. The relevance of a possible new MARC station is strictly limited to the portion of White Flint 2 west of Rockille Pike and south of Montrose Road – the eastern part of the “bow tie”. **This element should be removed from the staging plan or limited only to the eastern part of the planning area.**

Forest along Neilwood Creek

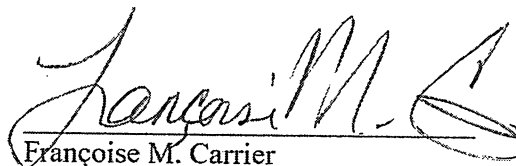
The Planning Board Draft of this plan recommends on pages 28 and 51 preservation of the entire 14 acres of existing forest that runs along Neilwood Creek, between the Executive Boulevard office buildings and the adjoining Neilwood and Luxmanor residential communities. Guardian considers this recommendation too broad, given the plan’s goals for development and connectivity, as well as existing utility easements in the area. We would suggest, as an alternative to the language on page 28 (with analogous language on page 51), the following: “This plan recommends, where utility easements do not conflict, protection of the stream valley buffer through forest conservation or naturalization, while allowing for trails and open space to connect the residential neighborhoods to the development and amenities on Executive Boulevard.” This language would ensure adequate forest preservation to protect Neilwood Creek and retain a forest buffer for the adjoining single-family homes, while allowing for appropriate connections, open space, and active use of land outside the stream valley buffer.

We thank you for your time and attention to our concerns, and look forward to discussing these issues with you at future work sessions.

Sincerely yours,

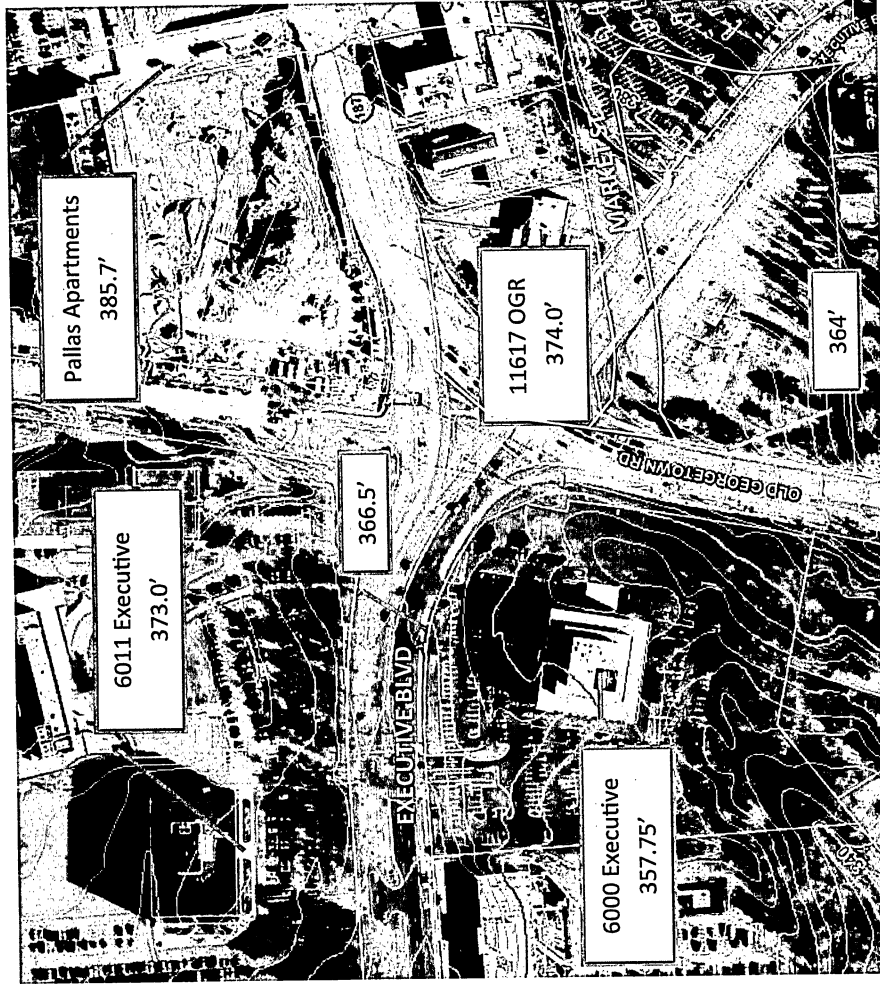
BREGMAN, BERBERT, SCHWARTZ & GILDAY, LLC

By:


Françoise M. Carrier

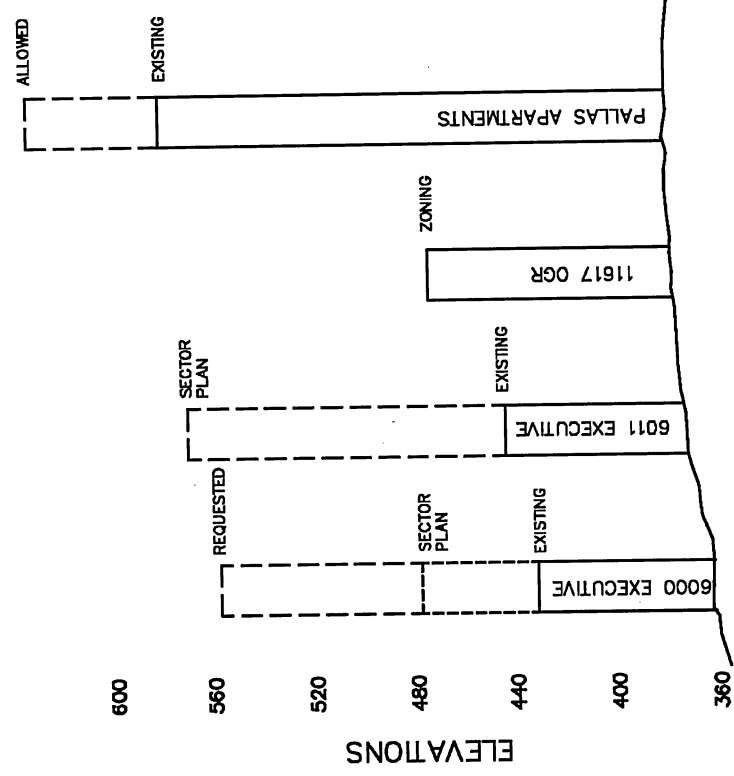
cc: Planning Board Members
Members of the County Council
Gwen Wright
Khalid Afzhal
Nkosi Yearwood
Marvin Lang
Brian Lang

GRADE ELEVATION COMPARISON



BUILDING HEIGHT ELEVATION COMPARISON

6000 Executive (existing)	Comparison Site	Top of Building Elevation	Top of Building Difference
432.7'	11617 Old Georgetown Rd (approved zoning)	474'	41.3' Higher
432.7'	6011 Executive (Sector Plan)	523'	90.3' Higher
432.7'	Pallas Apartments at Pike & Rose (as-built)	579.1'	146.4' Higher



GRADE TO ROOF COMPARISONS

6000 EXECUTIVE BOULEVARD

GRADE & HEIGHT STUDY

JAE 1-24-17



Dear Montgomery County Planning Board:

There is much to like in the proposed White Flint 2 plan, but we have fairly long list of changes we'd like to see. I will highlight those changes today. More detailed information about our suggestions can be found in our written testimony.

School Capacity

1. We are pleased that plan suggests dedicated sites for the elementary school needed in the White Flint area to address school capacity. While we are not advocating for any site in particular, we agree that dedicating sites in the plan is essential to addressing current and future school overcrowding.

Connectivity

2. We strongly support the connectivity outlined in the plan, especially the bike paths along Randolph Road and Parklawn Drive. We believe that bicycle and pedestrian connectivity is crucial to the success of this area.
3. We are, however, quite disappointed that there was no solution to creating a pedestrian-bike path over the railroad tracks to connect White Flint 2 and White Flint 1. We would very much like to see such a connection included in the plan. While we acknowledge there are engineering and other challenges creating a bicycle-pedestrian path over the railroad tracks, we believe that difficulty is not a reason to omit a needed connection from the plan. This pedestrian-bike path should be incorporated into the future MARC station.
4. To enhance connectivity and encourage walking between White Flint 1 and White Flint 2 area, we would like to see a sidewalk included on the east side of Route 355 along the bridge over Montrose Parkway to connect with the sidewalk that ends in front of Montrose Crossing.
5. To enhance pedestrian access, we request a crosswalk on the east side of Towne Road at the intersection Montrose Parkway as well as a pedestrian path through the park and ride lot to connect the Monterey Apartments, the Jewish Community Center, and other properties with Rockville Pike.
6. We support a lighted pedestrian path behind Executive Boulevard near Luxmanor Elementary.
7. We support the plan's re-configured intersection at Parklawn Drive and Randolph Road to ease traffic, increase walkability, and provide a better site for the redevelopment of Loehman's Plaza.

8. We support the reconfiguration of the intersection of Boiling Brook Road and Rocking Horse Drive. The current intersection is confusing and dangerous for both cars and pedestrians.
9. We recommend a signalized intersection where the new Rose Avenue intersects at Hoya Street at the Willco property. Both Federal Realty and Willco want this intersection and are willing to fund it. An intersection here is critical to achieving the goal of extending the White Flint 1 street grid into White Flint 2 while providing a much needed mid-block crossing for pedestrians and vehicles.
10. We suggest the plan more clearly define, with detailed larger illustrations, how the roadways, bikeways, and pedestrian paths will connect with White Flint 1 so that their recommended locations can be better understood.
11. A MARC station should remain part of the plan.

Office, Business, Industrial, and Residential Space

12. We very much would like to see more innovative office and residential concepts included in the plan. These might include micro-units, shared housing, and condominiums and apartments that could be used for either residential or office purposes in the same building. These types of creative residential and office buildings are being constructed and leased in other areas in our region. The plan should add language to specifically encourage taking advantage of the Zoning Ordinance's bonus density for "development that increases the variety and mixture of land uses, types of housing, economic variety and community activities" under Section 4.7.3.D.
13. We suggest that the White Flint 2 plan include language to encourage new small businesses, such as an incubator. The plan should add language to specifically encourage the retention of locally owned small businesses. Emphasis should be added to refer to the density points under Zoning Code Section 4.7.3.D.7, regarding "Small Business Opportunities: Up to 20 points for providing on-site space for small, neighborhood-oriented businesses."
14. We would like to see the plan encourage traditional and innovative senior housing options.
15. We endorse keeping light industrial space in the White Flint 2 area but would support plans to change the light industrial space in and around Randolph Hills Shopping Center to a flexible, mixed-use, higher density, residential-commercial zoning.

16. While we appreciate the need to have some light industrial space in the down-county area, we would like the Planning Board to consider creating a flexible mixed use zone around the Nicholson Court area as it is quite close to metro. We support the request for Oxford Square to have a density of 1.0 F.A.R to increase the stock of low and mid-rise residential units.

Affordable Housing

17. Apartments that are designated market rate affordable housing will eventually become obsolete. They also lack any MPDUs, ADA accessibility, modern fire code protection, storm water management systems, or forest conservation measures. A large portion of housing costs are related to utilities. As these "market rate affordable" units further decline and are not modernized, these costs will increase. Additionally, nothing is better at reducing housing costs than increasing supply. Therefore, we do not support the plan's recommendation to effectively under-zone specific properties because they are currently providing market rate affordable housing. The law of unintended consequences is immutable. Zoning should permit the economically feasible redevelopment of older residential properties so that a variety of housing types can be part of the mix of properties in White Flint 2. This would also permit more MPDUs and hopefully units in a variety of sizes.
18. The plan discusses preserving affordable housing through the use of tax credits and other financing tools, but it does not explain them in any detail. The plan should describe such vehicles so the Council may evaluate their efficacy.

Public Space

19. We applaud the plan's goal to create 12 acres of public space. However, we would like to see innovative public space that meets the needs of residents, not just the creation of small contemplative plazas or athletic fields that people from other parts of the county would drive to White Flint to use.

Staging and Implementation

20. Regarding Implementation Phase 1 recommendations, we request that you eliminate the MDOT study as a staging requirement. Merely conducting a study does not add density nor does it provide any concrete infrastructure improvement.

21. The approved White Flint 1 Plan and the proposed White Flint 2 Plan both recommend a shuttle system. We think that Pike District businesses, residents and commuters would all benefit from implementation of a circulator system at the earliest practicable date. A dedicated and branded circulator system would greatly enhance the visibility the Pike District. To expedite implementation, the circulator feasibility and planning study could be undertaken in 2017, and a circulator system could be in operation in time for new development in the approved White Flint 2 plan area.
22. The Non-Auto Driver Mode Share (NADMS) goals are a key mechanism for controlling traffic congestion and promoting pedestrian-friendly connectivity and walkability in the Pike District. However, the White Flint 2 Plan recommends lower NADMS goals than the White Flint 1 Plan:

	Phase 1 NADMS	Phase 2 NADMS	Phase 3 NADMS
White Flint 1 (approved)	34%	42%	50%
White Flint 2 (draft)	27%	35%	42%

We can understand why White Flint 2 areas east of the CSX tracks might have lower NADMS goals. However, those portions in the western part of the White Flint 2 area that are just as close to Rockville Pike and metro as properties in the White Flint 1 area should have the same NADMS goals as the White Flint 1 plan area.

23. Finally, there must be greater clarification how White Flint 1 and White Flint 2 will work together for the betterment of both. For example, the plan must articulate how the improvements made possible by the special White Flint 1 taxing district, improvements that impact White Flint 2, will be funded so that it is equitable to all parties in both White Flint 1 and 2, including the community. The plan must also delineate how development of White Flint 1 and White Flint 2 properties will be coordinated so that the Pike District is developed in the fastest and most successful way possible.

In particular, if development is “locked” in White Flint 1 due to any of the staging requirements not being met, will it also be “locked” in White Flint 2? If not, will it be possible to justify the redevelopment of properties further from metro while closer proximity properties are unable to proceed?

Because we represent all facets of the community and because the nearly 2,000 Friends of White Flint supporters live, work, and play in the Pike District, we hope that you will include our suggestions in the final White Flint 2 Sector Plan. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to be 'Amy Ginsburg', written in a cursive style.

Amy Ginsburg
Executive Director

January 25, 2017

The Honorable Casey Anderson, Chair
and Members of the Montgomery Planning Board
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: White Flint 2 Sector Plan

Dear Chairman Anderson and Members of the Board:

As you are aware, property owners on Executive Boulevard including The Ronald D. Paul Companies, Inc., Guardian Realty Investors, Willco, Monument Realty, and Peel Properties have been working in conjunction on the White Flint II Sector Plan ("WF2").

The Planning staff's stated vision of the WF2 area was to complement the 2010 White Flint Sector Plan ("WF1") by providing opportunities for infill and transitional development at key locations with the added goal of helping transform commercial properties, such as those on Executive Boulevard, into vibrant, mixed-use urban places.

We share the goal to transform this area into an extension of the redevelopment efforts in WF1. Executive Boulevard, as the Gateway to WF1, is walking distance from the White Flint Metro Station and shares overlapping transportation infrastructure issues with WF1, especially regarding construction on the new Western Workaround and many other infrastructure needs for WF1.

To help address the growing transportation issues in the entire White Flint area, our coalition has spearheaded conversations with County Executive Leggett and his staff about our interest in establishing a White Flint shuttle bus service akin to the Rock Spring Park Express shuttle that began operation in July 2016. The proposed White Flint shuttle would operate during peak hours Monday-Friday and circulate between the White Flint Metro Station and various stops near office buildings on Executive Boulevard and in WF1.

Our coalition is committed to helping solve the transportation needs of our tenants and the community. To that end, we are prepared to entertain a discussion with the Planning Board, Executive Branch and Council regarding the development district issue in WF1 and our potential inclusion in the WF1 Special Taxing District for transportation if zoning, density, and height issues are sufficient to incentivize development as was provided in WF1. We are aware of the tremendous shortfall of monetary funds due to lack of development in WF1 to cover the costs for infrastructure in WF1.

On the issue of schools, it is our understanding that the staff draft of the WF2 is recommending that any redevelopment in the Executive Boulevard area be accompanied by a designated elementary school site. We believe there are other options besides Executive Boulevard better suited for an elementary school in the Walter Johnson Cluster involving the

reopening of closed school sites, or other developable sites. The staff draft references that a new elementary school could be provided by reopening a former elementary school in the WJ Cluster, such as Alta Vista, Arylawn, Kensington or Montrose Elementary Schools.

The Montgomery County Public School (MCPS) system is not currently requesting a new middle school site be designated in the WJ Cluster. We support the recommendation to carryout planned expansion projects for North Bethesda and Tilden Middle Schools. If it is not possible to address enrollment increases through expansions, it would be prudent to look at utilizing available capacity in middle schools surrounding the WJ Cluster, such as in the Winston Churchill Cluster where both Cabin John and Herbert Hoover Middle Schools are projected to have available space.

The Planning Board has a tremendous opportunity in the WF2 to address challenges Montgomery County has faced regarding older, suburban office parks by allotting us the necessary zoning, density, and height to move forward with crucial revitalization efforts. The Coalition is prepared to move forward with multiple uses for our properties and this is the one opportunity the County will have to achieve our shared vision of a unique, walkable mixed-use urban community on Executive Boulevard.

We appreciate your consideration of our request and look forward to hearing from you.

Sincerely,

Ron Paul, Ron Paul Companies
Marvin Lang, Guardian Realty
Brian Lang, Guardian Realty
Jason Goldblatt, Willco
Doug Olson, Monument Realty
Denise Peel, Peel Properties
Scott Peel, Peel Properties

Please reply c/o Steve.Silverman@ssgovrelations.com

cc:

Hon. Roger Berliner
Hon. Hans Riemer
Hon. Craig Rice
Hon. Tom Hucker
Hon. Nancy Navarro
Hon. Marc Elrich
Hon. George Leventhal
Hon. Nancy Floreen
Hon. Sidney Katz
N'Kosi Yearwood
Nancy Sturgeon

Marlene Michaelson

Greg Ossont

Amy Phillips, Monument Realty

Steve Robins, Lerch, Early and Brewer

Stacey Silber, Lerch, Early and Brewer

Francoise Carrier, BBS&G Attorneys

Barbara Sears, Linowes and Blocher

Emily Vaia, Ballard Spahr

Steve Silverman, SSGovRelations, LLC

Jordan Silverman, SSGovRelations, LLC

remaining green stay! To reinforce the importance of trees, I've pasted over 3 articles that you might want to read that reinforce the positive health aspects of trees!!!!

Thank you,
Roslyn Brandon Needle

<http://www.theatlantic.com/health/archive/2014/07/trees-good/375129/>

http://depts.washington.edu/hhwb/Thm_Mental.html

<https://www.sciencedaily.com/releases/2013/01/130116163823.htm>

Testimony Before the Maryland National Capital Parks and Planning Commission
Ric Erdheim, President, Cherington Homeowners Association
White Flint 2 Draft Sector Plan
January 12, 2017

Mr. Chairman and Commission Members, thank you for the opportunity to bring to your attention the views of the owners of condominium townhouses and apartments in Cherington. The Cherington Homeowners Association represents owners and residents of Cherington, a community bounded by Montrose Road, Montrose Parkway, and East Jefferson Street and Stonehenge Place. Our community is in the Rockville Pike — Montrose North Planning Area and many of the proposals for rezoning and street modifications provided for in the staff draft plan for the White Flint 2 sector (Staff Draft) would directly impact us. I want to thank the staff, which has been very helpful to us in explaining the proposal and listening to our concerns.

Background

Just to the south of and backing onto townhouses in our community is undeveloped land with trees. These trees provide a buffer that separates our community from Montrose Parkway and some of the noise that commuters generate on the Parkway. To the east of our community is an existing entrance to the community constructed by the Department of Transportation within the last eighteen months. We negotiated extensively with the Department over this entrance to ensure that driving on a steeply graded road with a sharp curve would be safe and to eliminate any cut-through traffic onto our private streets on which neighborhood children play. To the east of our community is the Executive Sunoco Gas Station and undeveloped land.

The Draft Plan would make changes to each of these areas. Our comments address each area separately.

1) Forested Land South of Cherington

The existing zoning for this area (R-200) would allow for construction of a few houses on this property. The Staff Draft would leave this zoning in place with two changes.

First, the Staff Draft proposes to have most of the forested area to our south dedicated to the Parks Department to retain as a forest and to develop a linear park along Montrose Parkway. The Staff Draft would leave most of the existing tree buffer in place enhanced by new planting and create a linear park along the Montrose Parkway in the excess right of way adjacent to the Montrose Parkway Bikeway and open the area for further appropriate park development. We support this proposal for the reasons we discuss below and we look forward to working with MNCPPC staff on appropriate uses of this area.

There is, however, a separate piece of property that includes Stonehenge Place up to our property line and the areas immediately adjacent to its east and west that the Staff Draft proposes to zone for commercial/residential development. We understand from County staff that zoning is made along property lines so the property needs to have one type of zoning. Since the staff wants to allow for commercial/residential development in the area to the east of Stonehenge Place it has proposed the zoning for that purpose. Unfortunately, that would allow for development of a small piece of property (33,705 square feet) behind the first set of homes along Stonehenge Place as you enter the community from the new entrance. Such development

would undercut the very benefits that the County would obtain by using the adjacent area for open and park space.

Because this area is contiguous with the proposed park space, it would be better suited for the park and would serve to enhance the public space. Cherington urges the MNCPPC to support dedication of the entire area to the immediate south of our neighborhood to the Parks Department and to transfer to the property owner developments rights that the owner could use either in the area to the east of Stonehenge Place or to another property in the planning area.

The preservation and dedication of *all* of this land to the Parks Department is consistent with a number of County goals as identified in the Staff Draft including:

- * Implementing the County open space requirement goal for new parks and urban spaces to promote a livable environment for area residents (pages 18, 21 and 31);
- * Linking the proposed linear park and forested open space with the existing Montrose Parkway bikeway (pages 18, 52 and 76);
- * Furthering County sustainability goals by retaining the existing wooded areas, mitigating carbon emissions and providing an increased tree canopy throughout the Plan area (pages 21, 31, 55 and 58);
- * Creating an attractive public space (page 18). The forested sections of the Parkway enhance the appearance of this developed area and provide and preserve an aesthetically appealing buffer zone; and
- * Continuing compatibility with the existing Cherington neighborhood and providing area residents with passive recreation adjacent to an existing community (pages 7, 20, 21 and 31).

Although not mentioned specifically in the plan there is growing evidence of the benefits to health from spending time in nature. Information developed by the American Society of Landscape Architects summarizes this evidence. <https://www.asla.org/healthbenefitsofnature.aspx>.

Finally, development in the forested property to the south of Cherington would change the fundamental nature of our quiet community and its forested buffer to the world. And the proposed zoning for the piece of property adjacent to Stonehenge Place would authorize construction of parking lots with extensive lighting and commercial development that would negatively affect not only the townhouse residents living near that part of the property but the Cherington community's property as a whole. Cherington is also concerned that if the forested area to our south was developed, it would create a negative traffic pattern at one of our two entrances/exits. Cherington opposes the Staff Draft's proposal to allow for commercial development in the eastern part of the existing forested area to the west of Stonehenge Place.

2) Land East of Our Community

The preliminary plan would allow for more extensive mixed use development in the area to the east of our community with possible construction of a school. We do not object to the proposed zoning change that would allow for mixed residential and retail use and would be consistent with the ongoing Pike and Rose development. We also support the plan's requirement to reduce building heights as you move from east to west toward the Cherington townhouses to establish what the Staff Draft calls "a compatible relationship with the existing residential development.

3) New North-South Street

The Staff Draft would change the existing Stonehenge Place entrance constructed just last year by the Department of Transportation to go through the gas station to the planned Hubbard Street extension. We are concerned that if not constructed early in the development process and if not properly marked Cherington may see an increase in cut-through traffic in our community. Our community owns and maintains its streets and often has children playing in them. Any proposal must ensure that there will be no cut-through traffic in our community from any development on land to the east of Stonehenge Place even on a temporary basis until the new road is completed. Any development should provide that there are adequate alternative entrances and exits to and from the developed property to ensure that this new road does not have more traffic than it can handle making it more difficult for us to enter and leave our community and possibly resulting in more cut-through traffic. Even If our concerns can be addressed, we believe there should a light at Stonehenge Place and Montrose Parkway to allow pedestrians safe and controlled passage and to reduce speeds on Montrose Parkway.

4) Removal of One Lane of Traffic on East Jefferson Street for a Bike Lane:

The Staff Draft proposes to create a bike lane on East Jefferson Street from Montrose Road to Rollins Ave similar to the one now found on Nebel Street. We believe that this will increase congestion on East Jefferson Street and make travel much more difficult. We already see a backup of traffic on East Jefferson Street south on Montrose Road to Montrose Parkway where because of turn lanes there only is one through lane.

Conclusion

We want to thank the MNCPPC for the opportunity to provide comments and we want to thank the MNCPPC staff for meeting with us several times to discuss the impact of the proposal

The Cherington Community looks forward to working with the MNCPPC and its staff in the further development of the Staff Draft.

White Flint 2 Sector Plan Petition

Printed Name	Address	Signature
Hammud Qureshi	11909 Kingsbridge Way	Hammud Qureshi
Jukyla ^{Lantigua} Williams	11904 Kingsbridge Way	Jukyla Williams
Nadya Ellis	11910 Casletgate	Nadya Ellis
Victoria Piliatten	11900 Kings Bridge Way	[Signature]
Misha Belkin	11906 Kings Bridge Way	Misha Belkin
Scott Ormiston	11905 Kings Bridge Way	[Signature]
Fei Han	11908 Kings Bridge Way	[Signature]
Daniel Chow	11910 Kings Bridge Way	[Signature]
Alex Stek	11901 Kingsbridge Way	[Signature]
SEKREY BOND	11903 Kingsbridge Way	[Signature]
Greg Sanchez	11902 Grey Hollow Ct	[Signature]
Alexandra Katz	11904 Grey Hollow Ct	[Signature]
David Ng	11909 Grey Hollow Ct	[Signature]
KAREN Scheffan	11913 Grey Hollow Ct	[Signature]
Ric Erdheim	11901 Grey Hollow Ct	[Signature]
VASUKI PALANIGOBURU	11911, GREY HOLLOW CT	[Signature]
MARK MULLER	11912 GREY HOLLOW CT	[Signature]
LEE RAMSAYER	11908 GREY HOLLOW CT	[Signature]
Jason Liverette	11902 Casletgate	Jason Liverette
Dana Klein	11906 Casletgate	Dana Klein

White Flint 2 Sector Plan Petition

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White Flint 2 Sector Plan Petition

Printed Name	Address	Signature
Karen Kirchberg	6030 Stonehenge Pl	Karen Kirchberg
MICHAEL KIRCHBERG	Rakville RD 20852	Michael Kirchberg
Sam Mershon	6032 Stonehenge Pl	Sam Mershon
Kristina Galitski	6026 Stonehenge Pl	Kristina Galitski
ABEL & ANA MEJIA	6024 Stonehenge Pl.	Abel Mejia
Soheil Amiri	6022 Stonehenge Pl	Soheil Amiri
Adri Ruback	6014 Stonehenge Pl.	Adri Ruback
Marie Ghazarian	6004 Stonehenge Pl	Marie Ghazarian
Michaela Stodjova	6020 Stonehenge Pl	Michaela Stodjova
JAY S. MERSHON	6032 Stonehenge Pl	Jay Mershon
Alison R. Mershon	6032 Stonehenge Pl	Alison R. Mershon
Julien Delor	6028 Stonehenge Pl	Julien Delor
H.O. ^{ALICK} Glick	6028 Stonehenge Pl	H.O. Glick
Angie Sueb	6002 Stonehenge Pl	Angie Sueb
Alena Larica	6010 Stonehenge Pl.	Alena Larica
Angie Finney	6008 Stonehenge Pl.	Angie Finney
Mary Palmer	6012 Stonehenge Pl.	Mary Palmer
Steve Loewy	6000 Stonehenge Pl.	Steve Loewy

White Flint 2 Sector Plan Petition

Printed Name	Address	Signature
Roglyn Needle	6108 Stonehenge Pl. Rockville MD 20852	Roglyn Needle
DE SUREN	6114 Stonehenge Pl	IAN CAMERON
DE SUREN	6144 Stonehenge Pl	DE SUREN
CYRUS PARDIS	6102 Stonehenge Pl	Cyrus Pardis
STAN KOLAKSKE	6106 Stonehenge Pl	St Stan
Rutzu Ltn	6100 Stonehenge Pl	Rutzu Ltn
Vicky Cardenas	6126 Stonehenge Place	Vicki Cardenas
Leslie Cohen	6110 Stonehenge Pl.	Leslie Cohen
Sun Ling Wang	6124 Stonehenge Pl	Sun Ling Wang
Jozef Plachy	6104 Stonehenge Pl	Jozef Plachy
Loi Hany	6112 Stonehenge Pl	Loi Hany
CLAUDE J SWISS	6120 Stonehenge	Claude J Swiss
Adam Alexander	6136 Stonehenge Place	Adam Alexander
Diane Swenson	6140 Stonehenge Pl Rockville MD 20852	Diane Swenson
Kimani Clark	6018 Stonehenge Pl.	Kimani Clark
Denis Belik	6149 Stonehenge Pl.	Denis Belik
Amir Eshagi	6147 Stonehenge Pl.	Amir Eshagi
Dilip Desai	6145 Stonehenge Pl	Dilip Desai
Katie Wathen	6118 Stonehenge Pl	Katie Wathen
Debra M Linowes	6122 Stonehenge Pl	Debra M Linowes
WIRAM AOIHA	11904 Castlebrook	Wiram Aoiha

White Flint 2 Sector Plan Petition

Printed Name	Address	Signature
Patrick Baranowski	11909 Bristol Manor Ct N. Bethesda, MD	<i>[Signature]</i>
Vlad Bulkin	11908 Bristol Manor Ct N. Bethesda, MD	Vlad Bulkin
Jane Lubin	11912 Bristol Manor Ct N. Bethesda, MD	Jane Lubin
Edward Oh	11910 Bristol Manor Ct. N. Bethesda, MD	<i>[Signature]</i>
JOHN STAPLES	11904 BRISTOL MANOR N. BETHESDA, MD	John A. Staples
Nahal Alkadi	11902 Bristol Manor Ct, N. Bethesda, MD	Nahal Alkadi
Hallie Bulkin	11908 Bristol Manor Ct N. Bethesda, MD	Hallie R
Paul Thomas	11905 Bristol Manor Ct. N. Bethesda, MD	Paul R. Thomas
Roger Siner	11907 Bristol Manor Ct N. Bethesda, MD 20852	<i>[Signature]</i>
Joel Lubin	11912 BRISTOL MANOR CT N. Bethesda	Joel Lubin
Ali Abasi	11900 Bristol Manor Ct.	Ali Abasi
Galia Ron	11902 Bristol Manor Ct. N. Bethesda, MD 20852	Galia Ron
Rita Murray	11906 Bristol Manor	Rita Murray
Christina Widodo	11901 Bristol Manor	Christina Widodo
Osiri Karunaratne	11911 Bristol Manor	Osiri Karunaratne

CheringtonPetiton/Owners

Owners Who Responded to Sign the Petition Via Email:

December 22, 2016:

1) Please add me to the petition.

Kimani Clark – 6018 Stonehenge Place

My new email address is kimaniclark@outlook.com.

Thanks.

2) Hello Ros. Sure ! Just go ahead and sign for me. Thank you for taking care of this.

Denis Belik - Dec 22, 2016 6:31 PM, Denis Belik: , 6149 Stonehenge Place

3) December 24, 2016 Thank you for your email. Yes, please add Niloofar Rezvani and Amir Eshaghi to the petition as owner of a house in the community; 6147 Stonehenge Pl. Rockville, MD 21152.

Here I want to say thank you and Ric Erdheim for all you do.

Thank you for your time and happy new year,

Best,

Niloofar, Amir

4) December 26, 2016

Dear Roz,

Thank you for the e-mail to Angie.

Please add our names to the petition. Thank you for being so vigilante for the welfare of the community. Our best wishes to you and your family for the new year.

Regards, Julio and Angie Jimenez

5) Dear Mark and Ric -- This is Victor Galitski of 6026 Stonehenge. First, thanks for your message and your efforts. I have not been aware of the plans to wreck our community. Now, I am greatly worried. Please, let me know how I can help?

6) **Avihu Hiram** <hiram7@bezeqint.net> 11904 Castlegate

Date: Wed, Dec 21, 2016 at 4:29 AM

Dear Mark – Thank you for updating us on these important issues. As we are, currently, away – we cannot physically sign the petition (I saw no remote signing option). Please add our signature to the petition or, if, there is a way to sign this petition, please instruct us. Thank you again for the important work you are doing. Regards

7)-

From: **Hammad Qureshi** <hammadq80@gmail.com> - 11909 Kingsbridge Way

Date: Tue, Dec 20, 2016 at 8:54 PM

Thanks, Mark Go glad to hear that the plan has been revised. I will be out on vacation starting

tomorrow for 8-9 days. Is there a way o could sign the petition via email? Thanks

8)**Lantigua-Williams Family** <ayojuleyka@gmail.com>

Date: Tue, Dec 20, 2016 at 3:34 PM

Cc: Ayotunde Williams <a.williams@siralusa.com>

Hello Mark, Thank you for bringing us up to speed on this, which we were not aware of. We'll be happy to sign the letter. Thank you for representing our community at the meetings.

Talk to you soon.Juleyka

202-330-1759

9)**Nadya Elis** <nadyaelis@yahoo.com> 11910 Castlegate

Date: Tue, Dec 27, 2016 at 7:49 PM

Subject: Re: Cherington possible parking violation

Hello Mark, I would like to have the petition to sign.Thank you,Nadya Elis

10)We will be out for dinner but you have our authority to add both of our names.

Ric Erdheim

11901 Grey Hollow

11) January 5, 2017

I support the petition to keep the trees.

Thanks,

Jason Liverette

11902 Castlegate Ct.

12)Hello Roslyn, January 5, 2017 I support the petition. Please add my name to the list.Dana Klein

11906 Castlegate Ct

13)

Hello Roslyn,

I support the petition. Please add my name to the list.

Thank you

christina Widodo, 11901 Bristol Manor CT

14)Yes, you can add my name to the list:

Amy FriedThanks, AmyAmy Fried – 6002 Stonehenge Place

15)Hi Ros, January 6, 2017

Please add my husband and my names to the petition:

Raul & Elena Garcia

6010 Stonehenge Place

Thank you so much! Elena

16)Hi Roslyn, - January 6, 2017

My name is Jimmy Su, and I'm the owner of 11905 Castlegate Ct (Cherington).
I received an email from Mark Loveland asking to email you in order to add my name to the petition in support of preservicing the forested area to the south of our community.

17)Add Stanton Joseph and Susan Joseph to the petition. January 6, 2017
Thank you, 11911 Kings Bridge
Stan Joseph

18)Galia Ron – January 3, 2017

Hi ros

Sorry i didn't see that the mail but anyway
Yes please sign me and rafi on the petition
G

19)Mary Palmer – January 5, 2017

Hi Ros,

I support the petition. Please put my name on the list!
Thank you so much.
Mary Palmer

20)Steve Loewy, 6000 Stonehenge Place

Yes, of course. I am close to the planning board, as you know.

Sent from my iPhone

21) Janu 6, 2017

I would like to sign the petition.
Thank you,
Inessa Shusterman
6133 Stonehenge Place

22) January 6, 2017 Hello Roslyn, I support the petition.

Please add my name to the list.Thank you, Leopold Sedogo, 11901 Castlegate Ct

23)January 6, 2017

Please add my name to the petition to the MNCPPC in support of preserving the forested area to the south of the Cherington community. I am Ngoc Tran, owner of 6134 Stonehenge Place.
Thank you, and thank you for all your work for the community.Ngoc Tran

24) January 8, 2017

Roslyn, Please add me to the petition.

Thanks,

Vincent Ho

11908 Castlegate Ct

25) January 7, 2017

I support the petition, and please add my name to the list.

Mia Harbitz

11907 Castlegate Court

North Bethesda

Hello Roslyn, January 9, 2017

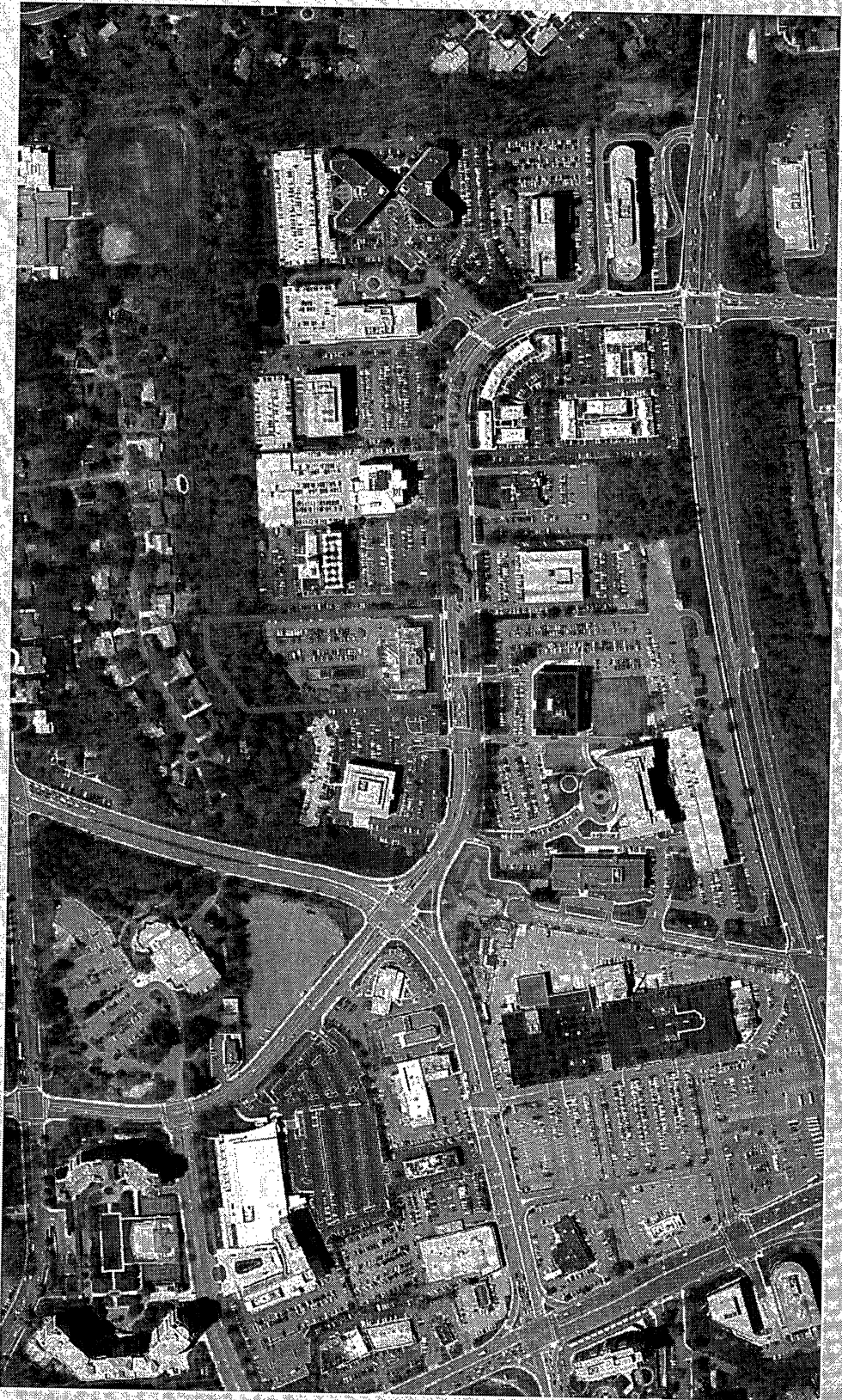
Please kindly add my name on the list.

Cam Trang and Son Nguyen, owner of 6132 stonehenge place... many thanks! Cam

Cam Trang,

Cell: call/text 240-401-5586

VICINITY MAP



ideas that work



Attorneys at Law

3 Bethesda Metro Center, Suite 460
Bethesda, MD 20814

www.lerchearly.com

Steven A. Robins

Tel. (301) 657-0747
Fax (301) 347-1778
sarobins@lerchearly.com

January 12, 2017

BY HAND DELIVERY

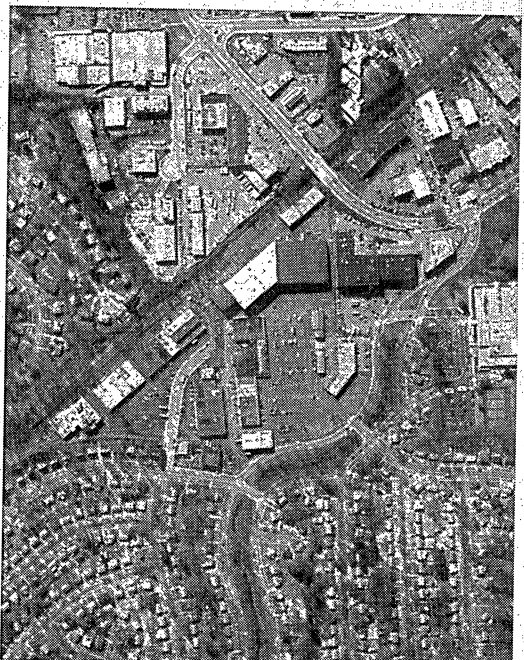
The Honorable Casey Anderson and
Members of the Montgomery County Planning Board
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

**Re: Comments on the Draft White Flint 2 Sector Plan/Peel
Properties/6006 Executive Boulevard**

Dear Mr. Anderson and Members of the Planning Board:

Our firm represents Peel Properties, the agent representative for property located at 6006 Executive Boulevard (the "Property"), within the boundaries of the White Flint 2 Sector Plan (the "Plan"). The purpose of this letter is to provide the Board with comments on the Property as it relates to Staff's recommendations contained in the Plan. We have been working with VIK-A to jointly provide certain recommendations for the Property. I am attaching an Exhibit that depicts the location of the Property discussed below. The Property is approximately 5.2 acres and contains approximately 48,600 square feet of office uses. There is approximately 100,000 square feet of surface parking on the Property.

The Property is zoned EOF .75 H 100 T and is recommended to be rezoned to the CRT 2.0 C 1.0 R 1.5 H 120 designation. The Property is located in close proximity to the intersection of Executive Boulevard and Old Georgetown Road and to the Pike & Rose development within the White Flint 1 sector planning area. While the greatest densities and heights have been placed on properties in White Flint 1, it makes the same planning sense to extend similar zoning to properties that essentially are adjacent to the White Flint planning area. The ULI Technical Assistance Plan studied the White Flint 2 Planning Area and identified real issues, including:



Randolph Hills Shopping Center Redevelopment Vision

Presentation to the Montgomery County Planning Board
White Flint 2 Sector Plan Public Hearing 1/12/17



CONTENTS

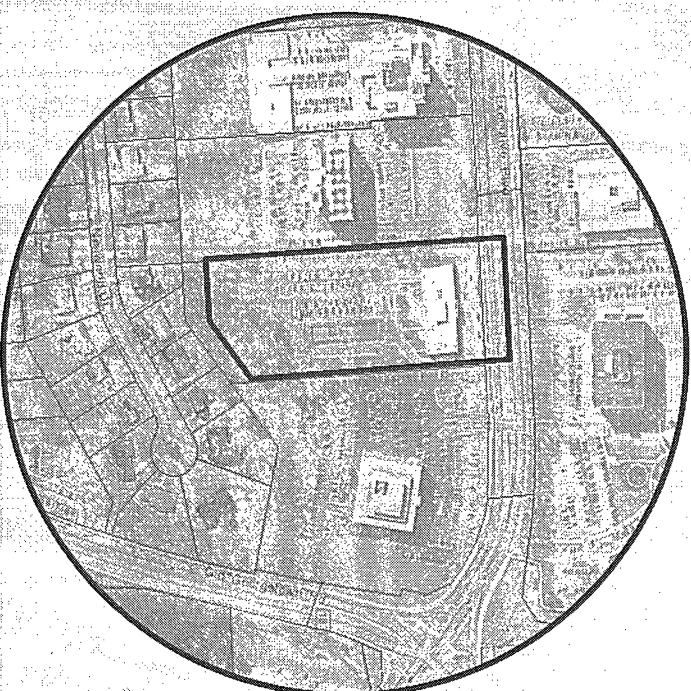
- A commitment to the community
- A vision for smart growth
- A focus on connectivity

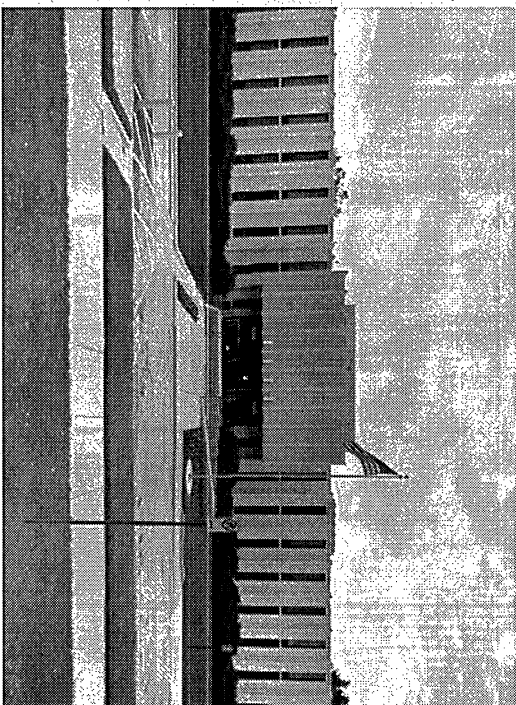


EXISTING CONDITIONS

■ Planning Context

- Proximity to Executive Boulevard & Old Georgetown Road
- Pike & Rose, Gables Redevelopment
 - Zoning at 3.0 – 4.0 FAR & Heights ranging up 200 feet
 - Mixed use, walkable
- On 0.5-mile pedestrian walk-shed from Metro Station





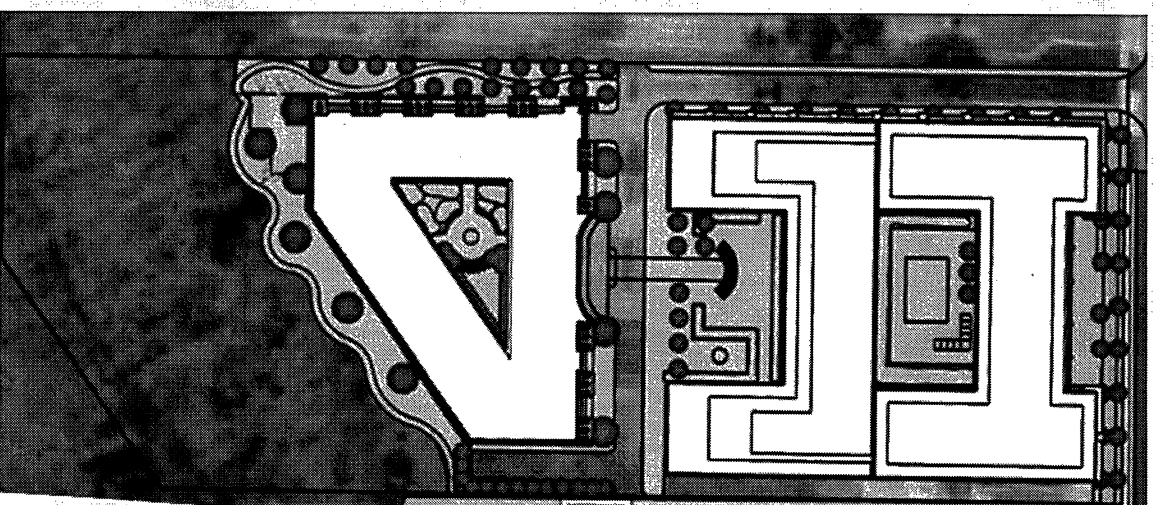
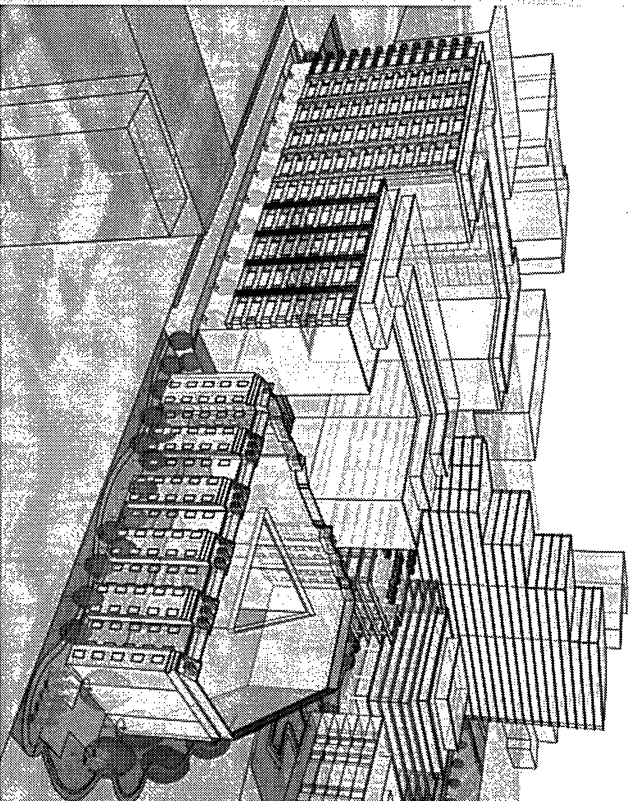
6006 Executive Boulevard White Flint

**Presentation to the Montgomery County Planning Board
White Flint 2 Sector Plan Public Hearing 1/12/17**



PROPOSED CONCEPTUAL DEVELOPMENT

- Draft Recommendation: CRT- 2.0, C-1.0, R-1.5, H-120'
- **Proposed Zoning: CRT-3.0, C-2.5, R-3.0, H-150'**
- Mixed use buildings
- Structured parking
- Step heights under design guidelines to the south
- Preserve stream buffer area with forest
- Provide trail along buffer area
- Pocket park & expanded sidewalk along frontage



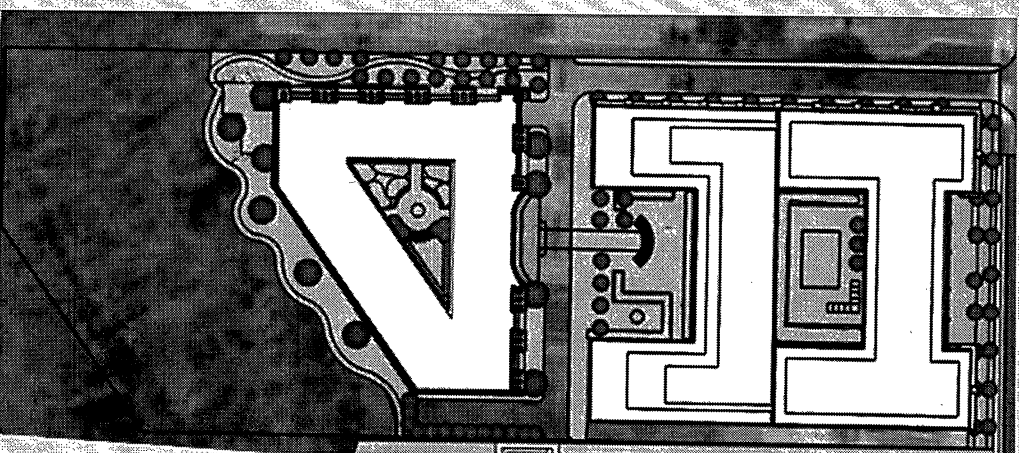
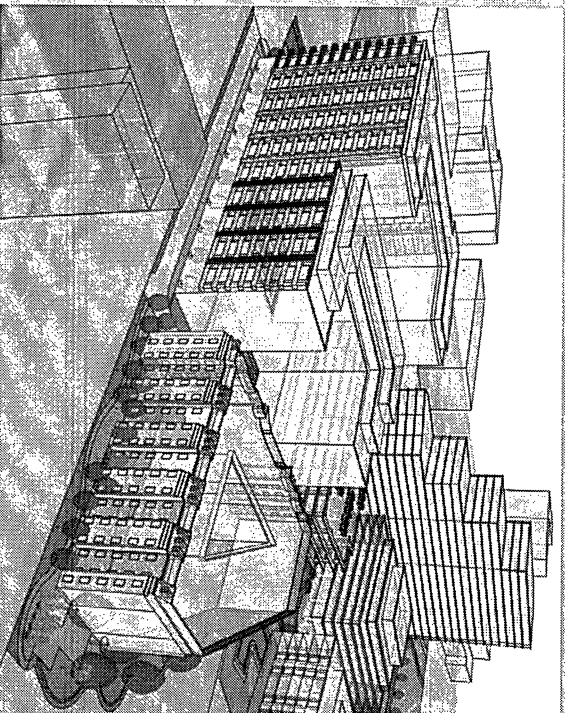
CHALLENGES

- Office Market & WF 2 TAP study
 - Office vacancy rates approximately 30%
 - Changing office markets
 - Lack of community identity



PROPOSED CONCEPTUAL DEVELOPMENT

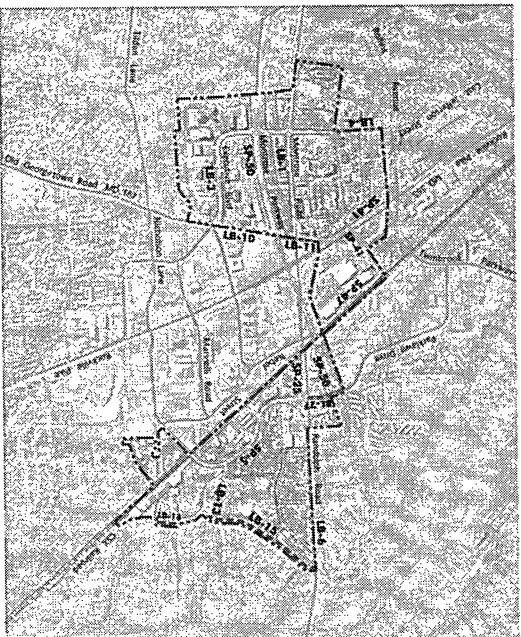
- Draft Recommendation: CRT-2.0, C-1.0, R-1.5, H-120'
- **Proposed Zoning: CRT-3.0, C-2.5, R-3.0, H-150'**
- Mixed use buildings
- Structured parking
- Step heights under design guidelines to the south
- Preserve stream buffer area with forest
- Provide trail along buffer area
- Pocket park & expanded sidewalk along frontage



A Vision for Smart Growth

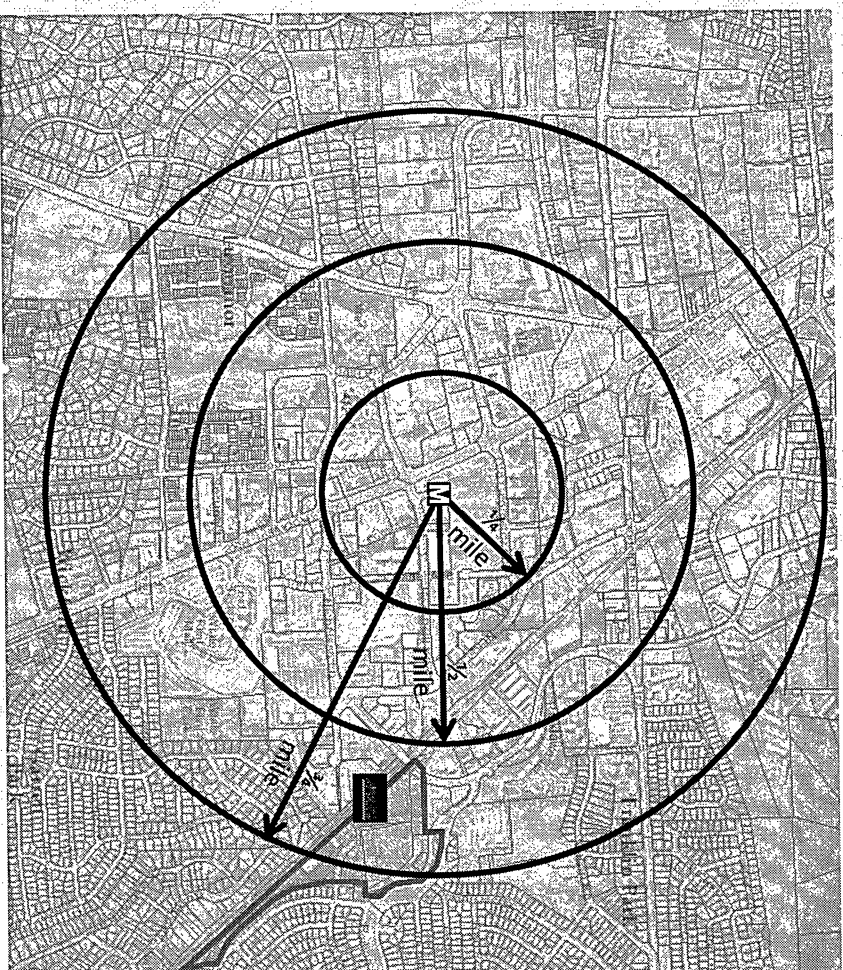
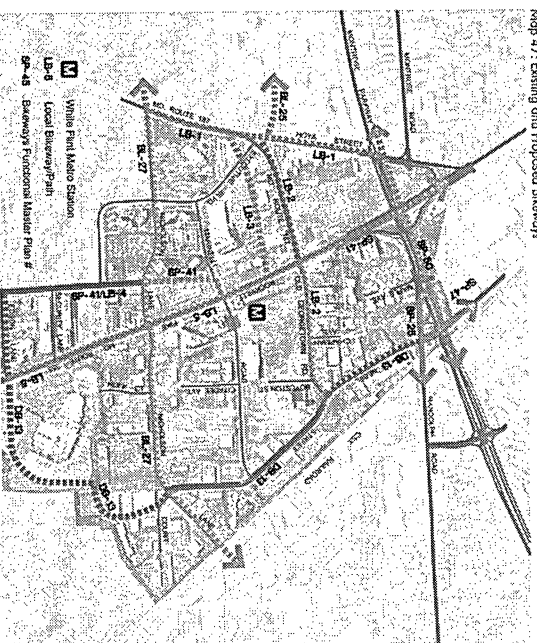
WF 2

Map 37: Existing and Proposed Bikeway Network



WF 1

Map 47: Existing and Proposed Bikeway



- Multi-Modal Transportation Options
- Infill/Greyfield Development
- Access to Services & Amenities
- Appropriate for Mixed Use
- Compact Development Footprint
- Collaborative Vision
- Opportunity for Distinctive Sense of Place

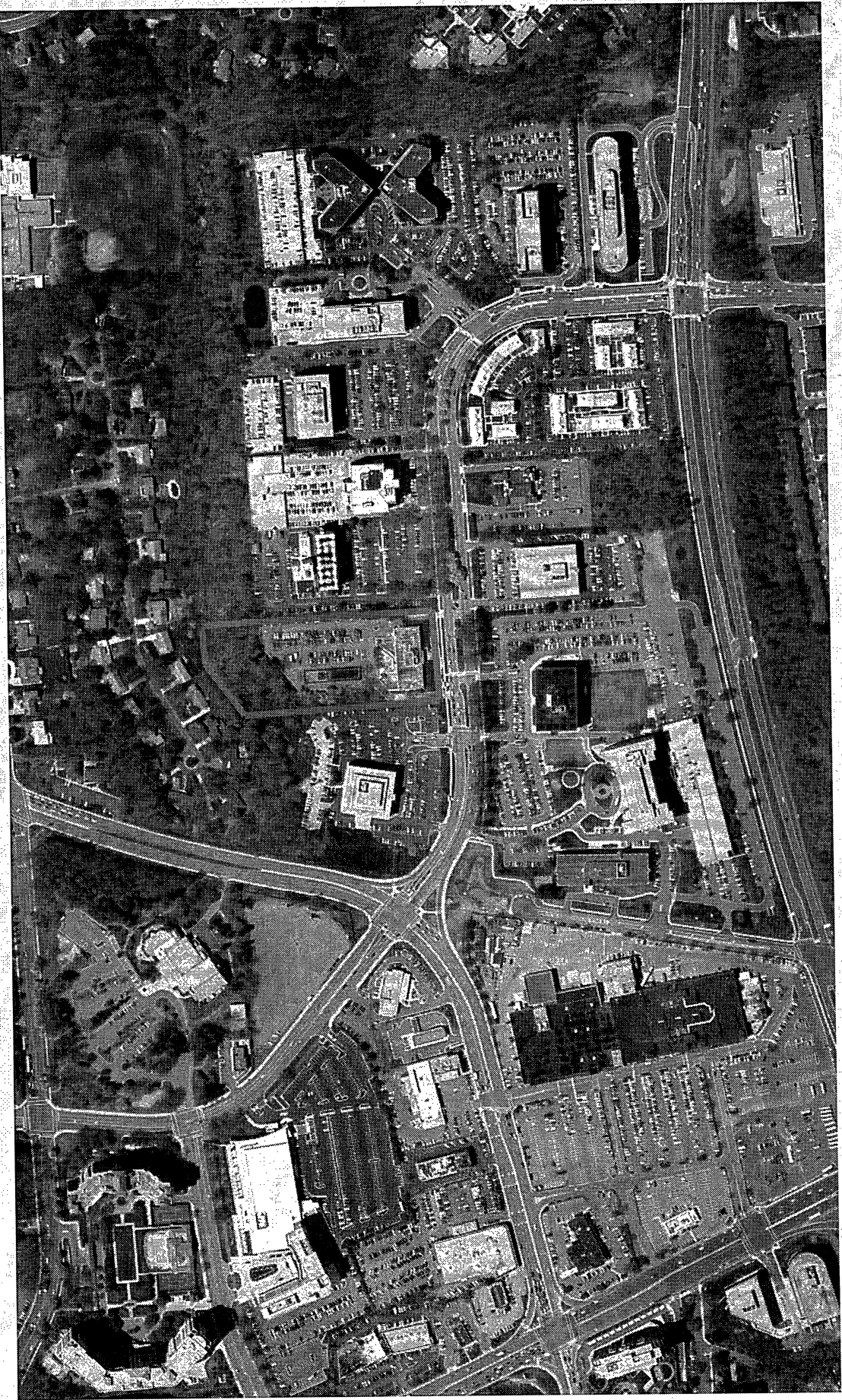


A Commitment to Community

- Adjacent Neighborhoods
 - Randolph Hills
 - White Flint Park
 - Garrett Park
 - Garrett Park Estates
- Nearby Amenities
 - White Flint Retail, Restaurants, & Entertainment
 - Randolph Hill Local Park
 - Rock Creek Park & Trail
 - Boiling Brook Parkway
 - Viers Mill Park
 - Charles E. Smith Jewish Day School
 - (Former) Rocking Horse Elementary School
- Potential
 - New Neighborhood Square
 - Enhanced Connectivity
 - Improved Environmental Quality
 - Compatible Transitional Uses

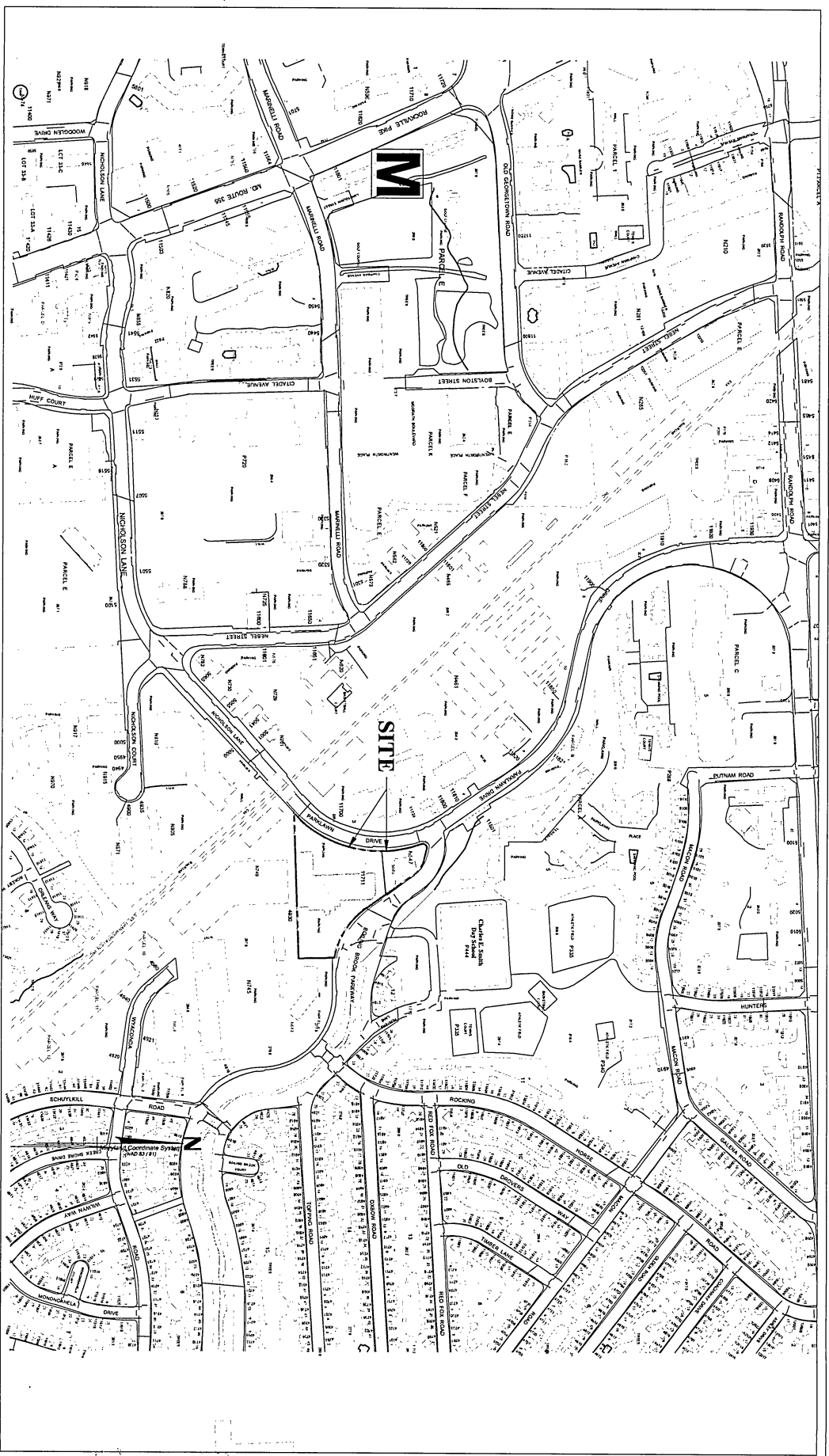


VICINITY MAP



Pickford Enterprises Properties
 5040 Boiling Brook Parkway, 11711 Parkway Drive
 White Flint 2 Sector Plan

Location Map



Note: This map was prepared using NCTPC data and is intended to be a informational piece for conceptual planning only. Existing features and conditions shown on this map may or may not accurately depict current conditions.

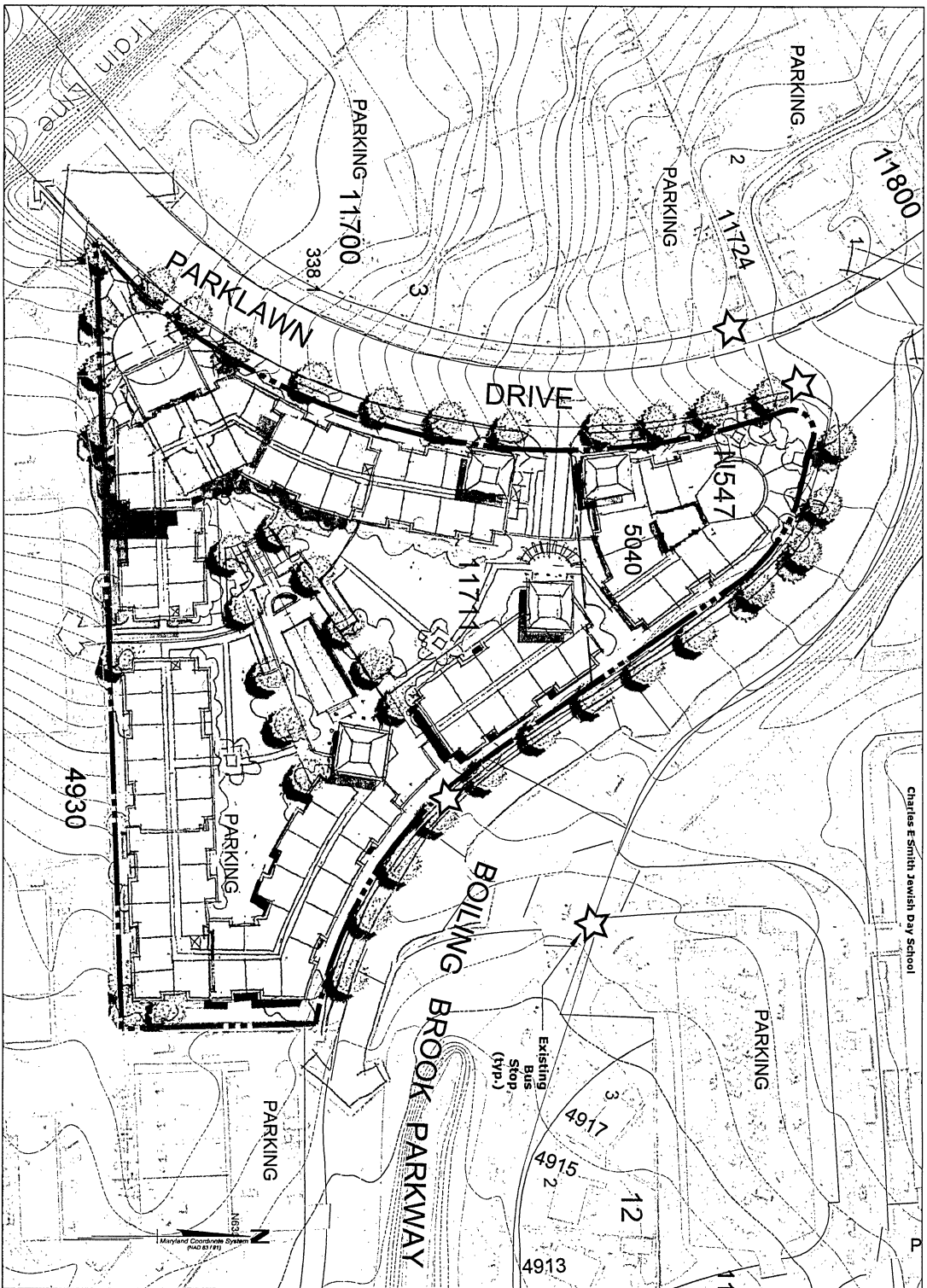


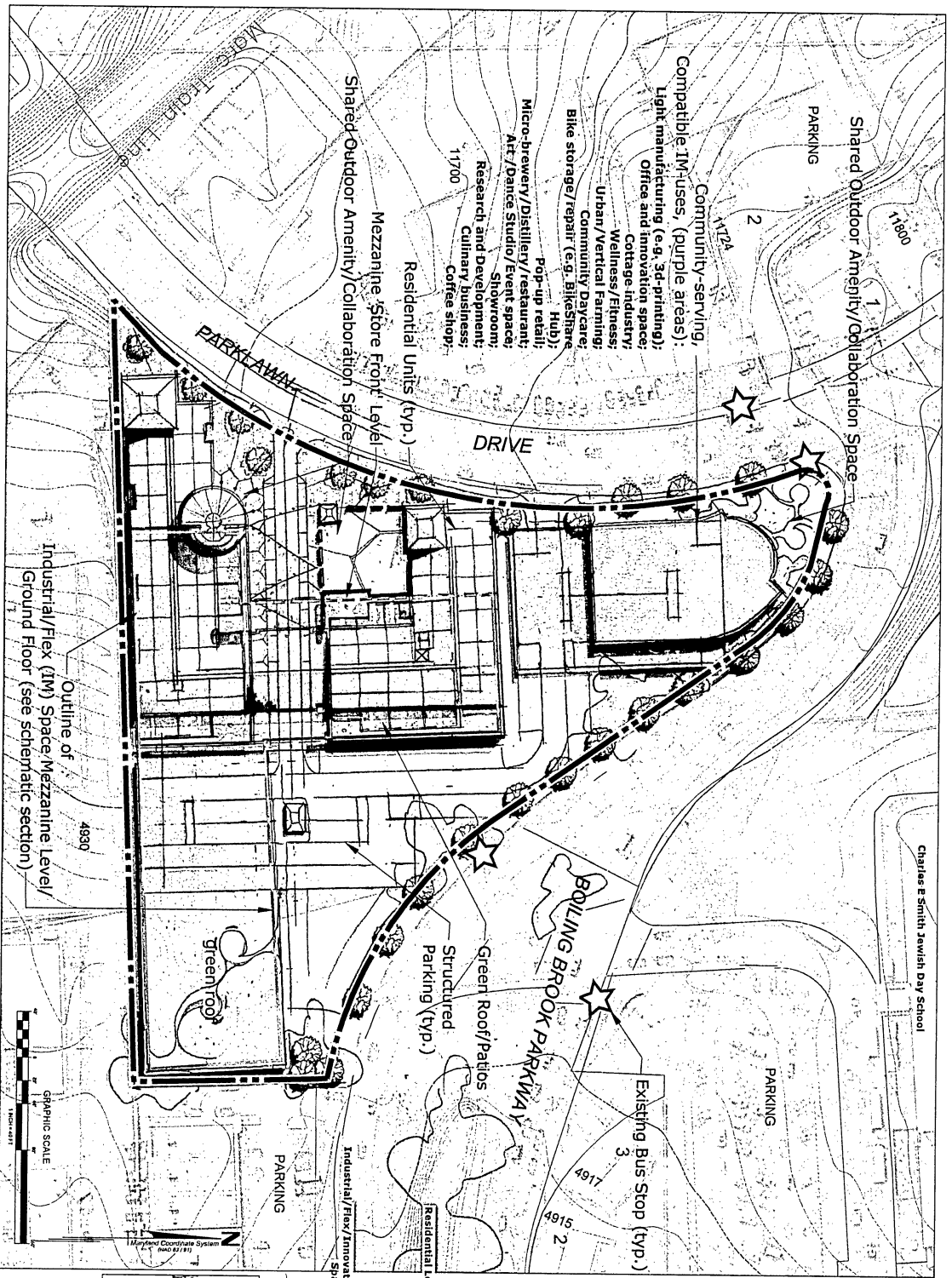
RODGERS
CONSULTING
 1847 Cedar Island Lane SW, Georgetown, Maryland 20854
 Tel: 301.764.0100 Fax: 301.764.0101 www.rodgers.com
 12/12/2016

Pickford Enterprises Properties
5040 Boiling Brook Parkway, 11711 Parklawn Drive

Mixed-Use Concept Plan
CRT 2.0, C-2.0, R-2.0, H75'

Note: This base map was prepared using MNCPPC data and is intended to be a informational plan for conceptual planning only. Existing features and conditions shown on this map may or may not accurately depict current conditions.





Pickford Enterprises Properties
5040 Boiling Brook Parkway, 11711 Parklawn Drive

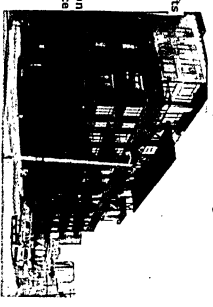
Industrial with Residential Concept Plan
IM-2.0, H-75'



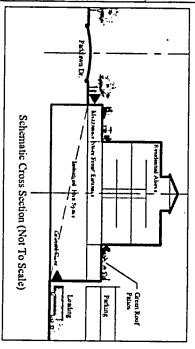
Note: This map was prepared using MNCPC data and is intended to be a reference only. It does not constitute a site plan or any other legal document. All dimensions on this map may or may not accurately depict current conditions.

General Notes:

1. Site is currently zoned IM-2.0 (Light Industrial).
2. Site is located within the Boiling Brook Parkway Corridor, which is a designated area for industrial and commercial development.
3. Exhibit compiled with MNCPC data downloaded from the Maryland Department of Transportation (MDOT) website.
4. This exhibit is for informational purposes only and does not constitute a site plan or any other legal document.
5. Land area and yield calculations are preliminary and based on assumptions regarding building height, density, and other factors.
6. No historic resources on site per the "Montgomery County Historic Resources Survey" and the Maryland Historic Trust.
7. Environmental data based on MNCPC data, and field observations by RCD. Further studies and information needed to determine accurate locations, alignments, and other design elements will vary.
8. As noted herein, this plan is conceptual in nature. The building layout and dimensions, road network, amenity locations and other design elements will vary.



Residential over Industrial precedent Image



RODGERS CONSULTING
11711 Parklawn Drive, Suite 100
P.O. Box 10000, Silver Spring, MD 20910
Tel: 301.584.0700 Fax: 301.584.0250
www.rogersconsulting.com
12/29/2016

January 5, 2017

Casey Anderson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20190-3760

SUBJECT: Testimony on the Public Hearing Draft of the White Flint 2 Sector Plan
6010 Executive Boulevard

Dear Mr. Anderson:

The purpose of this letter is to provide testimony on the recommendations in the Public Hearing Draft of the White Flint 2 Sector Plan for our property located at 6010 Executive Boulevard.

RECOMMENDATION

Our recommendation is to allow buildings to be 150 feet high with a step-down along the southern property line (e.g. CRT 2.0, C-1.0, R-1.5, H-150) instead of the building height of 120 feet proposed in the Public Hearing Draft.

DISCUSSION

We support the staff recommendations for the mix of land uses, the density and the use of the CRT Zone (e.g. CRT 2.0, C 1.0, R 1.5) for our property. These recommendations will assist in our ability to serve the needs of our existing, and future office and residential tenants.

Additional building height within the recommended 2.0 FAR is needed to allow the construction of the most up-to-date buildings that serve the demanding needs of the knowledge-based work force in Montgomery County. The additional building height will accomplish the following.

- Green space will be increased.
- New construction will be set back from existing homes a minimum of 570 feet.
- A 180 feet wide forest area will be retained between development and existing homes.
- An existing 100 feet high office building will be retained and hide the view of new buildings from existing homes located south of the property.

- Building heights of 150 feet will be more appropriate compared with the buildings heights of 200 feet recommended directly across Executive Boulevard.

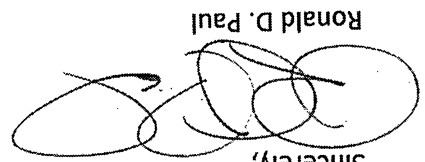
Without increasing density (FAR), additional ceiling heights for each floor are necessary to provide the flexibility in building design that office and residential tenants require in the 21st century to accommodate retail, daycare or other important uses on the ground floor, and to provide more flexibility on the upper floors to meet current and future HVAC needs.

CONCLUSION

Instead of the 120 feet proposed in the Public Hearing Draft, our request is for a building height of 150 feet with a step-down along the southern property line.

We appreciate the thoughtful and productive planning process for the White Flint 2 Sector Plan. The presentation of our recommendations at the recent public forum was well received without controversy. We hope the Planning Board will consider our proposal for additional building height and look forward to the next steps in the planning process.

Sincerely,



Ronald D. Paul

Ronald D. Paul

Ronald D. Paul Companies, Inc.

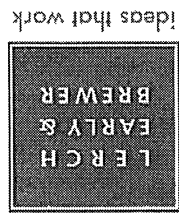
4416 east West Highway

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Web Site: www.RonaldPaulCos.com



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www.lerchearly.com
Steven A. Robins

Tel. (301) 657-0747
Fax (301) 347-1778
srobins@lerchearly.com

January 12, 2017

BY HAND DELIVERY

The Honorable Casey Anderson and
Members of the Montgomery County Planning Board
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

**Re: Comments on the Draft White Flint 2 Sector Plan/Pickford
Enterprises, LLC /11711 Parklawn Drive and 5040 Boiling
Brook Parkway**

Dear Mr. Anderson and Members of the Planning Board:

Our firm represents Pickford Enterprises, LLC, the owner of property located at 11711 Parklawn Drive and 5040 Boiling Brook Parkway (the "Property"), within the boundaries of the White Flint 2 Sector Plan (the "Plan"). I am attaching a plan depicting the location of the Property. The Property serves as the location for the Parklawn Center. The purpose of this letter is to provide the Board with comments on the Staff recommendations contained in the Plan.

The Property is zoned IL 1.0 H 50 and is recommended to be reaffirmed to the same zoning designation. The Property, located at the intersection of Parklawn Drive and Boiling Brook Parkway, has excellent visibility for essentially any kind of development, meaning commercial, residential and industrial. We have been working with planners at Rodgers Consulting and believe that the Property merits serious consideration for an adjustment in its zoning designation – preferably to the CRT zoning with greater densities and heights than exists today. Given the Property's visibility, we think this is an excellent location for a potential mixed use project – something that simply cannot occur in the IL zone.

We are setting forth the following zoning alternatives for the Board's consideration:

1. **CRT Zoning.** We believe that the Property should be rezoned to the CRT 2.0 C 2.0 R 2.0 H 75. This zoning recommendation has been tested by Rodgers and they have concluded that a viable and desirable development fits on the Property and one that is marketable. We are attaching an illustrative plan that reflects the CRT zoning. This zoning would provide a compatible environment in this area of the Plan and would give the necessary density to achieve the recommended building heights to incentivize redevelopment. There also is CR zoning on the opposite side of Parklawn Drive that complements this recommended zoning pattern. The CRT zoning affords the mix of development, together with public benefits as required by the CRT zone, to achieve something special at this highly visible location.

2. **Industrial Zoning - IM.**

- a. ***Rezone the Property from IL to IM.*** If the Board feels that industrial zoning continues to be appropriate, we would suggest that the Board rezone the Property to the IM zoning designation at a 2.0 FAR, rather than the existing IL zoning that is more restrictive. The IM zone permits all of the uses proposed under the IL zone plus more. The IM zone also allows for densities greater than 1.5 FAR and heights greater than 50 feet (IM permits up to 120 feet), which we believe is appropriate.¹ Again, if the Board feels that it is necessary to preserve industrial zoning, it makes sense to allow for greater densities and heights under the IM zone, particularly at this location.

- b. **Incorporate a Zoning Text Amendment to allow for residential and some expanded commercial uses.** Residential uses and some expanded commercial uses are appropriate for the Property, even if the

¹ If the Board decides to retain the IL zoning, we would ask that the density be increased to a 1.5 FAR. Separate and apart from the reasoning that greater density is appropriate for this strategic location, the existing density on the 6420 Boiling Brook Parkway property (i.e., the northern parcel) already is above a 1.0 FAR (approximately 1.2 FAR). The Plan's zoning recommendation should address this situation.

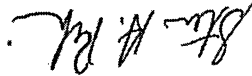
Board concludes that industrial zoning should remain. The Board should consider a Zoning Text Amendment that would establish an overlay similar to the Twinbrook Overlay Zone. The Property's location is one that is able to support viable, quality residential development. We understand that the County is reluctant to eliminate industrially zoned property that has not outlived its useful life. However, there is no reason why the two uses, together with an expansion of certain commercial uses that are desired by residents and workers, cannot co-exist and create a great live/work community. Thus, what we are recommending under this alternative would be to rezone the Property to the IM at a 2.0 with a height of 75 feet (if the IL must be retained, at an FAR 1.5) but, in either case, to allow for up to 50% of the mapped density to be developed as residential. This would serve the very useful function of supporting the industrial zoning on the Property but recognizing that industrial and residential uses can co-exist. As part of the ZTA, it would be useful to evaluate the commercial uses permitted in the industrial zones to determine if they should be expanded. We would welcome the opportunity to work with Technical Staff on this Zoning Text Amendment if the Board believes this is the most appropriate alternative.

3. Floating Zone Designation. Should the Board decide to retain industrial zoning on the Property instead of a CRT designation, we would urge the Board to include in the Plan a recommendation for a CRT floating zone for the Property that could be achieved at a later time. This would retain the industrial zoning but take into consideration that at some point in the future, it may be entirely appropriate to afford the Property a mixed use development opportunity.

The Honorable Casey Anderson and
Members of the Montgomery County Planning Board
January 12, 2017
Page 4

We appreciate the opportunity to comment on the Staff Report for the Sector
Plan and will be available at the Board's worksessions. Thank you in advance for
your consideration of our position.

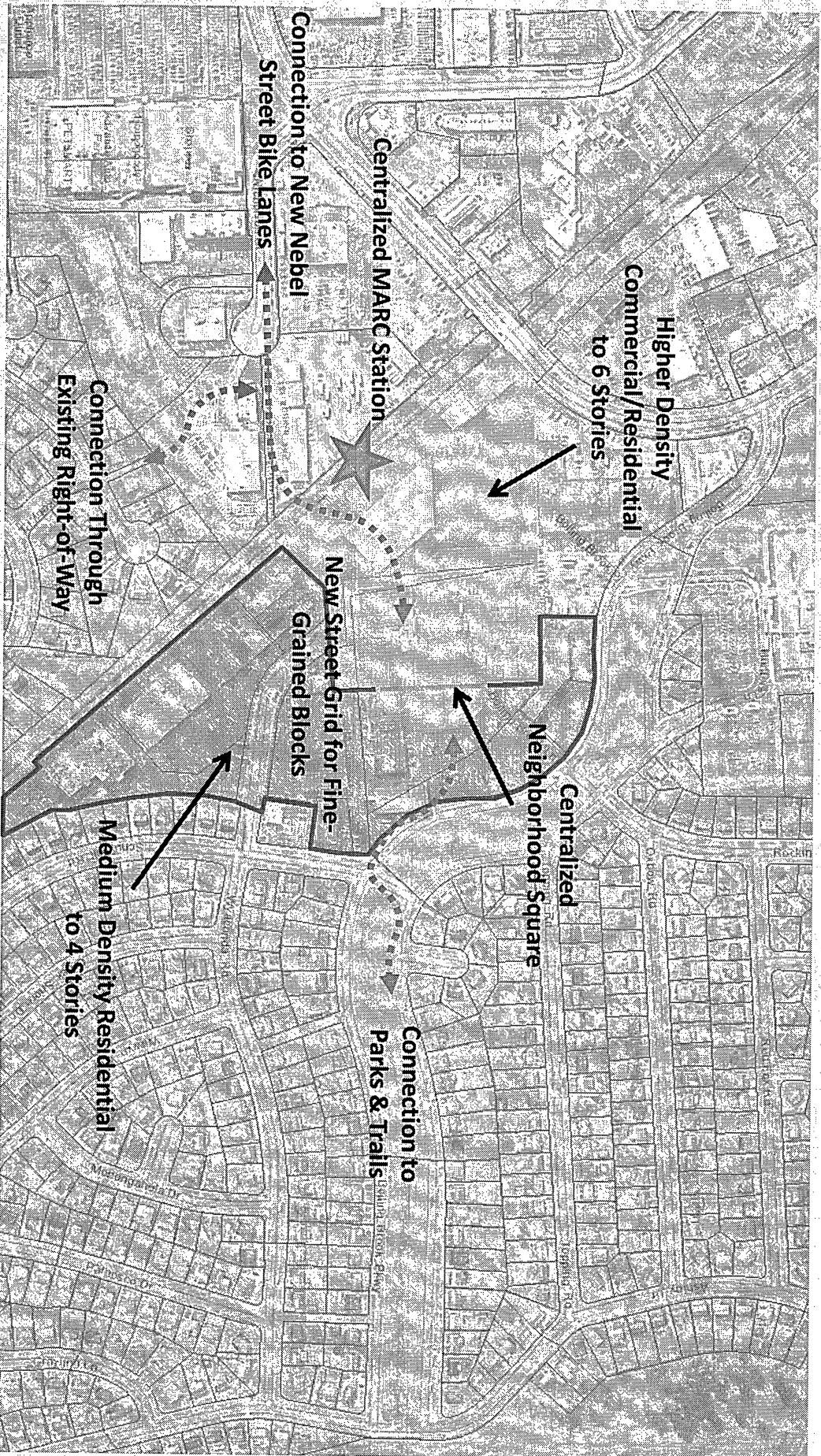
Very truly yours,



Steven A. Robins

cc: Nkosi Yearwood
Pickford Enterprises, LLC
Matt Leakan
Dusty Rood
Arthur Lathonatis, Esq.

A Focus on Connectivity



Yearwood, Nkosi

From: Afzal, Khalid
Sent: Monday, January 23, 2017 1:35 PM
To: Krasnow, Rose
Cc: Yearwood, Nkosi; Sturgeon, Nancy
Subject: Re: CRM: White Flint Sector 2

Thanks. Forwarding to Nancy and Nkomo

Sent from my iPhone

On Jan 23, 2017, at 1:29 PM, Krasnow, Rose <rose.krasnow@montgomeryplanning.org> wrote:
Email regarding White Flint 2

From: MCP-Chair
Sent: Monday, January 23, 2017 12:44 PM
To: Krasnow, Rose <rose.krasnow@montgomeryplanning.org>
Subject: CRM: FW: White Flint Sector 2

From: Karen Kirchberg [<mailto:km.kirchberg@gmail.com>]
Sent: Saturday, January 21, 2017 4:59 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: White Flint Sector 2

As a Cherington resident since 2003, (townhomes between Montrose Rd and Montrose Parkway) I have seen much growth and development in our area. Not all bad and some necessary but certainly taxing on the natural environment and required infrastructure. I inquired about the destruction of the forest, potential noise and runoff issues when the Montrose parkway was proposed several years ago. At that time, I was told that noise decibels had been accounted for and no earthen berms were necessary because the new road required a 100 foot tree barrier and between our community and the road - The trees would provide a sight and sound barrier and preserve some greenspace. The gentlemen went on to say, "that is why we are calling it a parkway"! Now the road is in but it seems that land was not actually part of the plan after all. Please work to keep the forest, such as it is, in place, for all of us to enjoy; drivers, bikers and walkers alike. Having a linear park is at least a way to preserve the green space left to us. A place that silently gives back by producing oxygen, absorbing carbon dioxide and water runoff. Protect and defend our urban forest and the dependent wildlife dwelling within its boundaries.

**LINOWES
AND BLOCHER LLP**
ATTORNEYS AT LAW

January 26, 2017

Scott C. Wallace
swallace@linowes-law.com
301.961.5124

By Hand Delivery

Mr. Casey Anderson, Chair
and Members of the Montgomery County
Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: White Flint 2 Sector Plan Staff Draft – The Morgan Apartments

Dear Chairman Anderson and Members of the Planning Board:

This office represents the Meridian Group ("Meridian"), the owner of the Morgan garden apartments located at 12000 Chase Crossing Circle in North Bethesda and zoned R-20 (the "Property"). The Property is shown in red on Attachment "1". The Property is approximately 4.8 acres in area and is currently improved with 132 garden apartment units, including 20 MPDUs, in multiple buildings constructed in 1996.

The November 2016 Staff Draft of the White Flint 2 Sector Plan (the "Staff Draft") includes the Property as part of Planning Area 4 and recommends retaining the existing R-20 zoning for the Property, which limits development to 21.7 dwelling units per acre and 80 feet in height and does not allow most commercial or retail uses. Under existing zoning, no additional dwelling units can be constructed on the Property and there is no incentive for the redevelopment of the Property. Therefore, Meridian respectfully requests the Board recommend a change to Commercial – Residential (CR) 1.25, C-0.25, R-1.25, H-120, which would allow for the possible future redevelopment of the Property with a modest amount of additional residential development and neighborhood retail uses.¹

Additional density and height is appropriate in context of the zoning recommendations in the Staff Draft of adjacent properties in Area 4. Specifically, the Staff Draft at pages 35-38 recommends rezoning adjacent property to the northeast and southeast, as well as part of the property to the south. In particular, the property to the northeast is currently zoned CRT 0.75, C-0.75, R-0.25, H-45 and is recommended for higher density and height of a CR 2.0, C-0.75, R-1.5, H-150. The property to the southeast, which is the site of the Monterey apartment building, is currently zoned CRT 2.25, C-1.5, R-0.75, H-75. The Plan proposes CR 4.0, C-0.25, R-4.0,

¹ The Property is currently developed at an approximate floor area ratio of 0.8. The requested zoning would allow approximately 95,000 SF of new development on the Property.

Mr. Casey Anderson, Chair
and Members of the Montgomery County Planning Board
January 26, 2017
Page 2

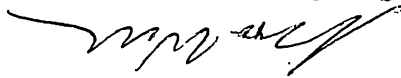
H-190 in recognition of the existing density and height of the Monterey as constructed. To the south, the site of a Verizon office building currently zoned R-200, which allows for a maximum height of 50 feet, is proposed for rezoning as EOF 1.5, H-75. (The remainder of the property to the south is already zoned as EOF 3.0, H-100.) Finally, for the Hebrew Home site adjacent to the west of the Property, the Plan at page 36 recommends a floating zone to allow for potential future "urban" residential and non-residential development. In summary, almost all of the properties in Area 4 *except* the Morgan property are recommended for a zone that will allow for future mixed-use redevelopment at a higher density and/or height than is currently permitted. As a result, retaining the existing zoning for the Property essentially creates a stagnant space in the center of Area 4.

By contrast, rezoning the Property as requested would encourage mixed-use optional method redevelopment that provides environmental and public benefits and which could help activate the new grid network and the extension of Hubbard Road, as recommended at pages 35-37 of the Staff Draft. Further, redevelopment would generate additional MPDUs that will be subject to the MPDU restrictions for 99 years. (The restrictions on the existing MPDUs in the Project expired last year. Meridian is currently negotiating an agreement with the County to continue to maintain the MPDUs for at least five more years, with optional extensions.) In summary, the requested zoning of the Property to CR 1.25, C-0.25, R-1.25, H-120 is compatible with the recommended zoning of surrounding properties and will encourage redevelopment of the Property with key public benefits that promote important White Flint 2 planning and housing goals.

Thank you for your consideration of this matter. If you have any questions, please do not hesitate to contact me.

Sincerely,

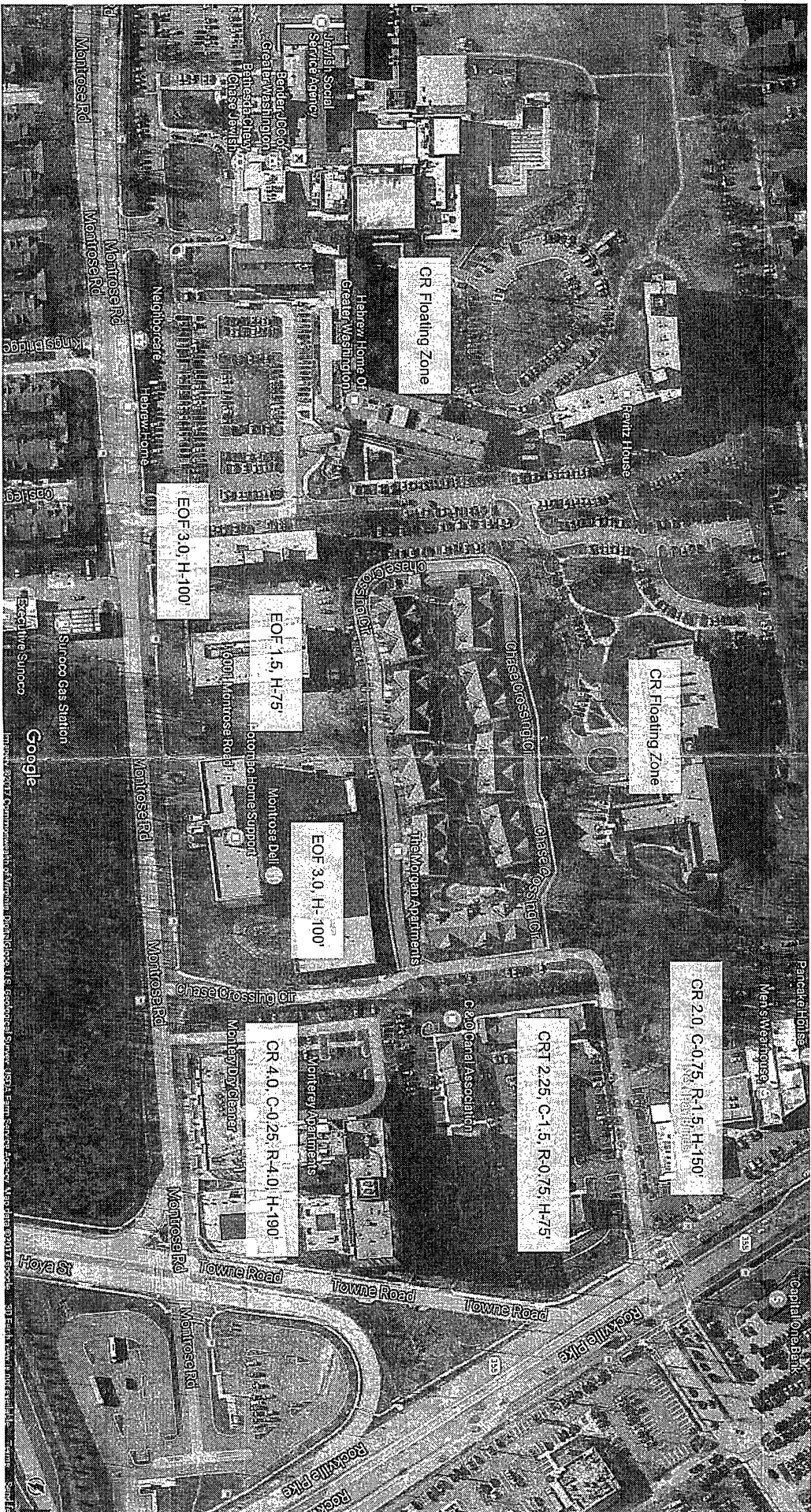
LINOWES AND BLOCHER LLP



Scott C. Wallace

Enclosure

cc: N'kosi Yearwood
David Cheek
Bruce Lane
Gary Block
Morgan Blackwood Patel



WALNUT GROVE CONDOMINIUM, INC.
11925-A Parklawn Drive,
North Bethesda, MD 20852

January 26, 2017

Justin Jacobs
pres.wg@gmail.com

Mr. Casey Anderson, Chair
and Members of the Montgomery County
Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Public Hearing Draft of the White Flint 2 Sector Plan - Zoning Recommendation for
Walnut Grove Condominium

Dear Chairman Anderson:

I write to you as President of the Walnut Grove Condominium, Inc., the condominium
association for the property located at 11901 - 11925 Parklawn Drive. In this letter, the property
is referred to as "Walnut Grove."

Attachment A shows the location of Walnut Grove. According to our internal records, Walnut
Grove was built in 1968, is approximately 6.2 acres in area, and currently has 135 individual
condominium units in multiple buildings of approximately 3 stories. It is zoned R-20. I write to
you to request that you recommend in the Sector Plan update rezoning the Property to CR-1.25
C-25, R-1.25, H-120.

We are not seeking a rezoning with the intention of selling or otherwise eliminating the current
residential development at Walnut Grove in the foreseeable future, and we do not aim to replace
it with entirely new redevelopment of the site. Instead, we hope the updated zoning will allow us
to add incremental development that will help us to preserve and improve our existing
community.

The Public Hearing Draft of the White Flint 2 Sector Plan dated November, 2016 places Walnut
Grove in the Randolph Hills District, and more specifically, the Area 1: Loehmann's Plaza part
of the Randolph Hills District. On page 45 of the Plan, Walnut Grove is shown as the orange
rectangle of property in Maps 26 and 27. As indicated on those maps, the Plan recommends
redevelopment of the Loehmann's Plaza commercial shopping center immediately to the north of

Walnut Grove. To the south, Oxford Square has also requested an update to its zoning designation, seeking increased density and height.

While the Plan recommends retaining the existing R-20 zoning for Walnut Grove, which limits development to 21.7 dwelling units per acre (approximately 134 total units) and 80 feet in height, and does not allow most commercial or retail uses, we ask that you please reconsider on the basis of the multiple reasons below.

We understand that a primary objective of the Plan is to retain market rate housing that is affordable in comparison with newer residential development. (See White Flint 2 Sector Plan at 48 – 50.) Providing the increased zoning update to Walnut Grove will not negatively impact this goal but rather will help us as home owners to solidify our investment in the existing housing stock. We respectfully question the effectiveness of a freeze on the zoning of existing residential properties as a means of retaining affordable housing, and we are concerned by the message which that strategy seems to send. To many of our home owners, the policy would seem to make it more difficult for us to combat natural (but nevertheless challenging!) depreciation through some variety of incremental new development. If granted additional zoning, we would not aim to replace our community with new, expensive housing but rather to supplement our community with additional units that could be sold to help us restore the condition of an aging development facing several problems.

In particular, Walnut Grove faces challenges related to aging buildings and site infrastructure, outdated stormwater systems, vehicular access, and pedestrian and cycling safety, especially along the route to the nearest Metrorail mass transit station – the White Flint Metro stop. With regard to aging buildings and infrastructure, it is our understanding that representatives of Oxford Square have indicated similar difficulties in testimony before the Planning Board. We support our neighbor Oxford Square's efforts to improve their property but would request that we, as home owners of multi-family, market-rate homes, be afforded similar opportunity to improve our property. Retaining walls, parking lots, landscaping, roofs, common areas and amenities are falling into disrepair, despite our best efforts to maintain them. As major expenses arise and typical maintenance costs continue to grow, preserving the quality of our community becomes increasingly burdensome. The ability to add a new building or to supplement current buildings with additional units would allow the ability to respond to these growing practical and financial concerns.

A recommendation to rezone Walnut Grove to CR-1.25 C-0.25, R-1.25, H-120 would also enable us to help address several other problems facing our community. Namely, as part of a redevelopment effort, we could contribute to the costs of addressing vehicular access problems, pedestrian and cyclist safety issues, stormwater retrofits, and/or improved landscaping and street tree plantings. As the Plan mentions, "Parklawn Drive provides the only access for the Walnut Grove Condominiums." (White Flint 2 Sector Plan at 44,45.) This limited access has become problematic and even dangerous at peak traffic hours when residents are leaving for or returning

from work. Likewise, pedestrian travel at highly trafficked times of the day has also become dangerous along Parklawn since the sidewalk in front of Walnut Grove narrows to a mere five feet. Street trees along this portion of the sidewalk are also in failing health and, in general, the pedestrian environment needs improvement on both areas owned by Walnut Grove and those in the public right-of-way. In particular, the pedestrian and cyclist space along the route a person would take to the White Flint Metro are not safe or conducive to frequent use.¹ Redevelopment would enable us to assist in addressing these concerns on Walnut Grove property, and in the public right-of-way that fronts Walnut Grove property. Old stormwater management also creates problems at and around Walnut Grove. On the parcel to the east of Walnut Grove (P268), exposed pipes simply splash stormwater directly out onto the dirt surface and the conditions contribute to health hazards, vagrancy, loitering, and other illegal activity on that property.

As a matter related to the vehicular access concerns discussed above, we also request recommending an extension of Macon Road, which currently runs on the south side of Randolph Road and stops at parcel P268 and Loehmann's Plaza, to connect to Walnut Grove and provide additional vehicular access. We may also be able to assist in related costs of implementing such a recommendation if the requested zoning is approved to allow incremental development.

Updated new zoning is compatible with the zoning which is currently recommended for Loehmann's Plaza to the north and the requested rezoning of Oxford Square to the south. Modest rezoning of all of these properties is appropriate to their location within immediate proximity of the White Flint Metrorail stop, along major public roads of Randolph and Parklawn and the BRT stop proposed at that location, and very near the arterial Rockville Pike. As a condominium rather than rental housing, Walnut Grove offers a unique opportunity, through the requested zoning, to help preserve home ownership. Further, any additional development would be required to include 15% moderately priced dwelling units, ensuring *additions* to the affordable housing stock, as well as preservation of the market rate affordable housing we currently own.

For all of the above reasons, the requested zoning of Walnut Grove to CR-1.25, C 0.25, R-1.25, H-120 is compatible with the White Flint 2 Plan goals and with the recommended zoning of surrounding properties. Rezoning would enable incremental development to bolster a community of homeowners facing multiple challenges that all involve significant expense. Thank you for your consideration of this matter. If you have any questions, please do not hesitate to contact me.

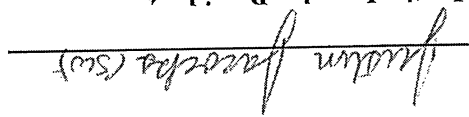
¹ As a separate request, Walnut Grove here asks that the recommendation for a pedestrian overpass to extend Martinelli Road over the railroad tracks at or near the intersection of Martinelli Road and Nebel Street be revisited as part of the White Flint 2 Sector Plan. Such an overpass utilizing the existing right-of-way would provide a much shorter walking route between all of the residential development in Randolph Hills Area 1 and the White Flint Metro stop.

Mr. Casey Anderson, Chair
Montgomery County Planning Board
January 26, 2017
Page 4

Walnut Grove would also take this opportunity to make the County aware of our view that Walnut Grove should be included in the Walter Johnson schools cluster.

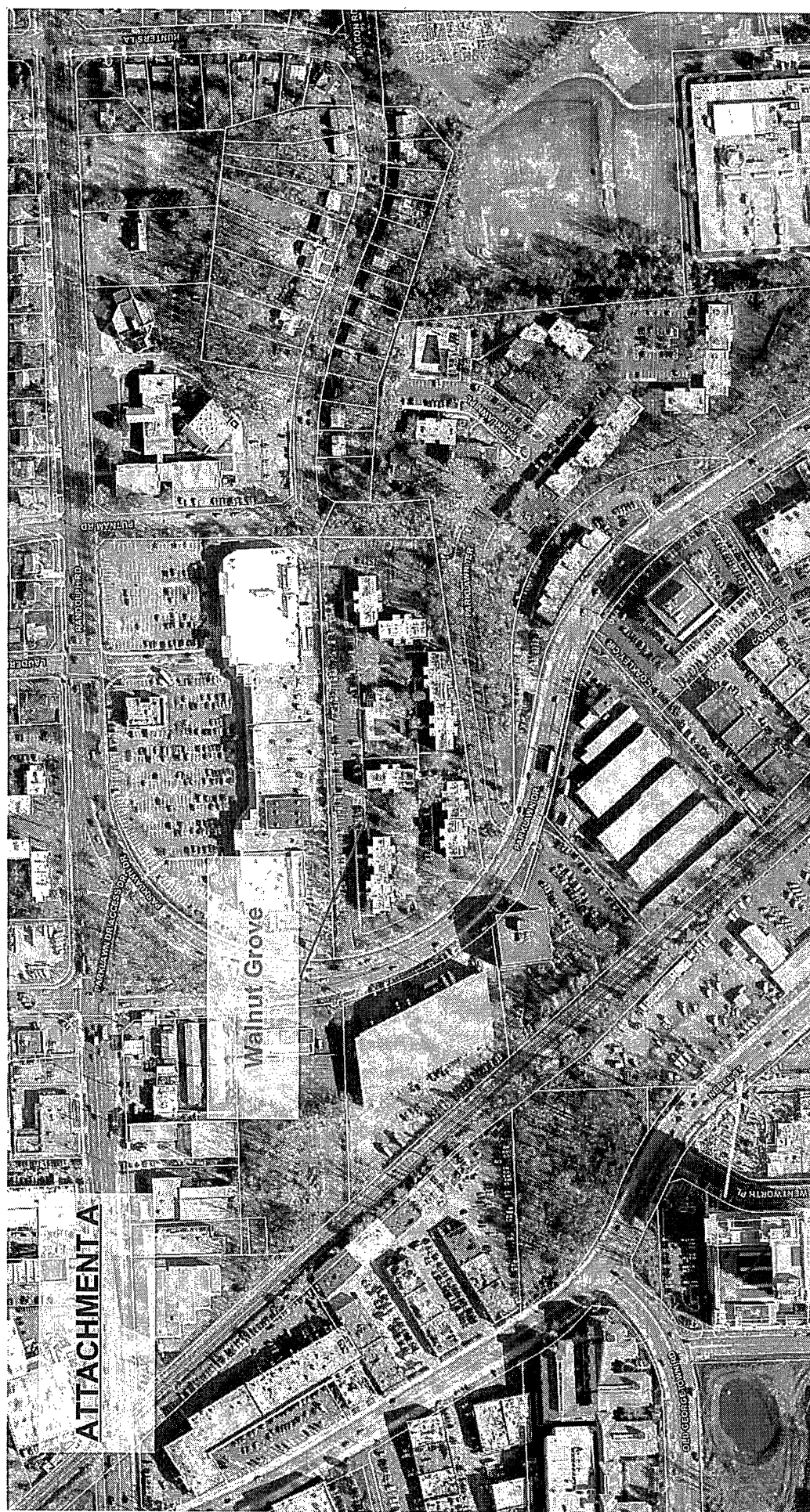
Sincerely,

Walnut Grove Condominium, Inc.


Justin Jacobs, President

Enclosure

cc: N'kosi Yearwood
Scott C. Wallace, Linowes and Blocher
Phillip C. Dales, Linowes and Blocher



Donin, Amy

From: Rita
Sent: Tuesday, January 10, 2017 7:08 PM
To: Ossont, Greg
Cc: Donin, Amy; Hamilton, Parker
Subject: RE: Comments needed - White Flint 2 Sector Plan
Attachments: 201612081525.pdf
Importance: High

Greg,

Thanks for giving us the opportunity to comment on the White Flint 2 Sector Plan. I've reviewed the content related to Libraries and discussed it with Parker and we have the following feedback:

Our ideal approach to providing library service in the White Flint community is to have a presence through targeted or very specific services, not with a full service library building. We would be willing to consider colocation with another County Department (Regional Services Center, Recreation) in their building as a second option. So, while both the 2010 White Flint Sector Plan and the White Flint 2 Sector Plan call for a public library in either the Metro East or West Districts and indicate our support of that concept, we feel that is more likely now that we will offer services rather than a full service library in the White Flint area. This means that we recommend the language in the master plan be changed to read "A public library is recommended in the 2010 White Flint Sector Plan. The Montgomery County Department of Public Libraries (MCPL) prefers instead to identify specific services in which the community is interested and offer them through:
• Self service options (in locations in the Metro East or Metro West Districts or in the White Flint Metro station),
• MCPL outreach programs delivered at the Aquatic or Recreation Center or other non-library facilities in the White Flint area,
• the Library Department's website, and/or
• other methodologies still to be identified.
The Kensington Park, Davis, Rockville Memorial, and Twinbrook Libraries are full service libraries that are in close proximity to the White Flint service area and have the capacity to serve White Flint residents."

The Library Department feels that a service point in the White Flint Metro station is an example of targeted service that would benefit both the White Flint community and the surrounding area and is a concept worth pursuing with WMATA.

Please let me know if you have questions.

Thanks.

Rita

Rita W. Gale
Public Services Administrator – Space Management, ADA and Collection Management
Montgomery County Public Libraries
21 Maryland Avenue, Suite 310
Rockville, Maryland 20850
240-777-0022, fax: 240-777-0008
www.montgomerycountymd.gov/library
Check out MCPL's engaging comics and graphic novels for kids, teens, and adults, and join us at our first comic convention, MoComCon, on January 21st!

Donin, Amy

From: Bourne, Jeffrey
Sent: Thursday, December 15, 2016 4:25 PM
To: Donin, Amy; Ossont, Greg
Cc: Albornoz, Gabriel; Riley, Robin; Kaarid, William
Subject: Re: Comments needed - White Flint 2 Sector Plan

The Department of Recreation has reviewed the WF II Sect Plan and recommends that the commentary provided for the WFSP is applicable to this sector as a simple extension of the earlier plan. Community recreation services for the greater Bethesda area, including all of White Flint/North Bethesda will be provided by the future North Bethesda Regional Recreation Center to be located at Wall Park combined w/ the renovated Kennedy Shriver Aquatic Center and included in the current Recreation CIP.

If you have questions or need additional information, please do not hesitate to contact us.

Jeff

Jeffrey A. Bourne
Chief, Division of Facilities & Capital Programs
Montgomery County Recreation
4010 Randolph Rd.
Silver Spring, MD 20902
O. - 240-777-6800
jeffrey.bourne@montgomerycountymd.gov

DEP Comments on
White Flint 2 Sector Plan
November 2016 Public Hearing Draft

1. Page 3, Table of Contents: Correct page numbering (e.g., Sustainability section starts on page 51 not 52 as shown in TOC.)
2. Page 7, Vision Section: Recommend adding environmental sustainability statement, similar to the text on page 51: "This Plan envisions a built environment that contributes to cleaning the air and water, conserving energy and generating clean energy on-site."
3. Map 34, page 53: Recommend showing streams on map so drainage direction is clearer. Consider adding a zoomed in map to show the drainage areas in relation to the plan areas.
4. Page 53: Provide citation for statement that "Biological monitoring at sampling stations downstream of the Plan area have documented poor to fair water quality..." We assume this is from DEP monitoring.
5. Page 53: Includes bullet that states "Promote the use of environmental site design (ESD) techniques to reduce impervious areas." Recommend adding "...to reduce impervious areas, reduce stormwater volumes, and improve water quality."
6. Page 53: Includes bullet that states "Improve stormwater management." Suggest adding language that recommends retrofitting or upgrading existing stormwater management technologies when feasible for improve water quality.
7. Page 53: Recommend adding "Increase and improve vegetative riparian buffers to any existing streams or connected water sources, where feasible."

Department of Transportation
White Flint 2 Public Hearing Draft Cover Letter
January 12, 2017

Thank you for the opportunity to review the November 2016 Planning Board Public Hearing Draft of the White Flint 2 Master Plan. MCDOT supports the vision of the plan but believe that additional considerations and analyses are necessary. To highlight our most pressing points from the attached page-by-page comments:

1) **LATR / TPAR Analyses:** Provide 2016 LATR and 2012 TPAR Roadway analyses and findings. If both tests pass, this strengthens the case for the proposed roadway configurations and can make implementation proceed more smoothly through their respective public processes. If tests fail, this is an indication that some form of mitigation is necessary, whether by more aggressive NADMS goals, improved operations, or increased capacity.

2) **East Jefferson St Reclassification:** We oppose reclassifying East Jefferson St from an Arterial to a Business street. While this roadway may serve a relatively lesser role today, the City of Rockville proposes a future extension of E Jefferson St through the country club toward central Rockville. This will parallel MD 355 and serve as a major alternative route.

3) **Chapman Ave Private to Public Conversion:** We oppose "conversion", per se, of Chapman Ave through Montrose Crossing to a public street. This private street has a number of issues that we would be unable to accept as a public agency. These issues would have to be addressed prior to acceptance as a public road, entailing reconstruction of the full length of this private street. Consider replacing references to "convert" the road – which sounds like a matter of paperwork – with the more intensive word "reconstruct".

4) **Design Standards:** We are grateful for the inclusion of the Design Standards in Table 2 of this plan, in contrast to other recent plans which have tended to omit such information. We suggest including footnotes to describe the intent of any modified standard (which in most cases appear to be due to the inclusion of shared use paths or separated bike lanes). Guidance as to the intent of the modifications is very helpful in decisions on how to allocate either excess or limited ROW in a cross-section.

5) **Bus Rapid Transit:** At this time the MD 355 BRT study has not yet determined alignment (such as median vs side) nor exact station locations. We urge that the plan exercise caution with promulgating information that may be misconstrued or could establish these decisions without due process and analysis.

6) **New Roadway Alignments:** We have concerns with sharp-angled curves as well as offset alignments of several new streets proposed by the plan, and suggest that concept alignments be developed to assist in development of this plan.

7) Protected Intersections: While we support Protected Intersections in concept, we have concerns with the Plan's proposal to include them at *all* intersections. The term "Protected Intersections" has to date tended to be associated with separated bike lanes, rather than other facilities included in this plan such as shared use paths or bike lanes. Such designs are not yet adopted by the Planning Board in the Bicycle Master Plan design toolkit and no such designs have yet been implemented in this region. As such, potential issues in their design and operation are not yet fully identified or understood. In particular, potential conflicts with pedestrian crossings within these designs may be substantial and have not yet been adequately addressed. With a focus on creating walkable urban environment, application of this treatment may have substantial unintended results.

Requiring "all intersections" to be designed to such a untested standard may be very costly and could place greater right-of-way demands on corner properties at locations where the need and benefit may not be as pronounced. We suggest piloting Protected Intersections in this area, but that we focus on specific intersections or at most only along separated bike lanes.

#	Agency	Division	Team	Commenter	Page	Section	Comment
1	MCDOT	DO		AB		General	Schuylkill Rd is spelled with an L between the Y and K. Every reference to it in the Plan (there appear to be 3 references) leaves out this L.
2	MCDOT	DO	Devel Rvw	GML	9	Overview	Consider replacing Map 2 with a larger sized drawing, one that is easier to read and distinguish the limits of the WF2 Sector Plan area.
3	MCDOT	DO		CC	21	Connectivity	This section should focus on the goals without necessarily focusing on ownership of the streets.
4	MCDOT	DO	Devel Rvw	GML	21	Connectivity	2nd and 3rd bullets - Add caveats that new private streets may be allowed and constructed "in accordance with Chapter 50 of the County Code"
5	MCDOT	DO	Devel Rvw	GML	21	Connectivity	5th bullet - Add caveat to the effect that "mid-block crossings, where they intersect public streets, must be located and constructed to ensure satisfactory traffic operations and safety." Proposed mid-block crosswalk locations and designs should be coordinated with DTEO to ensure optimal pedestrian safety and mobility.
6	MCDOT	DO	Devel Rvw	GML	27	Design and Connectivity	Append 4th open bullet "Create a public north-south connection between Executive Boulevard and Montrose Parkway, to align with Stonehenge Place to the north at its intersection with Montrose Parkway." ns
7	MCDOT	DO		CC	42	Area 1: Randolph Square not SHA.	Last Sentence - It is currently anticipated that MCDOT will acquire Montrose Pkwy ROW (including the U-Haul);
8	MCDOT	DO		CC	54-55	Air Quality & Managing Carbon Emissions	Mention NADMS / TDM as a tool toward reducing emissions & improving air quality.
9	MCDOT	DO	Devel Rvw	GML	59	Street Network	The last sentence appears to contradict the comment on p. 46 about exploring extensions of Macon Road and Lauderdale Drive.
10	MCDOT	DO	Devel Rvw	GML	60	Street Network	2nd bullet - please see comments on p. 27 re intersection with Stonehenge Place/Montrose Parkway intersection + intersection design @ prop. Hubbard Dr Extension.
11	MCDOT	DO		CC	60		3rd bullet - We oppose reclassifying East Jefferson St from an Arterial to a Business street. While this roadway may serve a relatively lesser role today, the City of Rockville proposes a future extension of E Jefferson St through the country club toward central Rockville. This will parallel MD 355 and serve as a major alternative route.
12	MCDOT	DO	Devel Rvw	GML	60	Street Network	6th bullet - Specific mid-block pedestrian connections should be coordinated with DTEO for any pedestrian safety improvements.
13	MCDOT	DO	Devel Rvw	GML	60	Street Network	7th bullet - We oppose "conversion" of Chapman Ave through Montrose Crossing to a public street, as this street has *many* issues that we would be unable to accept as a public agency, including but not limited to unknown pavement design & quality of construction, as well as non-standard cross-sections, signs, landscaping, and structures (overhead pedestrian bridge, columns in the sidewalk area, a traffic oval). Such issues would have to be addressed prior to acceptance as a public road, entailing reconstruction of the full length of this segment. Consider at the least replacing the word "Convert" with the word "Reconstruct". [p39-40 also reference the extension of Chapman Ave]
14	MCDOT	DO		AB, GML	61	Street Network	Map 35 - Use a larger map. This should ideally take up the entirety of a page.

15	MCDOT	DO	Devel Rvw	GML	61	Street Network	Map 35 - Consider showing Existing+Proposed streets in the WF1 plan (and possibly other adjacent plans, as well).
16	MCDOT	DO		AB	61	Street Network	Map 35 - Consider whether B-1 should be extended westward to B-6.
17	MCDOT	DO		AB	61	Street Network	Map 35 - Consider whether B-2 should be extended northward to the Local Street.
18	MCDOT	DO		GML, AB	61	Street Network	Map 35 - The sharp turn shown at the intersection of B-1 and B-2 would not be adequate (itself referenced on pages 36,37, and 60). Consider laying out a conceptual road alignment and/or corresponding intersection design to guide future development while ensuring safe traffic operations.
19	MCDOT	DO		AB, RT	61	Street Network	Map 35 - There appears to be an offset along B-2 where it intersects with Montrose Road. We oppose such an offset, as it can significantly complicate intersection operations and safety.
20	MCDOT	DO		AB	61	Street Network	Map 35 - The sharp turns shown along B-3 may be functioning in their present configuration as a parking lot, but will not be adequate in the expanded role of a public street. Consider laying out a conceptual road alignment to guide future development while ensuring safe traffic operations.
21	MCDOT	DO		AB	61	Street Network	Map 35 - Provide a designation for the Local Street shown between and parallel to Rollins Ave and the Bou Ave extension.
22	MCDOT	DO	Devel Rvw	GML	61	Street Network	Map 35 - This does not reflect the extension of Macon Rd to Parklawn Dr, as mentioned on p46. Sight distance may be an issue for this intersection.
23	MCDOT	DO	Devel Rvw	GML	61	Street Network	Map 35 - This does not reflect the extension of Lauderdale Dr to an extended Macon Rd, as mentioned on p46.
24	MCDOT	DO		AB, RT	61	Street Network	Map 36 - Clarify why the Flagship Car Wash Center -- located on the north corner of Bou Ave and Chapman Ave -- is an "island" of Suburban Area not included in either of the adjacent Urban areas. While we recognize this existing use is suburban in nature, the Road Code should reflect zoning and long-term potential.
25	MCDOT	DO	Devel Rvw	GML	61	Street Network	Map 36 - Should this map be amended to match the Policy Area/Traffic Analysis zones approved in the recently approved Subdivision Staging Policy?
26	MCDOT	DO		AB, RT	62-64	Street Network	Include footnotes to describe the intent of the modifications to each modified standard (which in most cases appear to be due to the inclusion of shared use paths or separated bike lanes). Guidance as to the intent of the modifications is very helpful in decisions on how to allocate either excess or limited ROW in a cross-section.
27	MCDOT	DO	Devel Rvw	GML	62	Street Network	Consider including a note indicating that lane widths in the Urban Area need to comply with Bill 33-13.
28	MCDOT	DO		AB	62	Street Network	In footnote 2, include "transit stations" as a potential need for additional ROW.
29	MCDOT	DO		AB	62	Street Network	A-64 - While 2004.01mod applies between Randolph Rd and the CSX tracks, 2004.02 can apply between Randolph Rd and Montrose Pkwy.
30	MCDOT	DO		AB	63-64	Street Network	Consider more temporally stable reference points than "JCC Property" and "Wilco Property", as names and common understanding may change over the lifetime of the plan.
31	MCDOT	DO		AB	63	Street Network	A-90 - Confirm that 2004.01 (which does not include a center turn lane) is the intended standard and is what was modeled, noting that a center turn lane exists today.
32	MCDOT	DO		AB	63	Street Network	A-90 - No CSRD Standard exists for a divided arterial in 80 ft ROW. The nearest is 2004.05 or 2004.06, which require 100 ft of ROW (the latter includes bike lanes). Guidance may be necessary as to how to allocate limited ROW to meet the intended needs. This may, at the least, necessitate adding "modified" to the Design Standard.

33	MCDOT	DO	AB	63	Street Network	A-90 - No CSRD Standard exists for an undivided arterial in 100 ft ROW. The nearest is 2004.01 and 2004.02, which require 80 ft of ROW (the latter includes bike lanes). Guidance may be necessary as to how to allocate the additional 20 ft (acknowledging that some portion of it would be allocated to shared use paths and separated bike lanes). This may, at the least, necessitate adding "modified" to the Design Standard.
34	MCDOT	DO	AB	64	Street Network	B-5 (80 ft, both Bou and Nebel) and B-8 - No CSRD Standard exists for a 4-lane business street in 80 ft ROW. The nearest is 2005.03, which is correctly referenced with "modification" but requires 100 ft ROW. It is important to detail what this modification entails, as 20 ft of width must be reduced to fit the allocated ROW. Our initial approach would be to remove parking (16 ft) and 2 ft from landscaping on each side.
35	MCDOT	DO	AB	64	Street Network	B-6, B-7 - Consider including footnotes referencing their respective cross-sections on p72.
36	MCDOT	DO	AB	65	Street Network	P-15 (Rocking Horse & Schuykill) - The Design Standard 2003.09 does not appear to be correct based on other information in the plan. 2003.09 calls for an 84 ft ROW, 2 lanes of parking, and 2 on-street bike lanes. However, the plan otherwise states that these roads should have 70 ft ROW, does not define parking, and shared roadway bike facilities. CSRD Standards 2003.10, 2003.11, and 2003.12 all appear to more accurately reflect the plan, varying only by 0, 1, and 2 lanes of parking, respectively.
37	MCDOT	DO	CC, GE, AB, FL, MK	65	Street Network	Provide information on the 2012 TPAR Roadway analysis for the area. A passing TPAR will strengthen the case for proposed road diets and other reductions in vehicular capacity. A failing TPAR will indicate that either strengthened NADMS-focused projects are necessary, or that additional vehicular capacity must be considered.
38	MCDOT	DO	Devel Rvw GML	65	Transportation Standards	Does this text comply with the adopted SSP - particularly in the gap between the Twinbrook & White Flint Policy Areas & Traffic Analysis Zones in the SSP?
39	MCDOT	DO	Devel Rvw RT	65	Transportation Standards	1st paragraph - CLV calculations for the City of Rockville depends on several items including cycle length and number of phases.
40	MCDOT	DO	CC	65	Transportation Standards	2nd paragraph - The phrasing is awkward here, with a confusing nexus between the paragraphs start RE: WF1's Special Taxing District vs WF2's increased CLVs. What is the implied relationship between the Special Taxing District and the increased CLV thresholds for the area?
41	MCDOT	DO	AB	65	Bicycle & Pedestrian Network	2nd bullet - Note that stating the Bike/Ped Priority Area is to be expanded to include White Flint 2 may not automatically do so at the state level. This may require a separate request to MDOT/SHA requesting that the already-approved White Flint BPPA be expanded.
42	MCDOT	DO	CC	65	Bicycle & Pedestrian Network	2nd bullet - Be mindful that BPPAs are not explicitly for funding. While Council may allocate funds toward BPPAs as their own independent CIP items, there is no direct funding mechanism for BPPAs as appears to be implied by this phrasing.
43	MCDOT	DO	AB	66	Bicycle & Pedestrian Network	1st bullet - The Plan should recommend bikeshare stations be incorporated into every major new (re)development in the Plan area, and that specific siting will be dependent upon each project's plans and will need to be determined by the operator of the bikeshare network (MCDOT).
44	MCDOT	DO	AB	66	Bicycle & Pedestrian Network	1st bullet - The Plan could specify that major new projects will be required to pay for Bikeshare stations and operating costs and that others would be required to contribute to the cost of the network on a proportional basis.
45	MCDOT	DO	CC, AB, MK	66	Bicycle & Pedestrian Network	2nd bullet - We oppose removal of EB-25 on the basis that the natural surface trail (1) does not provide the same quality and service to all users as a shared use path, and (2) the trail's described position behind the buildings along Executive does not appear to provide the needed connection to Tilden Lane.

46	MCDOT	DO	AB	66	Bicycle & Pedestrian Network	2nd bullet - References a natural surface trail along Executive Blvd, but Map 37 does not reflect any such facilities.
47	MCDOT	DO	CC, AB, FL, GML	66	Bicycle & Pedestrian Network	3rd bullet - The term "Protected Intersections" has to date tended to be associated with separated bike lanes, rather than other facilities included in this plan such as shared use paths or bike lanes. Such designs are not yet adopted by the Planning Board and no such designs have yet been implemented in practice. As such, potential issues in their design and operation are not yet fully identified or understood. Requiring "all intersections" to be designed to such a high standard may be very costly and could place greater ROW demands on corner properties at locations where the need+benefit may not be as pronounced. We suggest piloting Protected Intersections in this area, but that we focus on specific intersections or at most only along separated bike lanes. If there is a strong desire to keep this phrasing at "all intersections", the plan must more clearly acknowledge the costs and ROW impacts of providing protected intersections at all locations.
48	MCDOT	DO	AB	MK	Bicycle & Pedestrian Network	Map 37 - Consider showing the ped/bike path at the end of Galena Rd as described in the 2nd to last bullet on p77.
49	MCDOT	DO	AB	66	Bicycle & Pedestrian Network	Map 37 - Consider bike facilities along B-1, B-2, and the east/west Local Street between and parallel to Rollins Ave and B-1.
50	MCDOT	DO	AB	66	Bicycle & Pedestrian Network	Map 37 - Consider the need to show LB-15 and not any other streets with no apparent bicycle designations, as designating Shared Roadways offers no functional need.
51	MCDOT	DO	Devel Rvw GML	67-68	Bicycle & Pedestrian Network	If LB-15 is included in Map 37 (noting previous comment), then it should be listed in Table 3.
52	MCDOT	DO	AB	68-69	Transit Network	Provide information the 2012 TPAR Transit test. While each metric is operational, these provide a good snapshot of Existing conditions & the needs as the plan area develops.
53	MCDOT	DO	GE, AB	68-69	Transit Network	Provide a map showing existing transit services and possibly also identifying activity centers.
54	MCDOT	DO	AB	68-69	Transit Network	The paragraphs relating to BRT are in conflict with the Rock Spring Plan, which proposes for the North Bethesda Transitway to connect only to Grosvenor. As per our comments on the Rock Spring Plan: we oppose limiting the transitway to Grosvenor as the sole option. We prefer that the transitway retain design flexibility in serving White Flint &/or Grosvenor.
55	MCDOT	DO	CC	69	Transit Network	Not to necessarily object to the locations, but we would like to understand the rationale behind selection of the BRT station locations as shown. (The City of Gaithersburg's site selection process may serve as a model toward this)

56	MCDOT	DO	AB	69	Transit Network	Proposed BRT station areas should not be mere "dots on a map", but should be lengthened to provide a more informative indication of a transit station's length of ROW impacts. Note that as we do not currently have any detailed design for the Transitway, we must err on the side of caution and recommend more ROW-intensive median platform stations (similar to a linear-shaped leaf, rather than a simple rectangle as would be the case with side platforms).
57	MCDOT	DO	BRT	DB	69	Transit Network <i>Top paragraph - "The Maryland State Highway Administration (SHA) is conducting a BRT corridor study that will further define BRT on Rockville Pike."</i>
58	MCDOT	DO	BRT	DB	69	Change SHA to "Maryland Department of Transportation (MDOT) in partnership with MCDOT"
59	MCDOT	DO	GE, MK	69	Transit Network	2nd Paragraph - Station locations - Station needs should be discussed during redevelopment in these areas. 4th bullet - Provide a map or narrative of existing services and underserved areas, and how a Circulator is expected to fit into the area in relation to needs and existing services.
60	MCDOT	DO	CC, GE, AB, FL, MK	70	Intersections	Provide information on 2016 LATR findings for a 1600 CLV threshold, with any new infrastructure and proposed modifications (such as at road diets, Randolph/Parklawn, and the removal of four right-turn spurs) accounted for. The plan states that some intersections exceed the threshold. Which intersections and by how much? Mitigation will be necessary in some form, whether it is through higher NADMS goals, improved operations, or additional capacity.
61	MCDOT	DO	AB	70	Transportation Demand Management	Consider providing a map showing the boundaries of the North Bethesda TMD.
62	MCDOT	DO	AB	70	Intersections	1st bullet - Confirm the nature of how ROW was acquired for the northbound-to-eastbound spur at Parklawn / Randolph. Was it acquired entirely through dedication from what is today Loehmann's Plaza, allowing for a comparatively easy transfer if abandoned? Or was it acquired through dedication from multiple properties? Or was it acquired through fee simple? Note the presence of utilities along this spur. Utilities may have to be relocated to the reformed four-leg intersection at public cost, or alternatively developers (Loehmann's Plaza) may be conditioned to relocate utilities as a requirement of abandonment and transfer of the land. Cost estimates will likely assume the former; a public cost. These comments are not intended to imply opposition to the proposal, but only to fully understand how simple/difficult the land transfer may be.
63	MCDOT	DO	Devel Rvw	GML	70	Intersections 4th sub-bullet - Isn't the removal of free right-turn lanes at Old Georgetown Road and Towne Road/Executive Boulevard already addressed in the 2010 White Flint Sector Plan?
64	MCDOT	DO	AB, GE	70	Transportation Demand Management	Clarify whether this plan's NADMS goal of 42% is for employees traveling to jobs in the plan area, or if it is to also include residential development.
65	MCDOT	DO	BRT	DB	71-72	Maps 40, 41, and 42 are not really maps, per-se.
66	MCDOT	DO	AB	71	Rockville Pike	Consider including the cross-section in Rockville's Master Plan for comparison, as well as for ease of understanding the transition between the two plans.

67	MCDOT	DO	BRT	DB	71	Rockville Pike	4th paragraph - "Maryland Department of Transportation (MDOT) is conducting a Rockville Pike BRT corridor planning study..."
68	MCDOT	DO	BRT	DB, MK	71	Rockville Pike	Add "in partnership with MCDOT" Map 40 - Since it hasn't been determined whether the BRT will run in the median or the curb, the plan should either depict both options or neither.
69	MCDOT	DO	BRT	DB	71	Rockville Pike	Map 40 - Add greater buffer space between the BRT vehicle icons. As currently depicted, they are colliding with each other. This appears to be a graphical issue; not a matter of allocated space.
70	MCDOT	DO		AB	72	East Jefferson St	There is a typo: "Jefferson"
71	MCDOT	DO		AB	72		It would be highly beneficial to include Existing cross-sections alongside the Proposed cross-sections. This will help identify ROW needs as well as impacts to curblines, utilities, and drainage systems.
72	MCDOT	DO		AB	72		We prefer that dimensioned cross-sections be located in the Appendix, as providing dimensioned cross-sections in the plan itself can be interpreted as rigidly fixing those dimensions as requirements, limiting flexibility should standards change.
73	MCDOT	DO		AB	72		Clarify which cross-section is intended to apply to the area between the curve & Montrose Pkwy. This segment is technically East Jefferson Street, but functionally is more alike to Executive Blvd. If E Jefferson is to apply: consider whether the road diet could be extended along Executive Blvd, as well, as they likely share similar traffic patterns. If Executive is to apply: note that widening into the median will not be feasible in this segment, considerably adding to construction costs as utility and drainage lines will likely be impacted.
74	MCDOT	DO		AB	72	East Jefferson St	How do transportation analyses treat southbound E Jefferson St at Montrose Pkwy? Along the approach the rightmost lane drops as a right-turn lane, and on the receiving end a lane is added by right-turns from Montrose Pkwy. Without reviewing counts, these would appear to indicate heavy right-turn movements along the SB and EB approaches. We wish to confirm whether transportation analyses accounted for the replacement of this lane's replacement with a separated bike lane: is the reduction of this vehicular lane & impacts to right-turns acceptable, or will the bike lane require additional area in addition to maintaining this lane?
75	MCDOT	DO	Devel Rvw	GML	72	Executive Blvd	The proposed typical section should identify the widths of the existing median and lawn panels.
76	MCDOT	DO		AB	72	Executive Blvd	While we support the intent to add separated bike lanes, note that it appears this may necessitate approximately 2-3 ft of widening in each direction. This will impact curb lines, though it may be possible to widen into the median -- reducing utility & drainage impacts.
77	MCDOT	DO		CC, GE	95	Staging Plan	Phase 1 includes funding and completing design of the MD 355 BRT. This should clarify whether this applies to the full length of the 355 South line, to a limited span, or only the small portion of WF2. Consider also defining "completion", as a design may achieve differing levels of completion depending on project delivery (a design-build, for example, may arguably not achieve "100% complete design" until it is effectively finished with construction).
78	MCDOT	DO		CC		Staging Plan	There does not appear to be any clear nexus between the additional capacity + benefits provided by new infrastructure versus the amount of development capacity that is opened at each phase. Consider providing an analysis that more explicitly ties the two together to ensure that development is not unduly constrained, but also that adequate infrastructure is in place to meet the community's needs.

79	MCDOT	DO	GE	Staging Plan	Confirm whether the 2nd Metro entrance should be a condition on Phase 2. While it may be too late to address this as part of WF1, we feel that this is a high cost project with only limited nexus to WF2. As was done with Bethesda, we urge that a listing of CIP Projects be provided, along with identified lead stakeholders. We noted the following transportation projects, though caution that this may not be a comprehensive list:
80	MCDOT	DO	AB	General	<ul style="list-style-type: none"> - p60 - Extend Hubbard Dr westward from MD 355 as B-1 - p60 - Construct B-2 - p60 - Reclassify A-271 to B-6, and associated reconstruction - p60 - Reclassify E Jefferson St as B-5 for a portion not already under this designation - p60 - Extend Rose Ave as B-3. - p60 - Improve vehicular, bicycle, and pedestrian connections (any specific instances?) - p60 - Convert Chapman Ave (B-4) from private to public, and associated reconstruction as needed. - p65 - New bikeway connections (enumerate each item) - p65 - BPPA Funding - p66 - Bikeshare - p68 - Second Metrorail Entrance - p68 - New MARC station - p68 - Construct MD 355, Randolph Rd, and North Bethesda Transitway BRT lines - p69 - Implement a White Flint Circulator shuttle - p72 - E Jefferson St road diet - p72 - Executive Blvd widening - p77 - Ped/Bike Path at end of Galena Rd

