



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**Item #6**  
**4/30/09**

April 24, 2009

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Glenn Kreger, Acting Chief *GK*  
Vision Division

**FROM:** *PW* Piera Weiss, Master Planner (301.495.4728)  
*N.Y.* N'kosi Yearwood, Senior Planner (301.495.1332)  
South Central Transit Corridor  
Vision Division

**SUBJECT:** White Flint I Sector Plan Worksession #8:  
Public Facilities: Parks  
Environment and Sustainability  
Transportation and Mobility

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**STAFF RECOMMENDATION:** Discussion to provide guidance to staff.

**CURRENT MAY-JUNE WORKSESSION SCHEDULE**

May 7 Worksession #9  
- Status of Fiscal Analysis and Implementation  
- Design Guidelines and Land Use and Zoning by District

May 21 Worksession #10  
- Continuation of Design Guidelines and Land Use and Zoning by District

June 18 Worksession #11  
- Zoning  
- Staging  
- Implementation

## **PURPOSE OF THIS WORKSESSION**

Worksession #8 completes the review of the Public Facilities component of the Sector Plan and begins the review of the Environmental and Transportation components.

Detailed memoranda from Parks Department staff, Green Division and Move Division staff are attached.

## **SUMMARY**

1. Brooke Farquhar, Parks Department, will present the Sector Plan recommendations regarding public park recommendations in the Sector Plan. Planning staff is not proposing any changes to the recommendations.
2. Amy Lindsey, Steve Findley and Mary Dolan of the Green Division will be presenting a modification of the Sector Plan recommendations regarding sustainability and the results of the carbon reduction analysis. They will be discussing the use of a green factor that would be incorporated into the proposed CR zone.
3. Dan Hardy, Chief of the Move Division, will review the transportation recommendations of the plan, including transit enhancements, the road and bike networks, and more details on the proposed right-of-way for Rockville Pike.

PW:ha: M:\White Flint Plan production file\April 30 Worksession #8.doc

### **Attachments:**

1. Parks Department Memorandum
2. Green Division Memorandum
3. Transportation Memorandum
4. Excerpt from Complete Summary of January 12 Public Hearing Testimony
  - Circle 36: Public Facilities
  - Circles 28-30: Environment and Sustainability
  - Circles 37-39: Bikeways
  - Circles 31-32: Transportation Policy
  - Circles 33-35: Rockville Pike – An Urban Boulevard
  - Circles 48-51: Transportation Overall



## ATTACHMENT 1

### MONTGOMERY COUNTY DEPARTMENT OF PARKS

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 23, 2009

**TO:** Piera Weiss, Vision Division  
**VIA:** John Hench, Chief, Park Planning and Stewardship Division, Department of Parks *John Hench*  
**FROM:** Brooke Farquhar, Supervisor, Park and Trail Planning, PPS Division *Brooke Farquhar*  
**SUBJECT:** Worksession 8: White Flint Sector Plan - Parks

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**STAFF RECOMMENDATION: APPROVAL of Public Hearing Draft Park Recommendations with No Revisions.**

#### BACKGROUND:

The Planning Board held a Public Hearing on the White Flint Sector Plan on January 12, 2009. The need for a public presentation and discussion of the park recommendations was raised during the hearing and subsequent worksessions.

The primary purpose of the April 30 worksession on Parks is to review the public park recommendations. During the worksession, Parks Department staff's presentation will focus on the following topics:

- I. Role of parks in the Sector Plan open space system
- II. Connections to parks within and beyond the Sector Plan boundary
- III. Park Planning Recommendations: Wall Local Park and the Civic Green Urban Park
- IV. Potential elementary school effects on White Flint Neighborhood Park

#### I. Role of Parks in The Sector Plan Open Space System

The existing pattern of parks in White Flint and the surrounding area reflects the 1992 North Bethesda/Garrett Park Master Plan's land use proposals for White Flint. The new vision for the study area includes a more urban pattern and a greater mix of uses. The existing pattern of parks and open space has been reevaluated in light of this urban vision. The proposed open space system for White Flint will support a vibrant and sustainable urban center by creating open spaces that will be comfortable, attractive, easily accessible, and provide a range of experiences for a wide variety of people. To that end, the public park recommendations support the Sector Plan's following proposed typology of open spaces:

- For the Corridor: An active park for White Flint and surrounding areas at Wall Local Park
- For all of White Flint: a central civic green
- For each neighborhood: a neighborhood green
- For each block: an urban square
- For each building: recreation space
- For each residence: private outdoor space

Those open spaces that are intended to become focal points of community life for the entire planning area are recommended as public parkland: Wall Local Park (renovated), and a new Civic Green Urban Park in a central location near Metro and a high-density mixed- use area.

## **II. Connections to Parks Within And Beyond the Sector Plan Boundary**

The sector plan lies between two major north-south park trail systems: Rock Creek to the east and Cabin John to the west. The linkage of these key regional trail and bikeway systems is critical to provide residents greater opportunities to walk and cycle in the area and reduce automobile dependency and will be provided by a bike path planned along Montrose Parkway and a north/south bikeway (a former trolley right-of-way converted to bike use) that is proposed to be extended through the planning area. The loop system proposed in the plan is designed to link all proposed neighborhood open spaces, and to provide pleasant walking routes from residences and businesses to open space destinations throughout the planning area. Connectors to the loop will link destinations such as the Josiah Henson Site and other parks beyond the planning area boundary to the Sector Plan area. The proposed East-West promenade traverses the White Flint core with destinations along the way, including Wall Local Park, the Aquatic Center, the Civic Green and other open space areas on the east side of Maryland Route 355.

## **III. Park Planning Recommendations**

Parks Department staff recommends approval of the Public Hearing Draft recommendations, with no changes, for inclusion of a new Civic Green Urban Park and improvements to Wall Local Park. These two park planning recommendations, which will help implement the plan's Green Space Concept, (*Figure 1*) are as follows:

### *The Civic Green*

This is the public urban green for outdoor community-wide activities and events and should be centrally located within the Conference Center Block. There are two ways to obtain land for the civic green: through dedication, if there is assemblage of properties within the Conference Center Block, or acquisition with public funds. Whether acquired or dedicated, the Civic Green must be large enough and appropriately designed to:

- Accommodate major outdoor public events, gatherings, and celebrations.
  - Allow for local street closures to provide more event space.
  - Draw people from the surroundings to participate in local events.
- If assemblage is not possible, there are properties within the Conference Center Block large enough and in an appropriate location to function as the Civic Green and should be acquired with public funds.
- After public acquisition occurs, it may be that the adjoining property owners become interested in redevelopment. They may wish to enter into a public/private venture to accomplish better the public purpose of the civic green. In that event, it may be prudent to consider land swaps or other options to achieve the desired outcome.

### *Wall Local Park*

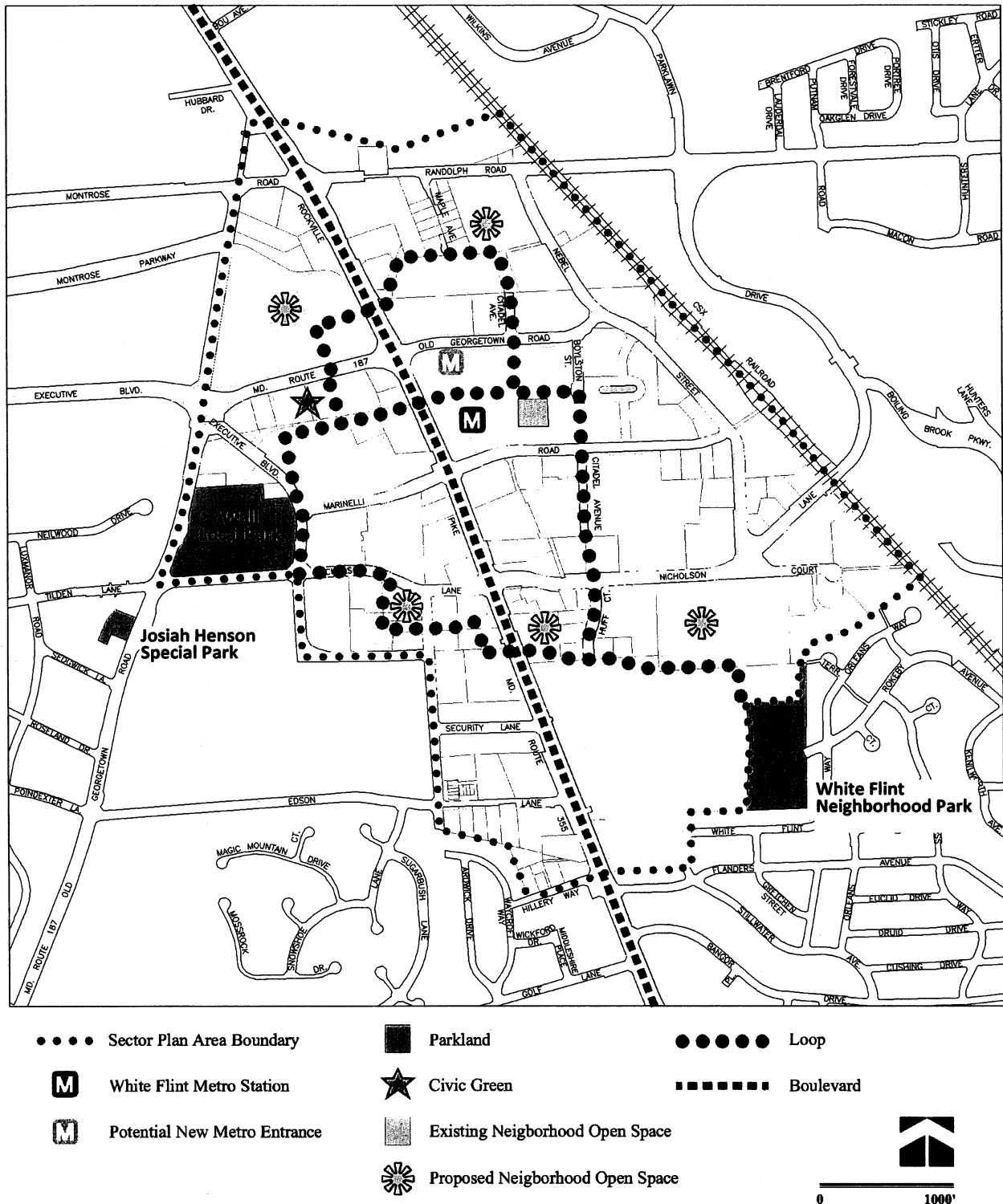
Wall Local Park is approximately 11 acres and within ½ mile of the Metro station. The Montgomery Aquatic Center and a large surface parking lot (250 spaces) occupy almost half the site. If the surface parking were to be relocated, Wall Local Park could include more outdoor recreational options for the surrounding community and the future residents.

This Plan envisions a public/private partnership with adjacent properties to relocate the surface parking within a parking structure built in conjunction with new residential development such as a public/private agreement. This would help redirect public sector funds from building structured parking on-site to improving Wall Local Park. The redesign of Wall Local Park should incorporate the sizable trees and include a pedestrian connection to Josiah Henson/ "Uncle Tom's Cabin" site, a cultural site of international significance, about a ¼ mile south on Old Georgetown Road and ½ mile from the Metro station. The Facility Plan for Wall Local Park should consider:

- An outdoor splash park
- An expanded indoor pool area
- Skateboarding facilities
- Playgrounds for young children
- Level grass areas for leisure and informal play to serve people of all ages
- Flexible space for adults, children, teens, and young adults
- Paths
- A pedestrian connection to Josiah Henson/"Uncle Tom's Cabin" site

The areas of highest quality trees along Old Georgetown Road should be retained and enhanced in the redesign of the park. Programming and design of the park will occur as part of the Facility Plan, with public input, to be overseen by the Department of Parks and coordinated with the Department of Recreation, and potentially funded by developers through an amenity fund project.

Figure 1- Green Space Concept



White Flint Sector Plan

Staff Draft - September 2008

#### **IV. Potential Elementary School Effects on White Flint Neighborhood Park**

Concerns about the effects on White Flint Neighborhood Park of a potential elementary school to the north were raised during the public hearing. Schools adjacent to parks in other locations in the County often utilize the adjacent parkland for recreation. Preliminary analysis shows that the school site could accommodate recreation facilities if a compact, urban footprint were used. However, the park's facilities could supplement the recreation facilities on the school site. At the very least, a school adjacent to White Flint Neighborhood Park would be likely to require a trail connection to the park and visual access into the park. The primary concern of the Parks Department is that the area between the park facilities and the potential school site is heavily wooded with significant slopes.

In addition, we are reviewing any restrictions or conditions on use and ownership of this property. It appears that it is wholly owned by M-NCPPC and is held for park purposes.

If the site is chosen by Montgomery County Public Schools, the Parks Department would review the proposed plan as part of a public process. Parks staff would coordinate with the Schools during the design development process and subsequent community meetings, with the objective of minimizing impacts to the wooded areas of the site and retaining community access to the recreational facilities in

Pc: Mary Bradford  
Mike Riley  
Gene Giddens  
Brian Woodward  
Darien Manley  
John Nissel  
Doug Alexander



## ATTACHMENT 2

### MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
Item #  
4/23/09

#### MEMORANDUM

TO: Montgomery County Planning Board

VIA: Piera Weiss, Master Planner

Mark Pfefferle, Acting Chief *MP*  
Green/Environmental Planning Division

FROM: Mary Dolan, Master Planner (301-495-4552) *MD*  
Steve Findley, Planner/Coordinator (301-495-4727)  
Amy Lindsey, Senior Planner (301-495-2189)  
Green/Environmental Planning Division

SUBJECT: Worksession 8: White Flint Sector Plan – Environmental  
Recommendations

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**STAFF RECOMMENDATION: Accept Proposed Revisions to Environmental Recommendations and Carbon Footprint Analysis.**

#### **BACKGROUND AND CONTEXT:**

The Green Division staff have reviewed the public testimony and listened to the Planning Board worksessions. Two main issues have been raised. The first is that the specific requirements for pervious area and tree canopy are difficult to meet given the many other goals of the plan. The second is that more green space and environmental improvement should be achieved. We propose to revise our recommendations to accommodate these concerns in a flexible format that can be incorporated into the new CR zone.

In addition, the carbon footprint analysis required by County Code has been completed. We will share the results with the Planning Board and ask that it be incorporated in the plan. The Board has already been briefed on the methodology of the carbon footprint analysis. It is attached to this memo for inclusion in the Technical Appendix. Further adjustments to the Technical Appendix will be made to back up other recommendations once the Planning Board has discussed them.



The sector plan set three general goals:

- No net loss of pervious surface
- Establish community character with native vegetation
- Minimize green house gas (carbon) emissions

### **No Net Loss of Pervious Surface**

The original recommendation in the master plan was to maintain and improve water quality through no net loss of pervious surface. The current water quality in those watersheds is poor and is likely to remain in that category due to high existing and projected imperviousness. However, stream conditions can be improved and the amount of erosion and nutrients contributed to Rock Creek, Cabin John and eventually, the Chesapeake Bay can be significantly reduced through the development process. Much of White Flint was developed prior to stormwater management regulations. Since then, not only have stormwater management requirements become standard, the state is now revising these standards which will have to be adopted by Montgomery County. The regulations will be revised to require low impact development and environmental site design (LID/ESD) which will establish higher standards and more innovative treatment methods that are adapted to more constrained sites and urban fabric.

Staff's original recommendations required that 20% of the site remain pervious and achieve an overall 30% tree canopy in the sector plan area (including parks and open spaces). On development sites, this could result in small green spaces of lawn with a few trees that provide little infiltration into compacted urban soils and potentially interfere with implementation of more advanced stormwater management techniques. The goal should be clearly stated as overall water quality improvement, not to reach a specific pervious surface requirement or tree canopy goal. The goals remain the same: to improve water quality and create a greener, cooler urban environment, but the recommendations should be changed to be more flexible and achieve greater results.

The concentrated development and desired walkability of the area will require that many surfaces will be occupied by paving or buildings. Stormwater vaults and below-grade parking reduce the ability to achieve groundwater infiltration. However, the new development could use rooftops, terraces, podiums, and planters to slow, absorb, transpire, and filter the water while providing green space at many levels for the community benefit.

In this sector plan we should set environmental goals that go beyond the current standards through the implementation of a "green factor" requirement as part of the new zoning code.

### **Montgomery Green Factor**

In order to achieve our water quality and other goals, we are proposing a green factor system that will also provide many other environmental benefits. The green factor we propose is a point-based system, similar to the Planning Board recreational requirements

with points adjusted to the size of the property. Green features are assigned a point value based on environmental benefits, so that features with greater benefits are given higher point values. Similar systems are considered state-of-the art throughout the world. The Montgomery Green Factor will incorporate many features of these systems and add important improvements that will benefit Montgomery County.

Currently, our environmental standards and regulations focus on preservation and conservation, and are not well adapted to urban environments. Urban redevelopment under many zones often results in forest planting off-site, underground stormwater structures, and street trees. Re-creating the functions of natural systems to create community benefits in an urban setting like White Flint requires a holistic approach to site design. We must begin to think about creating a layered system that mimics nature, while reinforcing efforts to create more attractive buildings, improve air quality, reduce stormwater runoff, mitigate urban heat island effects, and create habitat for birds.

There are many benefits to using a green factor, instead of setting requirements for specific environmental features, like imperviousness and tree cover. It allows flexibility in design and cost-effective choices while still providing greater environmental benefits within the community. It incorporates sustainability into project development, instead of a regulatory requirement applied later in the process.

In order to create a livable, environmentally-friendly urban environment, a green factor system is proposed as part of the new CR zone to replace the specific tree canopy requirements in the public hearing draft. A green factor will be developed for the zone to contain a menu of environmental design features including, but not limited to, increased energy efficiency beyond the minimum standards, water quality improvements through runoff reduction, carbon sequestration, and urban heat island effect reduction. Developers can choose which features to incorporate into their plans but *must meet a minimum point level* for any development. Achieving a higher score would make the property eligible for increased FAR.

Environmental features used in the green factor system may include:

- lawn and planting beds with a soil depth of less than 24 inches
- lawn and planting beds with a soil depth greater than 24 inches
- Retention of existing trees
- Planting of larger stock trees with larger canopies
- permeable paving
- vegetated roofs/green roofs
- vegetated walls
- achieving higher than LEED basic certification
- on-site renewable energy generation
- rainwater reuse.

Extra green factor credit is proposed for landscaping features that are:

- visible or accessible to the public
- incorporate stormwater management

- use native plants or plants tolerant of urban conditions

Benefits are additive so that tree cover over a planting bed would get points for both benefits, mimicking the environmental benefits of a natural system. The details of features and credits used in the proposed system will be worked out as part of the proposed CR zone.

Recommended changes to Plan Text:

The second goal is “no net loss” of pervious land surface, which is currently at 23 to protect and improve the water quality of streams while providing a green, livable environment. Imperviousness is currently over 80 percent of the sector plan area with very little of the area served by stormwater management measures. New development should provide space for stormwater infiltration of stormwater and trees, trees or other vegetation to treat and infiltrate stormwater or to slowly release runoff.

Much of the existing pervious land is in Wall Local Park, the North Bethesda Town Center property and developed residential and federally owned properties. Although future development will be compact, imperviousness should be reduced to the minimum necessary, with trees and other vegetation providing up to 30% green area in the sector plan. This can be done by establishing a minimum pervious area in conjunction with other requirements: public use space, stormwater management treatment, or streetscapes: to maintain and improve water quality by reducing the stormwater runoff that must be managed. Environmental Site Design (Low Impact Development) will provide stormwater treatment and detention, minimize impervious surfaces, and recycle stormwater to maintain and improve water quality. This will also achieve other sector plan objectives including better designed and functioning public use spaces and streetscapes..

To achieve the goal of 30% green area, establish a green factor to in the zoning code for the CR zone, creating a point system that gives property owners flexibility in choosing a combination of green roofs, green walls, on-site renewable energy production or conservation, and other means to achieve the goals stated above. A minimum amount of green factor points would be required for any development, and additional points would allow some increase in floor area ratio.

- ~~Require 20 percent pervious area for all newly developing properties.~~
- ~~Create a system of pervious open spaces for environmentally sensitive stormwater infiltration.~~
- ~~Increase overall tree canopy to 30 percent.~~
- Add pervious areas stormwater treatment along Rockville Pike and along the new Main Street to reduce the impact of stormwater runoff as required by the Road Code.
- Use environmentally sensitive design stormwater management techniques such as green roofs, bio-infiltration, innovative stormwater features, underground stormwater management, green streets, cisterns and pervious paving.

## Carbon Footprint Analysis Results

Montgomery County Bill number 34-07 requires the Planning Department to model the carbon footprint associated with its master plans, and to make recommendations for the reduction of carbon emissions. We are using the King County (Washington) carbon footprint model, as described in a previous Planning Board roundtable (see Attachment A, which will be added to the Technical Appendix). As a starting point, the model assumes:

- No changes are made to energy efficiency of buildings or vehicles
- Vehicle miles traveled are based on the results of transportation modeling including transit and walking/biking developed for the sector plan
- Building methods, materials and sources are similar to those used in the last few years, but building types assume the standard efficiencies of multi-family buildings

Modeling results using these assumptions are shown in the table below. The target is 20% of the 2005 baseline emissions level, as directed by Montgomery County Bill number 32-07.

### Estimated Baseline and Projected Carbon Emissions

Year	Emissions
	<i>MTCO<sub>2e</sub>*</i>
2005 (Baseline)	13,000,000
2030 (Staging Capacity)	29,000,000
2030 (Potential Phase 4)	32,000,000
<b>Target</b>	<b>2,600,000</b>

\*Metric Tons Carbon Dioxide Equivalents  
(over the life of the development)

Modeling indicates that carbon emissions will more than double if White Flint realizes the maximum growth possible under the proposed master plan, assuming no change to current community design and construction practices. This is approximately ten times the desired target when focusing strictly on White Flint. This result is not surprising given that future growth is being concentrated in areas like White Flint to accommodate the growth most efficiently. The sector plan area is proposed to accommodate from 10 to 13 percent of the anticipated growth in population in Montgomery County at buildout on less than 0.2% of the county's land area.

This plan makes several recommendations intended to reduce carbon emissions, beginning with the recommendation to make White Flint a model of smart growth. Some of the effects of this are modeled in the results above however; it is difficult to know the full range of behavior changes that the new White Flint will inspire. The vision is to

create a compact community of mixed uses, enabling residents to live, work and shop in a walkable area. The smart growth approach is enhanced by the provision of mass transit service, further enabling people to run errands and to commute without need for automobile travel. There are many recommendations in the sector plan that will promote reductions in carbon emissions (such as the open space recommendations, bicycle and pedestrian priority streets) and many programs outside the planning process that will result in substantial savings over time. The Climate Protection Plan has many recommendations for reducing carbon emissions, but we can only model the two with specific targets relating to master planning. The two recommendations are listed below:

- 50% of residences will reduce energy consumption by 25% (resulting in a 12.5% reduction in existing and proposed residential building emissions)
- Commercial properties will reduce their energy consumption by 25%

Once the baseline projections were made, the model was used to test these recommendations as well as the recommendation from the sector plan for a 20% on site renewable energy generation. These were tested for carbon footprint reduction to determine the magnitude of effects on the carbon footprint of White Flint. The results shown below illustrate the potential reduction for either the Staging Capacity or the Potential Phase IV projections.

#### **Potential Carbon Footprint Reduction from 2030 Projection**

<b>Recommendations</b>	<b>Reduction From 2030 Projections</b>
<b>50% of residences reduce energy consumption by 25% (12.5% reduction)</b>	<b>2%</b>
<b>Commercial properties reduce energy consumption by 25%</b>	<b>8%</b>
<b>Commercial properties generate 20% of energy needs</b>	<b>7%</b>

Even if all three techniques are used, the cumulative effect would be approximately a 15% reduction in carbon emissions. These are the results of hypothetical situations suggested by the Climate Protection Plan and speculation about on-site energy generation. The ability to generate 20% of commercial power needs on-site does not seem as feasible as an energy reduction scenario given current technology. Research to date indicates that the most innovative buildings in dense urban areas can produce less than 10% of their energy needs by renewable methods on site after achieving significant energy conservation. However, this scenario presents additional insight into the challenges and opportunities for reducing greenhouse gas emissions.

Specifically, the modeling results seem to indicate that reductions in carbon footprint are more likely to come from changes in building and site designs, improvements in technology for vehicles and building energy conservation as well as changes in behavior. These changes will be enabled by creating a compact, livable urban environment. The overall conclusion is that a full range of strategies, at the national, state, and local level will be required to change emissions trends and reach the stated target.

### Recommended Changes to Plan Text:

~~The first goal to achieve sustainability is minimizing gas carbon emissions. The County's overall goal is to reduce the 2005 measured carbon emission levels by 80 percent by 2050. This can help reach this goal by: avoiding and sequestering carbon emissions through reducing dependency on fossil fuel-based transportation systems, and efficient energy practices. Carbon dioxide, the gas most responsible for global warming, can be reduced in the most significant amounts by decreasing the number of automobile trips, designing "green" or "high performance" buildings, and increasing the use of renewable energy sources. Design new buildings to reduce carbon emissions through energy efficiency, on-site sources of renewable energy and recycling of waste materials from construction and demolition to the fullest extent possible as part of compliance with County law to achieve Leadership in Energy and Environmental Design (LEED) certification level or equivalent.~~

- ~~• Supply 20 percent of energy needs with on-site generation using renewable resources such as geothermal heating and cooling or wind powered electricity.~~
- ~~• Provide a safe, attractive and continuous network of sidewalks and bikeways throughout the White Flint Sector Plan area.~~
- ~~• Sequester carbon by increasing tree canopy coverage.~~
- Reducing the use of carbon-generating energy
  - Reduce vehicle miles traveled through mixed-use, walkable, transit-oriented development
    - Provide a safe, attractive and continuous network of sidewalks and bikeways throughout the White Flint Sector Plan area.
  - Reduce consumption of energy through site design and energy-efficient buildings
    - Site buildings to maximize daylighting and natural ventilation, and minimize thermal loss. Use awnings and overhangs to block direct summer sunlight and light shelves to reflect natural daylight further into the building.
- Maximizing use of on-site and off-site renewable energy sources
  - Maximize the LEED or equivalent standards met in the Energy & Atmosphere category.
  - Mitigating carbon emissions through preservation and planting of trees and other vegetation (see the Green Factor recommendation in the section below).
  - Purchase of energy from renewable sources such as windpower generated outside of Montgomery County

### CONCLUSION

We recommend that the Planning Board accept the proposed revisions to environmental recommendations and carbon footprint analysis. The Technical Appendix will be amended to reflect the methodology used for the carbon footprint analysis and any other supporting material necessary for the other recommendations.



## ATTACHMENT 3

### MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 23, 2009

APR 23 2009

#### MEMORANDUM

**TO:** Piera Weiss, Project Team Leader  
Vision/Community Based Planning Division

**FROM:** Dan Hardy, Chief *DKH*  
Move/Transportation Planning Division

Ed Axler, Planner/Coordinator *EA*  
Move/Transportation Planning Division

**SUBJECT:** White Flint Sector Plan Transportation Network Revisions

Staff recommends the following changes to the transportation network in White Flint based on public testimony and Board discussion:

- Selected revisions to the networks of on-road and off-road bikeways
- Revision to the alignment of several streets in the White Flint Mall District, including
  - Executive Boulevard Extended (B-7)
  - Nebel Street Extended (B-5), including a reduction from four travel lanes to three
  - Nicholson Court (B-14)
- Revision to the alignment of Mid-Pike Spine Street (B-15) in the Conference Center District

Staff also recognizes the civic interest in a higher-level of transit-priority treatment along Rockville Pike, described in a recent worksession as "Vehicle Rapid Transit" to preserve the opportunity for either Bus Rapid Transit (BRT) or Light Rail Transit (LRT).

Each of these topics is discussed further below.

#### Bikeway Network

The Public Hearing Draft Plan built a network on framework established by the 2005 Countywide Bikeways Functional Master Plan. Staff proposes to retain the general guiding principles of the Plan that include on-road bike accommodations on all streets and off-road shared use paths that facilitate connectivity to regional trails and key destinations.

Public testimony from bicycle advocates expressed concern that the bikeways within the Sector Plan did not provide good connectivity to planned bikeways outside the Sector Plan area. Figure 1 shows the 2005 Countywide Bikeways Functional Master Plan for the White Flint Area.

### Public Hearing Draft Plan Proposals

Figure 34 of the Public Hearing Draft Plan proposed a bikeway system with two key elements:

- An off-road, shared-use path system that connects White Flint to other areas of the County via the Montrose Parkway and North Bethesda Trolley Trail, and
- An emphasis on shared-road bikeways within the Plan area, considering the 25 MPH target speeds that facilitate shared space, rather than separated modal facilities and the Road Code emphasis on bike accommodation on all streets.

Off-road shared use paths and on-road bicycle accommodations serve different markets; most of the active bicyclist community is interested in quality on-road bike accommodation. The number of off-road paths in the Plan is therefore fairly minor; great pedestrian facilities are recommended in promenades and heart-smart trails, but space for off-road shared use paths are limited to those connections needed to the regional recreational trail system.

The need for striped bicycle lanes on urban roadways is a matter of agency and staff judgment, and is one of the items still to be resolved in developing design standards for the 2007 Road Construction Code.

In September 2007, the Planning Board supported the staff position on the Road Code that generally marked bike lanes should be provided as a matter of course on roads with daily traffic volumes of more than 20,000 vehicles per day or a posted speed of 45 MPH or greater. In the White Flint Sector Plan, the roadways are all recommended to have a target speed at 25 MPH or 35 MPH. The state highways (MD 355, MD 187), Montrose Parkway, Nicholson Lane, and the northern portion of Nebel Street are the roadways with traffic volumes forecast higher than 20,000 vehicles per day.

### Bicyclists on Rockville Pike

The Sector Plan design for Rockville Pike will improve on-road bicyclist accommodation as bicycles can share the curb lane with transit vehicles during peak periods. Still, the traffic volumes and number of lanes will still make on-road bike travel intimidating for a proportion of bike users.

Furthermore, the Plan contemplates off-peak period parking along portions of the Pike, and marked bike lanes are incompatible with off-peak period parking. Therefore, the Sector Plan recommends bicycle lanes along Nebel Street (and its southerly extension) to serve as a north-south bicycle arterial and an alternative to Rockville Pike. Nebel Street



is a suitable location for bicycle lanes because it serves the eastern side of the Plan area where less intense land uses are expected and the number of cross street and driveway interruptions is relatively low.

### Proposed On Road Bicycle Accommodation

The Sector Plan's on-road bicyclist accommodation strategy should retain:

- Establishment of the entire Sector Plan as a Bicycle and Pedestrian Priority Area, with low target speeds and roadway designs facilitating on-road bicycling on all streets.
- Master-planned bicycle lanes on roadways that provide key connections to bike lanes in the Countywide Bikeways Functional Master Plan and facilitate longer-distance on-road bicycling via,
  - Nebel Street, the connection to Countywide route BL-26 and the primary alternative to Rockville Pike for north-south on-road bicyclists who prefer roadways with lower traffic volumes
  - Nicholson Lane and Executive Boulevard/Old Georgetown Road, to connect to Countywide routes BL-24, BL-25, and BL-27

On Rockville Pike, bicyclist travel is facilitated by the proposed curb lane (used by transit vehicles during peak periods and possibly for parking during off-peak periods).

Figure 2 provides a sketch-up version of the proposed on-road bicyclist accommodation. The changes to the Public Hearing Draft Plan are summarized as follows:

- Addition of east-west bike lanes along both Old Georgetown Road and Nicholson Lane throughout the Sector Plan area. These east-west routes:
  - connect to Nebel Street as the primary north-south route with a proposed bike lane,
  - respond to bicyclist community concerns,
  - improve consistency with Road Code guidance regarding the desirability of bike lanes on higher volume roadways regardless of travel speeds, and
  - will require approximately 5 additional feet of right-of-way to account for the difference between a shared roadway (wide curb lane) and a striped bike lane on both sides of the street
- Addition of bike lanes along the north-south portion of Woodglen Drive between Nicholson Lane and Edson Lane, in response to testimony
- Addition of bike lanes along the east-west portion of Edson Lane between Woodglen Drive and Nebel Street Extended at Rockville Pike to connect Nebel Street Extended to the North Bethesda Trolley Trail

## Proposed Off Road Bicycle Accommodation

The Sector Plan's off-road bicyclist accommodation strategy should retain:

- A network of shared use paths (off road, Class I) that provide connectivity to the regional network via the North Bethesda Trolley Trail and the Montrose Parkway
- Recognition that wide sidewalks on business district streets (where 10' wide sidewalks exclusive of tree pits are most common) will facilitate off-road access for beginner and child cyclists. In these areas, a separate designation of a shared-use path is not needed to adequately accommodate users.

In general, the staff's proposed revisions to the off-road bicyclist accommodation remove three shared-use paths in the 2005 Countywide Bikeways Functional Master Plan within the White Flint Sector Plan area. These changes reflect the Sector Plan development of White Flint as a more densely developed urban area and the increasing interest of staff and stakeholders alike to promote on-road bicyclist travel.

Figure 3 provides a sketch-up version of the proposed off-road bicyclist accommodation. The changes to the Public Hearing Draft Plan are essentially the removal of east-west shared-use paths along portions of Old Georgetown Road (east of Rockville Pike), Marinelli Road, and Nicholson Lane, where on-road bike accommodation is to be emphasized.

### **White Flint Mall District**

The establishment of a roadway network in the White Flint Mall District exemplifies the need for both master plan guidance and property owner coordination. One of the explicit purposes of the Plan is to develop details regarding the design and location of Executive Boulevard on the east side of Rockville Pike. Figure 4 shows a conceptual proposal for this street grid, developed by the consortium of property owners in the district on November 14, 2008, which reflects the intent of the Public Hearing Draft Sector Plan to include:

- Establishment of Executive Boulevard Extended eastward from Rockville Pike with appropriate sharing of access by confronting redevelopable properties, yielding a slightly more curvilinear alignment than suggested in the Sector Plan,
- Establishment of Nebel Street Extended as a compound roadway with two 90-degree turns. The northern 90-degree turn is at the junction with Executive Boulevard Extended in a standard T-intersection configuration and facilitates the development of the property in this intersection's southeast quadrant as a potential elementary school site. The southern 90-degree turn occurs at the southeast quadrant also facilitates site development better than a horizontal curve design would and facilitates future development of a potential eastern leg providing access to park property, and

- Relocation of Nicholson Court at Nebel Street Extended to facilitate through movement along Nebel Street Extended and a 90-degree intersection configuration at Nicholson Lane.

Staff proposes to adopt the **relocation of Executive Boulevard Extended and Nicholson Court** as shown in Figure 4.

Staff concurs with the general alignment of **Nebel Street Extended** as shown in Figure 4, including the provision of a standard “T” intersection at the junction of Nebel Street Extended and Executive Boulevard Extended. However, staff finds that the 90-degree junction shown in the southeastern corner of the White Flint Mall District is inappropriate for a business district street and requires a minimum 150 foot radius (considering the 25 MPH target speed and minimum sight distance requirements).

Staff also concurs with the proposal to construct Nebel Street Extended as a three-lane, rather than four-lane roadway, based on the fact that it will be a single-loaded roadway for most of its length (with a potential school site, park site, and/or other buffering adjacent to the Garrett Park Estates community. Staff estimates that this portion of Nebel Street Extended would carry approximately 12,000 vehicles per day, acceptable for a three-lane roadway that provides what would essentially be a single southbound though lane and two northbound lanes to facilitate turning vehicles at the closely-spaced intersections. Near the junctions with Nicholson Lane and Nicholson Court and with Rockville Pike, the roadway would need to be widened to accommodate turning lanes (as the forecast ADT increases to 21,000 near Rockville Pike and 25,000 near Nicholson Lane due to the roadway function as a collector for traffic generated by White Flint District land uses.)

### **Mid-Pike Spine Road Alignment**

The Sector Plan recommends the abandonment of the portion of existing Executive Boulevard that describes a diagonal connection between Old Georgetown Road and Marinelli Road and replacement with a more orthogonal street grid. The Public Hearing Draft described street “B-15” as the Mid-Pike Spine road, connecting Marinelli Road to the Mid-Pike Plaza site directly west of the Conference Center.

The Executive branch expressed concern regarding impacts of the roadway on the conference center, and Mid-Pike Plaza expressed concern regarding the specific alignment of B-15 on their site. A working group of property owners in the Mid-Pike and Conference Center Districts examined several alternative alignments and developed a consensus on the proposed revised alignment for B-15 shown in Figure 5.

This revised alignment shifts the northern portion of the roadway (on Mid-Pike Plaza) to the east, more in alignment with the current parking area drive-aisle and retains the existing access point on Old Georgetown Road (MD 187). It shifts the southern portion of the roadway slightly to the west to minimize impacts to the Conference Center. The difference between the two alignments is accommodated by a curve across the VOB

property, which is now more severely impacted by the roadway alignment and would require assembly with adjacent parcels.

### **Rockville Pike Transit Priority Treatment**

The Public Hearing Draft Plan recommends the development of transit priority treatment along Rockville Pike through the use of a bus-priority curb lane that can be used by bicyclists and potentially for off-peak period parking (when buses do not need the significant travel time advantage of the priority treatment).

Several steering committee members have expressed a preference for a higher level of transit priority treatment consisting of transit lanes in the median separated from the adjacent vehicle travel lanes. This type of transitway is envisioned for the Georgia Avenue Busway and the Corridor Cities Transitway. Staff assessed the potential for such a transitway early in Sector Plan development and concluded it is not appropriate for Rockville Pike for the following reasons:

- Most important, the Metrorail Red Line serves as the line-haul transit service for this portion of the County. A second line-haul north-south route is not needed for transit system capacity along the Pike.
- Transit system capacity expansion is needed for circulator and shuttle services between Metrorail stations and the adjacent land uses. These routes have overlapping dendritic patterns that require turns onto and off of Rockville Pike more so than travel along Rockville Pike. While median transitways are efficient for moving line-haul vehicles along a corridor, they can create operational difficulties when high-volume bus turning movements are required (for instance, the Ride-On 5 route in the median lanes waiting to turn left onto Old Georgetown Road would hold up a Ride-On 46 bus behind it).
- The impact of the recommended 150' right-of-way itself was a cause of concern for property owners along the west side of the Pike. The development of a separate median transitway (including station locations and desired landscaping) requires additional right-of-way beyond the 150' recommended in the Public Hearing Draft of the Sector Plan, particularly if the potential for on-road bicyclist accommodation and potential off-peak period parking is retained.
- The Sector Plan recommendation for bus priority treatment can be more readily implemented independent of plans either to the north or south of the Sector Plan area.

We understand several members of the steering committee are pursuing development of an alternative Rockville Pike concept, with a wider right-of-way. We look forward to discussions of their ideas with them, but recognize the Planning Board and County Council interest in continuing with the current Sector Plan schedule, at which point the staff desire is to narrow alternatives, rather than expand them.

Staff has long recognized that the design and implementation of any Rockville Pike construction will require intensive planning, design, funding, maintenance of traffic, and

implementation after the Sector Plan is adopted. This intensity of activity forms the basis for the Sector Plan recommendation to complete design during Stage 1 with an expectation for implementation in Stage 3. Should the steering committee be interested in reserving an additional 12' on the west side of the Pike than the Sector Plan recommends, this would at least provide greater flexibility in the development of a multimodal, pedestrian-oriented Pike.

Figure 1. 2005 Countywide Bikeways Functional Master Plan

Approved and Adopted - March 2005

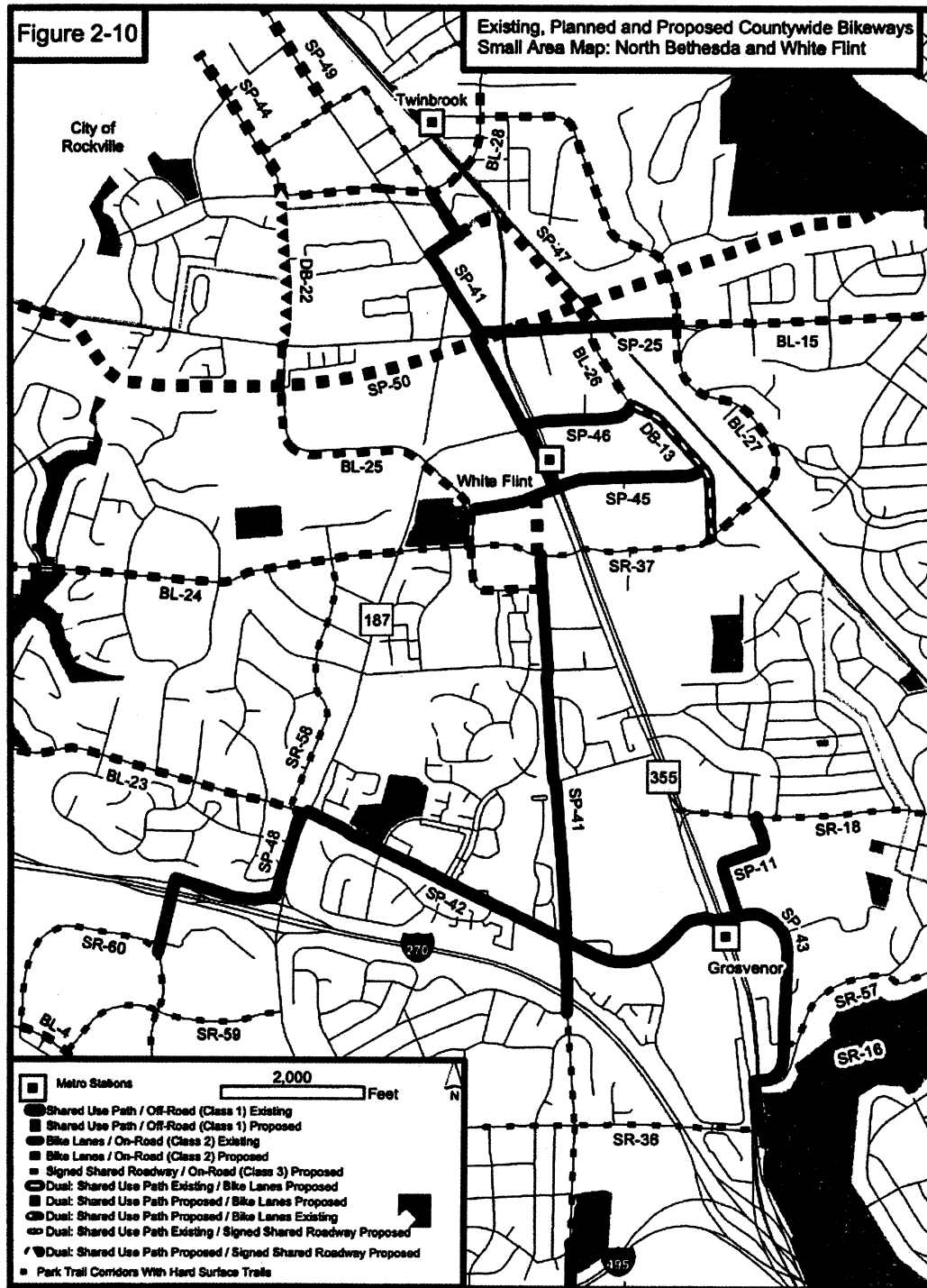
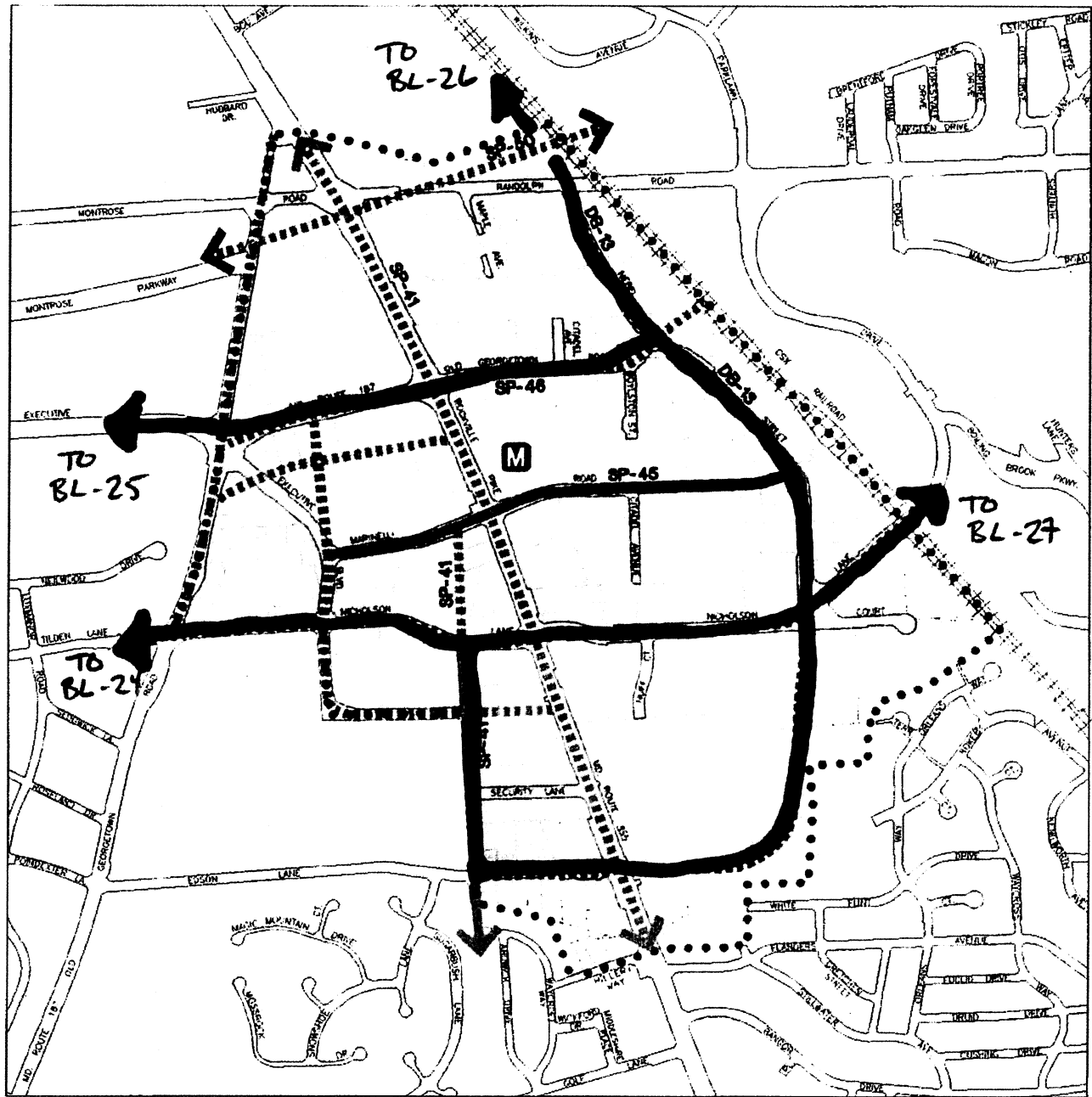


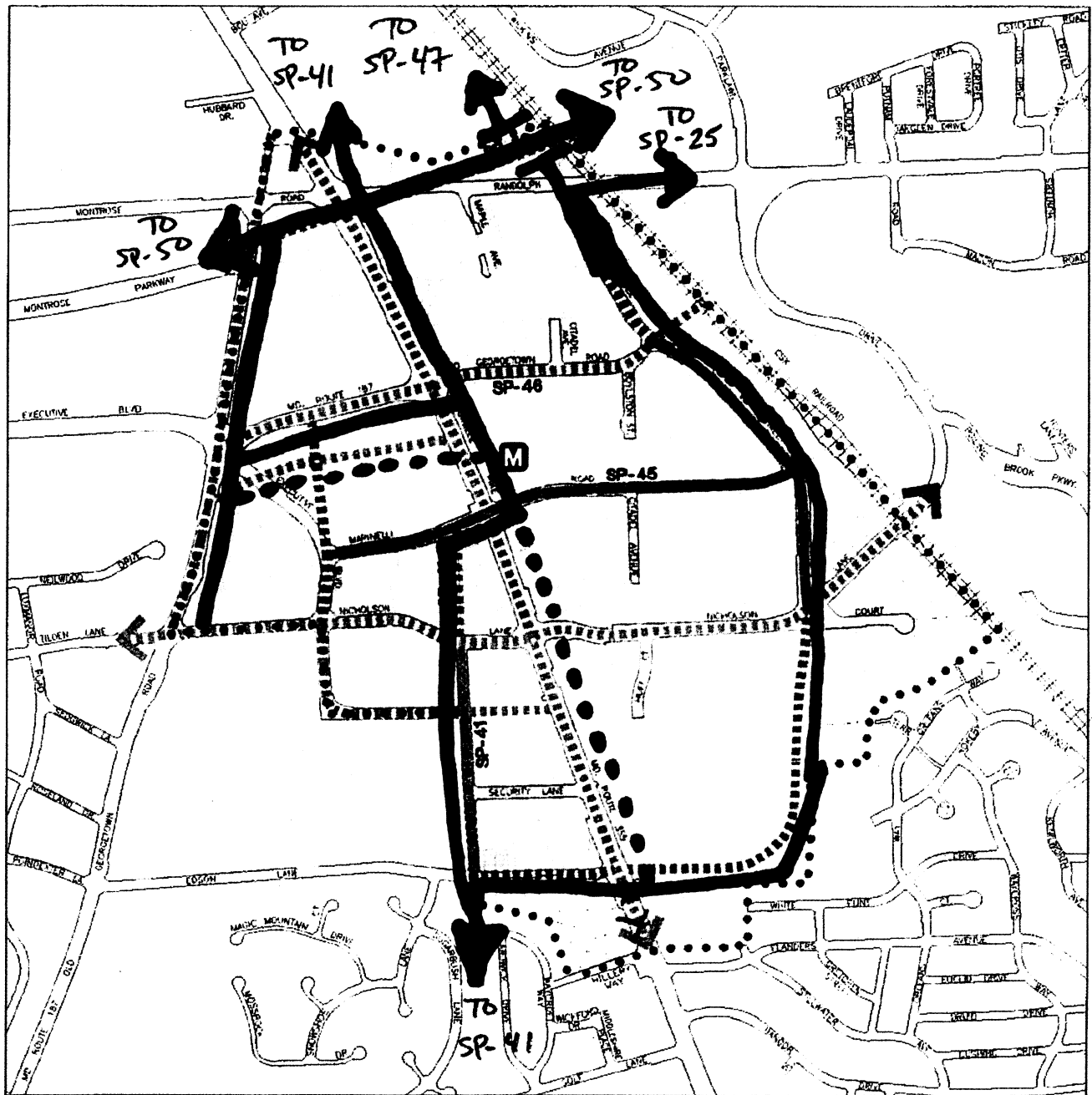
Figure 2. Proposed On-Road Striped Bike Lane Network



Notes:

- Base map from Public Hearing Draft Sector Plan
- Dark lines indicate all proposed striped bike lanes
- Bicycles on Rockville Pike share curb lanes with transit vehicles

Figure 3. Proposed Off-Road Shared Use Path Network

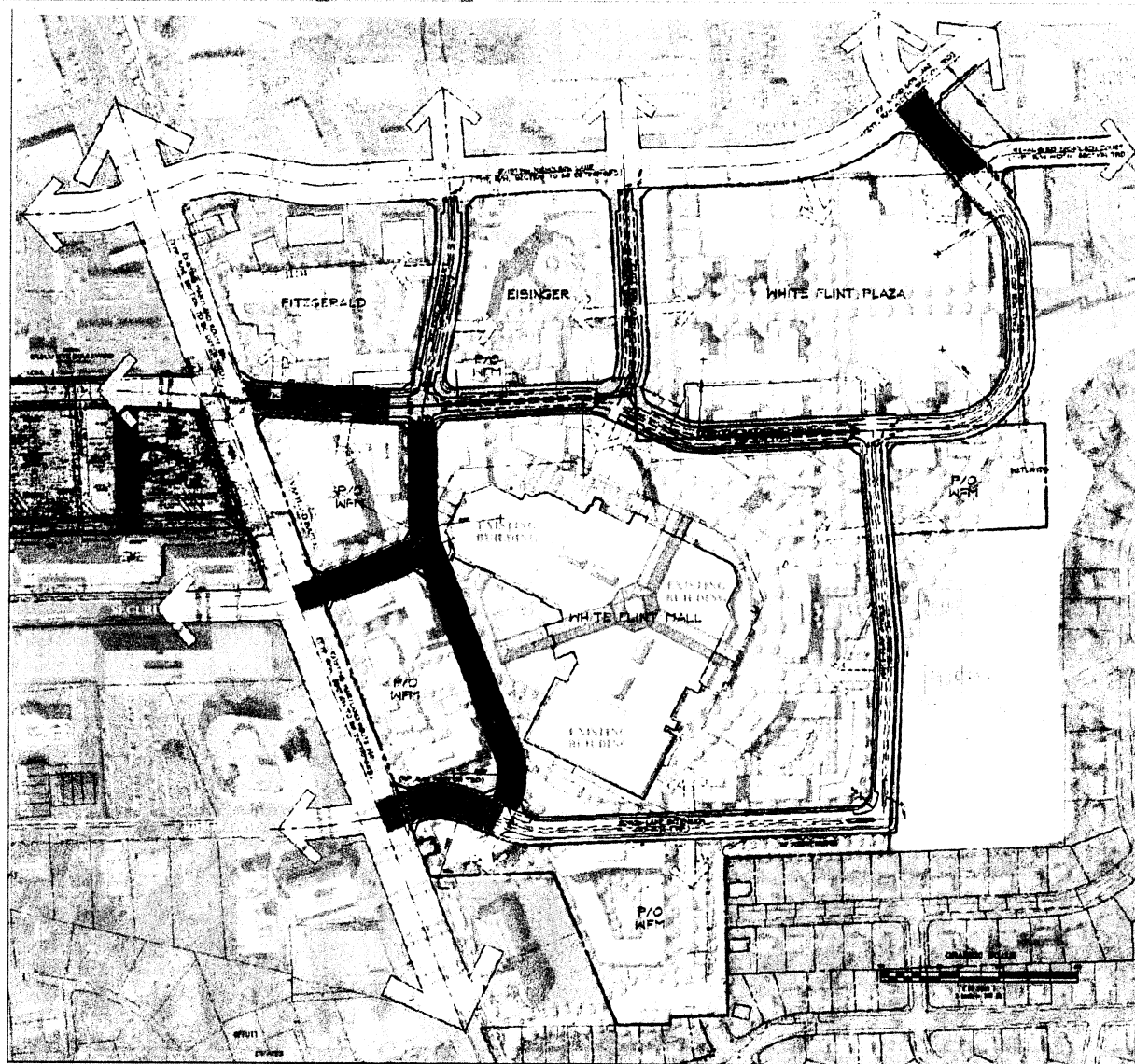


Notes:

- Base map from Public Hearing Draft Sector Plan
- Dark lines indicate all proposed off-road shared use paths
- Dashed lines indicate promenades along Rockville Pike and Main Street



Figure 4. White Flint Mall District Property Owners Proposal



**CONSULTING**  
 PREPARED BY: [illegible]  
 PROJECT NO.: [illegible]  
 DATE: 11/14/2008

11/14/2008

## WHITE FLINT QUADRANT

### SCHEMATIC TRUNK ROAD GEOMETRY & TYPICAL CROSS SECTIONS



20251 Century Boulevard, Suite 400  
Germantown, MD 20878  
301 918 4100

# ATTACHMENT 4

## Public Facilities

Person/Agency/Property	Comments	Response
Office of the County Executive	<ul style="list-style-type: none"> <li>Continued operations of existing Aquatic Center require 250 parking spaces. Relocating parking to the adjacent parcel may be challenging.</li> <li>Recognize and address the need for offices for an urban/business district staff.</li> <li>A satellite regional services for Bethesda-Chevy Chase Regional Services Center; meeting space and office for North Bethesda TMD;</li> <li>Express library in street front component of this facility located adjacent to Civic Green or in North Bethesda Town Center (LCOR)</li> </ul>	<p>Shared parking between the Wall Park/Aquatic Center and the adjacent property will create an opportunity for an urban park</p> <p>Staff concurs that a regional service center could be combined with Fire and EMS service or as a public amenity</p> <p>Express library is recommended for either LCOR or redeveloped Mid-Pike; however, the library could be associated with the Civic Green</p>
Jorgen Punda Gables Residential	<ul style="list-style-type: none"> <li>Support shared parking garage through public/private partnership with the County to create a new urban park at Wall Park</li> </ul>	Staff agrees
Jim Humphrey Montgomery County Civic Federation	<ul style="list-style-type: none"> <li>No recommendation for a public process for Wall Park improvements</li> </ul>	<p>There is an existing public process for all M-NCPPC park improvements. Parks Department will conduct Facility Planning, which includes public meetings and Planning Board review and approval in public</p>
Suzanne Hudson White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>Support for large civic green, parks and greenways, a library, police and fire station</li> </ul>	Staff agrees

## Environment and Sustainability

Person/Agency/Property	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> <li>Against 20 % energy on-site generation; 20% pervious area for developing properties; and 30% tree canopy</li> <li>No net loss of pervious land surfaces is inconsistent with preferred planning techniques and would create a suburban pattern</li> </ul>	<p>On-site energy generation is an important component in the strategy to meet the greenhouse gas emission reduction goals mandated by Chapter 18A Montgomery County Climate Protection Law</p> <p>Staff will revisit the pervious area and tree canopy requirements.</p> <p>Suburban patterns are created more by arrangement of buildings and the use of surface parking than presence of pervious surfaces</p>
Rita Bamberger Holladay Corporation/Metro Pike Shopping Center Jorgen Punda	<ul style="list-style-type: none"> <li>30% tree canopy and 20% pervious recommendations work at cross purposes</li> <li>20% pervious should be an aspirational goal instead of a requirement</li> </ul>	<p>These two goals work together to promote a livable, dense urban environment.</p> <p>The pervious recommendations will be re-examined.</p>
Gables Residential Montouri Property	<ul style="list-style-type: none"> <li>20% pervious and tree canopy goals would greatly impact this undeveloped property</li> </ul>	See above regarding pervious area and tree canopy
JBG Companies	<ul style="list-style-type: none"> <li>20% on-site energy generation; 20% pervious area for all developing properties; and 30% tree canopy for the plan area are not realistic for an urban area</li> </ul>	<p>There are multiple pathways to achieving on-site power generation that are appropriate for urban areas</p> <p>See above regarding pervious area and tree canopy recommendations</p>
Bob Stoddard Washington Real Estate Investment Trust	<ul style="list-style-type: none"> <li>20% pervious and 30% tree canopy conflict with concentrating density within Metro Station areas</li> </ul>	See above

Don Briggs Federal Realty Investment Trust	<ul style="list-style-type: none"> <li>Remove permeability and tree canopy recommendation</li> </ul>	See above
Jim Humphrey Montgomery County Civic Federation	<ul style="list-style-type: none"> <li>Need to address how to increase tree canopy besides street trees; maintaining 72% impervious land will continue to degrade streams</li> </ul>	Pervious areas and tree canopy will be incorporated into open space and micro-scaled stormwater management areas.
Jane Huff White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>Maintain White Flint Neighborhood Park as a green buffer; neighborhood green meeting space and landmark; wildlife habitat; native vegetation; watershed protection; carbon sequestration</li> <li>Additional green space needed for the area as more people are expected</li> </ul>	<p>No changes are proposed for White Flint Neighborhood Park</p> <p>Staff will revisit opportunities for green space within this plan.</p>
Paula Bienenfeld Luxmanor Citizens Association	<ul style="list-style-type: none"> <li>Add data and a section on best management practices for sustainable development</li> </ul>	Sustainable development practices will be included in the design guidelines.
Pamela Lindstrom Sierra Club	<ul style="list-style-type: none"> <li>Plan can do better than preventing no net loss of pervious surface; need more details</li> <li>Support tree canopy recommendations and ways to increase it</li> <li>Design guidelines should discuss green roofs which can fulfill some functions of pervious areas</li> <li>Goal of improvement in stream quality</li> <li>Energy use and global warming must be addressed, including greenhouse gas emissions</li> </ul>	<p>Green roofs may be appropriate in some locations</p> <p>Water quality will not be improved without a much greater reduction of impervious area.</p> <p>Sub-watersheds with impervious areas greater than 50% will generally not be able to achieve a water quality rating above "poor"</p> <p>Greenhouse gas emissions will be addressed in the Planning Board draft of the master plan.</p> <p>See above: re pervious area and tree canopy recommendations</p>
Sallie C. Lowenstein and Robert E. Kenney White Flint Park/Garrett Park	<ul style="list-style-type: none"> <li>Require new development to meet LEED Gold</li> <li>Establish goal of 30% or 35% pervious land cover</li> </ul>	New developments will need to comply with County Council Bill 17-06, Montgomery County Green Buildings Law-private

<p>Estates</p>	<p>would be appropriate, instead of no net loss</p> <ul style="list-style-type: none"> <li>▪ All new parks and open spaces should comply with Sustainable Sites Initiative</li> </ul>	<p>development must be LEED Certified</p> <p>Sustainable Sites Initiative is national effort by the American Society of Landscape Architects, Lady Bird Johnson Wildflower Center and U.S. Botanic Gardens to promote sustainable land development and managerial practices</p>
<p>Greater Bethesda-Chevy Chase Chamber of Commerce</p>	<ul style="list-style-type: none"> <li>▪ Use green building as an incentive for inclusion of more green elements</li> </ul>	<p>Good suggestion</p>

## Bikeways

Person/Organization	Comments	Response
Pamela Lindstrom Sierra Club	<ul style="list-style-type: none"> <li>Supportive of pedestrian/ cycle priority and streets</li> <li>Connect internal cycle/pedestrian network to surrounding neighborhoods more systematically</li> </ul>	<p>Plan recommends accommodation of on-road cyclists in mixed traffic on all public streets as well as private streets; bikes on Rockville Pike would be able to share curb lane with transit vehicles. Bicyclists are legal vehicles and are expected to be riding in traffic.</p> <p>Shared use paths are used to provide off-road cyclist connections to the regional park system and other communities via the Montrose Parkway hiker biker trail, the Bethesda Trolley Trail, and Nebel Street connections into the City of Rockville.</p> <p>Wide outside curb lanes to accommodate bicyclists are now standard in road code design standards.</p> <p>Bike lanes are used strategically for Metrorail access along Nicholson Lane, to support Nebel Street (where vehicular and pedestrian conflicts will be lower) as a north-south alternative to Rockville Pike for higher-speed cyclists, and connect to adjacent communities via Nebel Street, Nicholson Lane and Executive Boulevard. Staff can prepare maps that better show the White Flint Sector Plan bikeway network in context with the regional bikeway network.</p>

Jack Cochran Montgomery Bicycle Advocates	<ul style="list-style-type: none"> <li>Plan does not treat bicycles as vehicles; bicyclists are relegated to share use paths; urbanized streets are active with pedestrians</li> <li>Odd shift of bicycle lanes at Tilden/Nicholson Lane and Executive Blvd</li> <li>Locate on-road bike lanes or wide outside lanes for Rockville Pike, Nicholson Lane, all of Executive Blvd, new section of Old Georgetown Road, Marinelli Road and Nebel Street (in sector Plan)</li> </ul>	See above regarding bikeways
Casey Anderson Montgomery Bicycle Advocates (MoBike) and Washington Area Bicyclist Association (WABA)	<ul style="list-style-type: none"> <li>Cyclists are pushed onto bike paths within an urban area rather than on the streets; proposal concentrates on travel within the Plan area instead of to and from the Plan area</li> <li>Shared Use Paths create conflicts between bicyclist, pedestrians and vehicles</li> <li>Roadways are wide enough to accommodate AASHTO compliant bike lane</li> <li>Maintain master plan bike lanes on Nicholson Lane and Executive Blvd</li> <li>Incorporate bike lanes or other suitable on-road facility for Rockville Pike</li> </ul>	See above regarding bikeways
Thomas Doerr Rockville Bicycle Advisory Committee	<ul style="list-style-type: none"> <li>Access to final destinations and connections are incomplete</li> <li>Configuration of MD 355 does not include bikes-a bike lane along this route would provide a meaningful route for the County</li> </ul>	See above regarding bikeways
Mary Ward-Crest of Wickford	<ul style="list-style-type: none"> <li>Bike lanes on MD 355 for north-south, as well as east-west connections</li> <li>Bike paths and lanes do not allow adequate access</li> </ul>	See above regarding bikeways



	Joanne Evans White Flint Park/Garrett Park Estates
from the Bethesda Trolley trail and Rock Creek Park bike paths; no bike lane along Woodglan	<ul style="list-style-type: none"> <li>▪ Opposed to closing pedestrian/bike path from the Mall via White Flint Park</li> </ul>
	The pedestrian path is open to the public

## Transportation Policy

Person/Agency/Property	Comments	Response
<p>White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust</p>	<ul style="list-style-type: none"> <li>▪ PAMR and intersection standards should not apply; use a cordon line analysis or similar approach to Silver Spring CBD</li> <li>▪ Designate the entire area as Metro Station Policy Area</li> </ul>	<p>The Plan recommends replacing PAMR and LATR with pro-rata transportation impact funding for development review purposes; thereby increasing the import of the analysis tools in defining an appropriate end state.</p> <p>A multimodal cordon line analysis, parking space caps, intersection delay and midday/weekend traffic analysis could be incorporated into the monitoring/staging studies; funding for these studies would need to be incorporated into the White Flint Implementation Authority.</p>
<p>Office of the County Executive</p>	<ul style="list-style-type: none"> <li>▪ Plan moves away from established capacity focused principles</li> <li>▪ Use of LATR standards by expanding the Metro Station Policy Area enable projects to pass LATR with less mitigation</li> <li>▪ PAMR standards for automobile congestion should not be lowered</li> </ul>	<p>The Plan retains the mobility focused principles promoted in the 2007 Growth Policy.</p> <p>The Plan recommends replacing PAMR and LATR with pro-rata transportation impact funding for development review purposes; this approach more equitably assigns impacts to all development and eliminates the “free rider” concern in LATR.</p> <p>The Plan retains the Planning Board’s May 2007 position on PAMR congestion standards recognizing that the County Council did not support the Planning Board’s position.</p>
<p>Jorgen Punda Gables Residential</p>	<ul style="list-style-type: none"> <li>▪ PAMR/LATR tests are of little use for an urban area; supports Collaborative position</li> </ul>	<p>See above regarding PAMR and LATR</p>

White Flint Plaza-Combined Properties and White Flint Mall	<ul style="list-style-type: none"> <li>Supports Collaborative position</li> </ul>	See above regarding PAMR and LATR
JBG Companies	<ul style="list-style-type: none"> <li>PAMR and intersection components of the Growth Policy should not apply in White Flint</li> </ul>	See above regarding PAMR and LATR
Don Briggs Federal Realty Investment Trust	<ul style="list-style-type: none"> <li>Develop a substitute for PAMR and LATR</li> </ul>	See above regarding PAMR and LATR
Natalie Goldberg White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>LATR and PAMR should be used and strengthened</li> <li>Use intersection delay rather than Critical Lane Volume (CLV)</li> <li>Measure traffic during weekdays and on Saturdays</li> </ul>	<p>See above re: PAMR and LATR</p> <p>A multimodal cordon line analysis, parking space caps, intersection delay and midday/weekend traffic analysis could be incorporated into the monitoring / staging studies; funding for these studies would need to be incorporated into the White Flint Implementation Authority.</p>
Suzanne Hudson White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>Do not expand the Metro Station Policy Area because it will create gridlock</li> </ul>	<p>The proposed Metro Station Policy Area (MSPA), at 430 acres, is similar in size to the Bethesda and Silver Spring MSPAs. Staff finds that these MSPAs are working as defined by both TMD reports and PAMR analyses.</p>
Paula Bienenfeld Luxmanor Citizens Association	<ul style="list-style-type: none"> <li>Do not extend Metro Station Policy Area</li> </ul>	See above
Erica Leatham White Flint Plaza-Combined Properties	<ul style="list-style-type: none"> <li>Eliminate LATR and PAMR test; replace with a cordon line analysis</li> </ul>	See above re: PAMR and LATR
Sandra and Jason Warran-White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>Expanding MSPA would increase allowable congestion</li> </ul>	See above regarding MSPA

## Rockville Pike-An Urban Boulevard

Person/Agency/Property	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> <li>Plan for MD 355 is illustrative at this stage.</li> <li>Use portions of eastern segment of MD 355 as most cost effective</li> <li>Rockville Pike requires further analysis to determine if the entire additional right-of-way must come from the western side of MD 355; Right -of-way should be equitable; buildings would be too far from MD 355</li> <li>BRT along MD 355 may affect promenade</li> </ul>	During Stage I, the White Flint Implementation Authority will need to work with SHA to fund a Development and Evaluation (D&E) project planning study to establish the ultimate curb lines, ROW lines, and funding/phasing process
Susan R. Hoffman, Mayor City of Rockville	<ul style="list-style-type: none"> <li>Create a street section that is similar to the Section that City is embracing, especially the area that is north of Montrose Parkway</li> <li>Rockville should be included in the proposed Rockville Pike Boulevard Feasibility Study</li> </ul>	Montrose Parkway serves as a hinge-point between the White Flint Sector and the City of Rockville's Maximum Expansion Limits. The two plans therefore do not need to share a common cross section for the Rockville Pike.
Rita Bamberger Holladay Corporation/Metro Pike Shopping Center	<ul style="list-style-type: none"> <li>30 feet of additional right-of-way for Rockville Pike expansion-Holladay Corp. had agreed to shift the majority of Woodglan Drive extension</li> </ul>	<p>The recommendation for dedicating the additional ROW from the west side of the Pike recognizes the WMATA and NRC site constraints on the east side of the Pike.</p> <p>The Plan recommendation for the cross-section elements of the Pike reflect stakeholder consensus that additional public space along the Pike is needed for bicyclists and transit vehicles, pedestrian features, and landscaping. The Plan anticipates a non-standard typical section, design guidelines, and a new zone that will require preliminary engineering efforts to confirm the relationships between building edges, utility easements, tree panels, and street curbs. Staff</p>

		<p>recommends expanding the master planned right-of-way on the west side of the Pike. For most properties south of Nicholson Lane, this recommendation retains the historic right-of-way and does not require additional dedication. For most properties north of Nicholson Lane, a 30' width of additional dedication would be required.</p> <p>To the south of Nicholson Lane (where the right-of-way constraints do not severely affect development), opportunities to use the WMATA easement to augment boulevard treatments will be explored.</p> <p>During the preliminary engineering process, the ability to shift both the roadway centerline and asymmetric design treatments can be evaluated. The objective of the 150' wide right-of-way is to not preclude achievement of the Plan vision prior to implementation.</p>
JBG Companies	<ul style="list-style-type: none"> <li>▪ Maintaining the curb for properties east of MD 355 while taking properties west of MD 355 creates a hardship</li> <li>▪ Use existing 50' WMATA easement</li> </ul>	See above re ROW
Don Briggs Federal Realty Investment Trust Mid-Pike Plaza	<ul style="list-style-type: none"> <li>▪ Additional right-of-way from only the west side of MD 355 is not equitable and is consistent with established County policy and practice</li> <li>▪ Right-of-way should be equitably apportioned between both sides of MD 355</li> <li>▪ Moves development further away from MD 355</li> <li>▪ Requires a detail analysis and potentially adapt the</li> </ul>	See above

	road section to the realistic amount of right-of-way that is attainable	
Jay Gruber White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>▪ BRT should be a prime reason for converting Rockville Pike into a boulevard;</li> </ul>	Staff concurs that transit priority treatment is a key element of improved mobility on Rockville Pike.
Kendall, Betty W., Carol S. Cooper, Sam Cooper-Wall and Stephen Wall White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>▪ Gridlock on Rockville Pike</li> </ul>	The plan recommends travel demand management, a robust street network, additional transit services, the establishment of urban mobility expectations, and a staging plan to ensure that the land use and transportation system stay in balance.
Mary Ward Crest of Wickford	<ul style="list-style-type: none"> <li>▪ Support of MD 355 boulevard; however, traffic levels are high throughout the day, especially Saturday</li> </ul>	See above regarding road network
Joyce Muluhy-Garrett Park Estates	<ul style="list-style-type: none"> <li>▪ Additional traffic on MD 355 from increased density</li> </ul>	See above

# Transportation-Overall

Person/Association	Comments	Response
White Flint Collaborative: JBG, White Flint Mall, Holladay Corporation, Gables Residential and Federal Realty Investment Trust	<ul style="list-style-type: none"> <li>Supportive of Plan's principles and assumptions about mobility</li> <li>Supports transit, street network, bikeway network and travel demand management recommendations</li> </ul>	Staff agrees
City of Rockville Susan R. Hoffman, Mayor	<ul style="list-style-type: none"> <li>Proposed development will result in a dramatic increase in congestion</li> <li>Provide data on future level of service along Rockville Pike; Old Georgetown Road, Executive Blvd; Montrose Parkway; Randolph Road and Nicholson Lane</li> </ul>	<p>Plan maximizes utilization of proposed street network system which does result in an increase in traffic congestion, a characteristic of urban areas. Drivers will have multiple transit alternatives.</p> <p>Information on levels of service included in Transportation Appendix</p>
Perry Berman Fitzgerald property	<ul style="list-style-type: none"> <li>Greater attention to the character of streets (Nebel and Nicholson Lane)</li> <li>Executive Blvd extension will reduce traffic at Nicholson Lane by 30%</li> </ul>	<p>Master plan streets will be developed consistent with the County's road code and design standards. The Planning Board will adopt street design guidelines.</p> <p>Executive Boulevard extension is an integral portion of the street network. Testimony regarding 30% reduction relates to findings in a particular short-term traffic study and is not indicative of long-term system performance.</p>
White Flint Mall Property	<ul style="list-style-type: none"> <li>Proposed an alternative road alignment with narrower road widths and bike lanes</li> </ul>	The street network proposed by the White Flint Mall and associated property owners is described in the White Flint Transportation Appendix. Staff finds that the proposed network provides an appropriate interpretation of the Public Hearing Draft Sector Plan network in terms of roadway alignments. The details of street cross-

		sections will be discussed with the Planning Board.
Montouri Property	<ul style="list-style-type: none"> <li>Eliminate extension of Old Georgetown Road; no transportation or circulation benefit –with or without MARC station</li> </ul>	The Old Georgetown Road extension east from Nebel Street serves solely as access to the proposed MARC station.
Old Georgetown SAAB and Nissan Properties	<ul style="list-style-type: none"> <li>Roadway improvements and the creation of the Civic Green may require the taking of significant portions of the property</li> </ul>	The Planning Board discussed the impacts of proposed roadway on March 9 with the property owner
Jay Gruber White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>Increase volume on MD 355 related to increasing development</li> <li>Public transit proposals offer nothing</li> <li>No additional capacity on Metro to absorb more riders</li> </ul>	The White Flint Transportation Appendix describes the effects of increased development on both the street network and Metrorail. Sufficient capacity exists to accommodate proposed end-state development.
Natalie Goldberg White Flint Park/Garrett Park Estates	<ul style="list-style-type: none"> <li>No innovative transit options; No corresponding increase in public transit capacity or road network</li> <li>Use intersection delay rather than Critical Lane Volume (CLV)</li> <li>Measure traffic on Saturdays</li> <li>No analysis of how the development would impact the mobility of existing communities</li> <li>End 4 lane Nebel Street extension at the intersection of Executive Blvd Extended and Nebel</li> <li>Widen Executive Blvd between Nicholson Lane and Nebel Extended to 4 lanes</li> <li>Create a two lane roadway from Rockville Pike and Edson going west around the residential community and meeting Executive Blvd at Nebel</li> </ul>	<p>Street network expansion includes Montrose Parkway and six miles of local streets.</p> <p>Transit capacity includes second Metrorail station entrance, MARC station, and reconstruction of Rockville Pike to include transit priority treatments.</p> <p>See above regarding White Flint Transportation Appendix analyses.</p> <p>Extension of Nebel Street through White Flint Mall District as a three-lane street, rather than a four-lane street, under consideration by staff. Nebel Street Extension designed to meet Edson Lane as circulator roadway system along edge of Plan where development densities and conflicts with both traffic and pedestrians are lower.</p>



Paula Bienenfeld Luxmanor Citizens Association	<ul style="list-style-type: none"> <li>▪ Traffic assumptions are not supported by data</li> <li>▪ All streets need to be public</li> </ul>	See above regarding White Flint Transportation Appendix.  Private streets are supported in some Districts to improve flexibility in operations beyond that supported in the County Road Code.
Pamela Lindstrom Sierra Club	<ul style="list-style-type: none"> <li>▪ Metrorail is not enough transit to meet other travel needs; most Metro riders arrive by car</li> <li>▪ No attention to bus service besides circulator</li> <li>▪ Draft plan does not adequately analyze transportation impacts</li> <li>▪ Provide data for all peak hour trips; include data tables showing increase in car trips, trips by other modes and congestions levels at present and at several stages of development</li> <li>▪ Clarify what is included in non-auto mode share trip</li> </ul>	See above regarding White Flint Transportation Appendix.
Stephen and Lucia Daubresse- Garrett Park Estates-White Flint Park	<ul style="list-style-type: none"> <li>▪ Ring road around the Mall should not be larger than a two lane road</li> <li>▪ No circulator bus within residential neighborhood</li> </ul>	See above.
Sallie C. Lowenstein and Robert E. Kenney Garrett Park Estates-White Flint Park	<ul style="list-style-type: none"> <li>▪ No estimates regarding traffic and air pollution from additional development is provided, including impacts on neighboring streets, such as Strathmore Avenue</li> </ul>	See above regarding White Flint Transportation Appendix analyses.  Environmental Planning staff has prepared an analysis of projected CO2 emissions
Erica Leatham White Flint Plaza- Combined Properties County Executive	<ul style="list-style-type: none"> <li>▪ Shift of Nicholson Lane and Nebel Street extended alignment to the east</li> <li>▪ Provide greater specificity regarding the location of parking garages</li> </ul>	As described in the White Flint Transportation Appendix, staff recommends revising the recommendation for a Parking

		<p>Lot District to one of a Parking Management Authority, whereby the provision of parking garages open to the general public can be required as part of the subdivision process, with parking garages operated by either the public sector or private sector.</p>
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