

MEMORANDUM

October 26, 2017

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: Glenn Orlin, ^{Go}Deputy Council Administrator
SUBJECT: White Flint 2 Sector Plan—follow-up on transportation; staging; infrastructure financing

Councilmembers: Please bring your copy of the Final Draft Plan to this worksession.

1. MSPA or not? The Planning Board recommends that the White Flint Metro Station Policy Area (MSPA) be expanded to include the northern and western portions of the White Flint 2 Planning Area. The Planning Board believes that the northern and western portions of the area bear a close resemblance to the White Flint or Twinbrook MSPAs, and so should be treated the same way under County laws, regulations, and policies.

The boundary of every MSPA is unique, but each has been drawn so that most of the area is within a ½-mile walking distance of its Metro station. This is because the propensity to walk to Metro falls off beyond a ½-mile perimeter. In fact, WMATA itself describes its stations' walk sheds to be the area within ½ mile along a road or path network, accounting for barriers such as highways, bridges, railroads, streams, etc.¹

Very little of White Flint 2 is within a ½-mile walk of either the Twinbrook or White Flint Metro Stations. The map on ©1 is from WMATA's Walkshed Atlas and shows the area (in violet) within ½-mile walking distance of the Twinbrook Station. The only property within the current White Flint walkshed is the Guardian Realty building at 6000 Executive Boulevard (©2). Understanding that the sector plan calls for a second, northern entrance to the White Flint station, Council staff asked Planning staff to prepare a walk shed map taking it into account (©3). With a new northern portal that ½-mile perimeter extends a bit further west and north to further include the eastern portion of the Willco property on Executive Boulevard and a southern strip of Montrose Crossing (i.e., Old Navy, TD Bank, Chik-fil-A, and the strip including Tony Lin's Restaurant).

However, even with a new northern White Flint Metro Station portal, more than 90% of the area north and west of White Flint—as well as all of it to the east—are beyond the walkshed of a Metro station. **Therefore, Council staff recommends *not* incorporating the White Flint 2 area into the White Flint MSPA.**

¹ See "WMATA's Land Use Ridership Model" (March 2015), p. 2.

2. Congestion standards. According to the newly adopted 2016-2020 Subdivision Staging Policy (SSP), the congestion standard for signalized intersections in the North Bethesda Policy Area (where the White Flint 2 area sits) is a volume/capacity (v/c) ratio of 0.97 (using the Highway Capacity Manual method), which translates to an average vehicle delay of 71 seconds/vehicle (s/v). If the north and west areas of White Flint 2 were included in the White Flint MSPA, then its congestion standard would be 1.13 v/c, which translates to an average vehicle delay of 120 s/v, allowing 69% more delay than the current standard. (The Board recommends retaining the 71 s/v standard for the area east of the CSX tracks.) Brian Krantz has written in opposition to changing the standard and increasing the non-auto-driver mode share (NADMS) for this area (©4).

Council staff recommends retaining the current congestion standard of 71 s/v for intersections within all of White Flint 2. As it happens, however, this will not affect the Plan's recommendations for intersection improvements: none of the intersections within the north or west portions of White Flint 2 are projected to have delays greater than 71 s/v. The intersection of Montrose Parkway and Towne Road is projected to have delays greater than 80 s/v in both peaks, but as it sits on the boundary with the White Flint MSPA, the 120 s/v standard applies.

3. NADMS goals. Since the Board wishes to treat the north and west portions of White Flint 2 like White Flint, it recommends the same ultimate NADMS goals: 50% for employees and 51% of residents. In the east portion the Board recommends 42% NADMS for both employees and residents.

There are three main factors that determine the potential NADMS for an area: (1) proximity to a Metro Station (i.e., whether it is within ½-mile walking distance); (2) how close the area is to the center of the Washington region, since an area is more Metro-accessible to more people closer to downtown DC; and (3) among the land uses, how dominant is housing, since NADMS is typically higher for residents walking to a station in the morning than employees walking from a station then. All three factors have played a part in setting the build-out NADMS goals in other master plans adopted during the last several years:

Master Plan or Sector Plan Area	NADMS goal at Buildout	½-mile from Metro?	Inside Beltway?
Bethesda CBD	55%	Yes	Yes
Silver Spring CBD	50% employees	Yes	Yes
Grosvenor-Strathmore (proposed)	45%	Yes	No
White Flint	51% residents; 50% employees	Yes	No
Wheaton CBD	30% employees	Yes	No
Shady Grove	35% residents; 25% employees	Yes	No
Chevy Chase Lake	49% residents; 36% employees	No	Yes
Lyttonsville	50% residents	No	Yes
Long Branch	49% residents; 36% employees	No	Yes
Rock Spring (PHED proposed)	41% residents; 23% employees	No	No
White Flint 2 (north and west)	51% residents; 50% employees	No	No
White Flint 2 (east of CSX)	42% residents; 42% employees	No	No
Great Seneca Science Corridor	30%	No	No
Germantown Town Center	25% employees	No	No
White Oak (except Viva)	25%	No	No
White Oak (Viva)	30%	No	No

The Final Draft's recommended NADMS goals for the north and west portions of White Flint 2 are much too high for an area that is not within ½-mile of Metro and is not as close to the center of the region as those inside the Beltway. This is especially clear in comparison with the Planning Board's recommended 45% NADMS goal for Grosvenor-Strathmore, given that the latter: (1) is well within a ½-mile of a Metro station, (2) is closer to the center of the region, and (3) is almost entirely residential.

Council staff recommends a blended NADMS goal of 42% for the cumulative build out of White Flint 2. This may even be a bit too aggressive a goal, considering the area is largely not within a Metro station walkshed.

4. Staging and infrastructure financing. The Planning Board recommends a staging plan for White Flint 2 that, in many ways, imitates the staging in the White Flint plan. There would be three stages, each with the same NADMS goals in the north and west portions: 34% of residents and of employees in Stage 1, 42% of residents and of employees in Stage 2, and 51% of residents and 50% of employees in Stage 3. (The NADMS goals in the east for the three stages would be 27%, 35%, and 42%, respectively.) The White Flint 2 staging identifies specific transportation elements that are to be required in each phase *if* the NADMS goals are not met.

Saul Centers has expressed its concern that the staging plan for White Flint 2 is not as stringent as for White Flint, due to the “out” of not having to fund or construct the specific transportation elements if the NADMS goals at each stage are met (©5-10). A comparison of the two staging plans are shown on ©9-10. The Friends of White Flint testimony mirrors this concern (©11). Their worry is that by having fewer requirements, development would be able to proceed in White Flint 2 more easily, putting White Flint proper at a competitive disadvantage.

An alternate perspective is put forward by the representatives of the Willco property. They oppose staging for White Flint 2, but if staging is retained they propose eliminating some of its elements (see excerpt of their testimony on ©12-13).

Council staff has serious concerns about requiring specific transportation elements as staging requirements in the White Flint 2 plan. First of all, while the worry of potential White Flint developers is understandable, the entire White Flint framework—a special taxing district spreading the infrastructure costs over existing as well as new development, exemption from meeting transportation adequate public facility (APF) tests, exemption from paying transportation impact taxes, as well as the specific staging plan—was a negotiated “grand bargain” among White Flint developers (buoyed by support from the Friends of White Flint), the Planning Board, the County Executive, and the Council. This model did not exist before, nor has it been replicated since. Development in this one-off sector plan had no expectations of—nor responsibilities for—development activity in surrounding areas. For example, exemption from the transportation APF means that development within White Flint has no responsibility to mitigate the projected failing gateway intersections beyond its border: Old Georgetown Road/Tuckerman Lane, Montrose Road/Tildenwood Lane, Knowles Avenue/Summit Avenue, and potentially others. That is not true for development in the North Bethesda Policy Area beyond the White Flint boundary.

Second, most plans that use staging require significant and very costly infrastructure projects—such as the Corridor Cities Transitway or Purple Line—where future funding was not certain when the

plans were adopted. Thus, staging was incorporated in the Great Seneca Science Corridor, Chevy Chase Lake, and Lyttonsville plans. For plans that do not depend on such a dominant transportation project, the Council has eschewed staging. The White Oak Science Gateway, Montgomery Village, Westbard, and Bethesda CBD plans, which do not rely on a such a project, do not have staging, and neither two the other plans currently under review: Rock Spring and Grosvenor-Strathmore. In all these cases staging is or would be accomplished through the SSP.

There is a need, however, to postpone most of the development in White Flint for a time, for two reasons. First, the specifics of how new development in White Flint 2 would contribute to financing infrastructure there need to be worked out. The major question is: should there be a special taxing district as proposed by the Planning Board, or should developer exactions follow the pattern in recent plans (White Oak and Bethesda), where a unified mobility program (UMP) fee would bear the burden? By allowing for the creation of UMPs in the most recent SSP, the Council appeared to suggest that this would be the pattern in the future. Among the issues that need to be considered is whether it is more appropriate to require up front contributions from developers or to spread the financial contribution among those developing and current commercial property owners. Also, should the special taxing district option be reserved for more strategic transportation investments, such as the County Executive's earlier proposal to use this mechanism to fund construction of the bus rapid transit system?

Beyond this macro decision, there are other details to be worked out. What projects should be funded by the special tax or UMP? A few examples:

- The second (northern) entrance to the White Flint station was assumed to be a State/County expense when the White Flint financing plan was developed, yet the Board's analysis assumes that the White Flint 2 special tax should pay for it.
- The White Flint West Workaround was assumed to be a White Flint special tax district expense, but the Board's analysis assumes that White Flint 2 should pay a portion of it.
- Bikesharing stations have been funded either from grants or exactions on individual developments, with the County picking up most of the operating cost. Should some or all of these stations be funded by a special district tax or UMP fees?

It took DOT about 18 months to develop its recommendation for the White Oak UMP, and it will not be in position to produce a Bethesda UMP for the Council's review and approval until a year after the plan was approved. A special taxing district proposal to be fleshed out will likely take as long, since in both cases the Council will need to have much more definitive project cost estimates before it can levy a tax or fee based on them.

The second reason to postpone most of the development approvals in White Flint 2 is to ensure that development in White Flint 2 does not move ahead in a way that creates a competitive disadvantage for development in White Flint proper, which is closer to Metro and thus is more transit serviceable.

Therefore, Council staff recommends the following conditions:

1. **A mechanism for developer funding of infrastructure—whether it be a special taxing district, an UMP, or something else--must be brought to the Council within 18 months**

of the adoption of the White Flint 2 plan. The adopted plan should not propose a particular funding mechanism.

2. **No development plans in White Flint 2 should proceed to building permit until a funding mechanism under Condition #1 is approved by Council.**
3. **Only _____ square feet in White Flint 2 can be approved at subdivision or site plan until ___% of the development capacity under Stage 1 in White Flint is under construction. Light industrial development applications would be exempt from this condition.** Council staff needs more time to develop proposed figures to fill in these blanks but will be prepared to have recommendations for the next meeting on November 6.

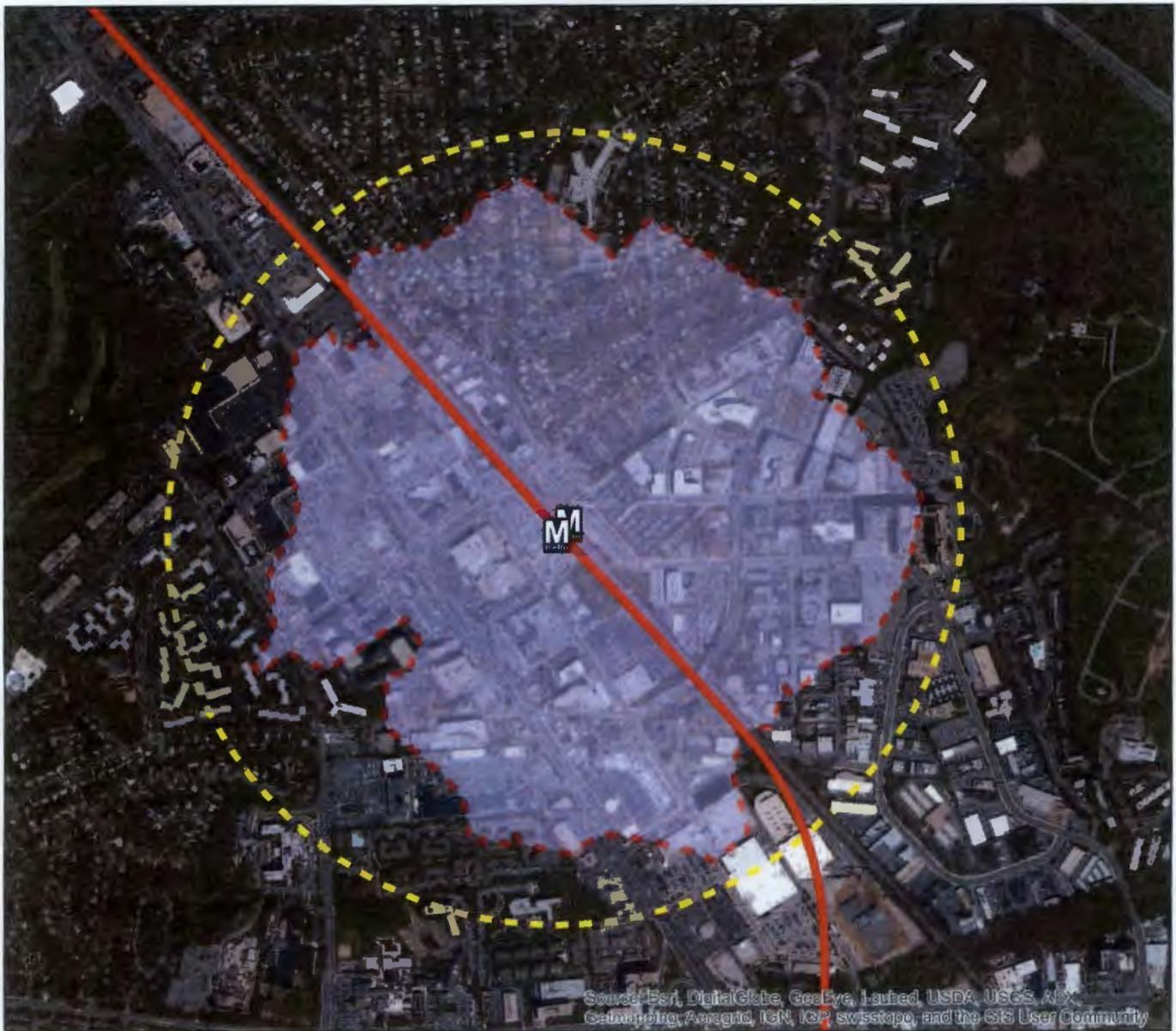
4. ***Commuter rail station.*** The 1992 North Bethesda/Garrett Park Master Plan called for an additional MARC station at what is now the intersection of Nebel Street and Bou Avenue, near the Target store. The 2010 White Flint Sector Plan moved its location to Nicholson Court, near the southeast corner of White Flint, and the White Flint 2 Plan endorses that concept.

The Mass Transit Administration (MTA) has written that CSX has “no interest in increasing the amount of stations on the Brunswick Line” which “has led to their current policy that an existing station be closed if an infill station is to be constructed.” MTA goes on to say that the most likely station to be closed would be at Garrett Park (©14-15). The Town of Garrett Park has subsequently requested that the future MARC station at Nicholson Court not be included in the master plan (©16).

There are two plausible outcomes in the long-term future that might allow CSX to change its position. First, under Governor O’Malley MTA had begun to develop plans for wide-ranging improvements to MARC service, including the construction of a third track along segments of the Metropolitan Branch; by doing so, commuter service could increase dramatically while allowing CSX to increase its freight-hauling capacity. Second, a Nicholson Court station could be added as long the same train does not stop at both Nicholson Court and Garrett Park; commuter rail trains would lose considerable time trying to accelerate from one and then decelerate to the other. Note, though, that both possibilities are quite remote.

Council staff recommends adding text to page 75 stating that the new station will not derogate service then current at the Garrett Park MARC station. This should address the Town’s concern without precluding a new infill station at Nicholson Court.

TWINBROOK



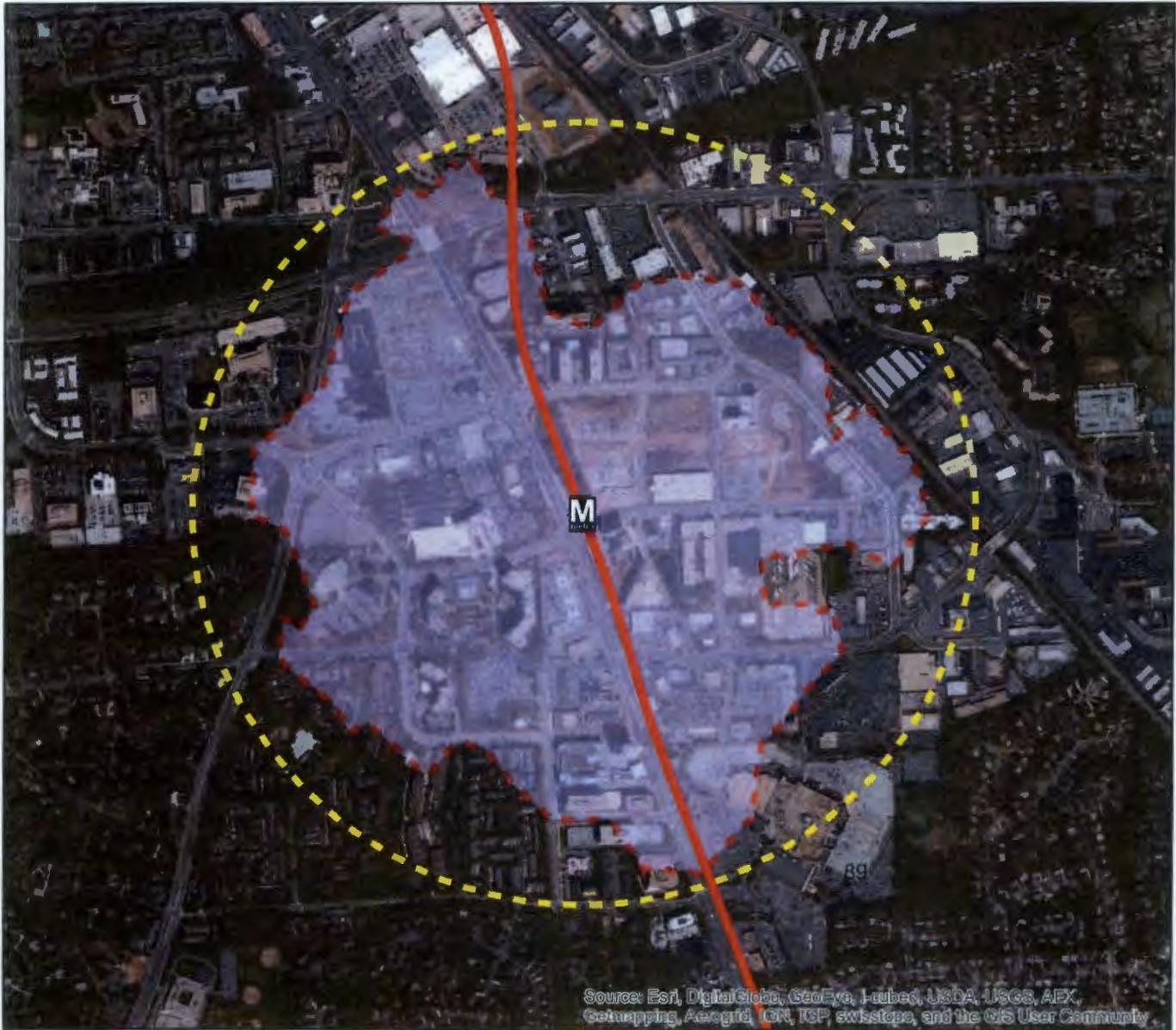
Legend

-  Metrorail Station Entrance
-  Half-Mile Buffer
-  Walk Shed

Size of Walk Shed (sq mi):	0.49
Households in/out of Walk Shed:	1,163 / 2,298
Jobs in/out of Walk Shed:	8,472 / 20,163
All Day Boardings:	4,436
Walk Score	58 - Somewhat Walkable

(1)

WHITE FLINT



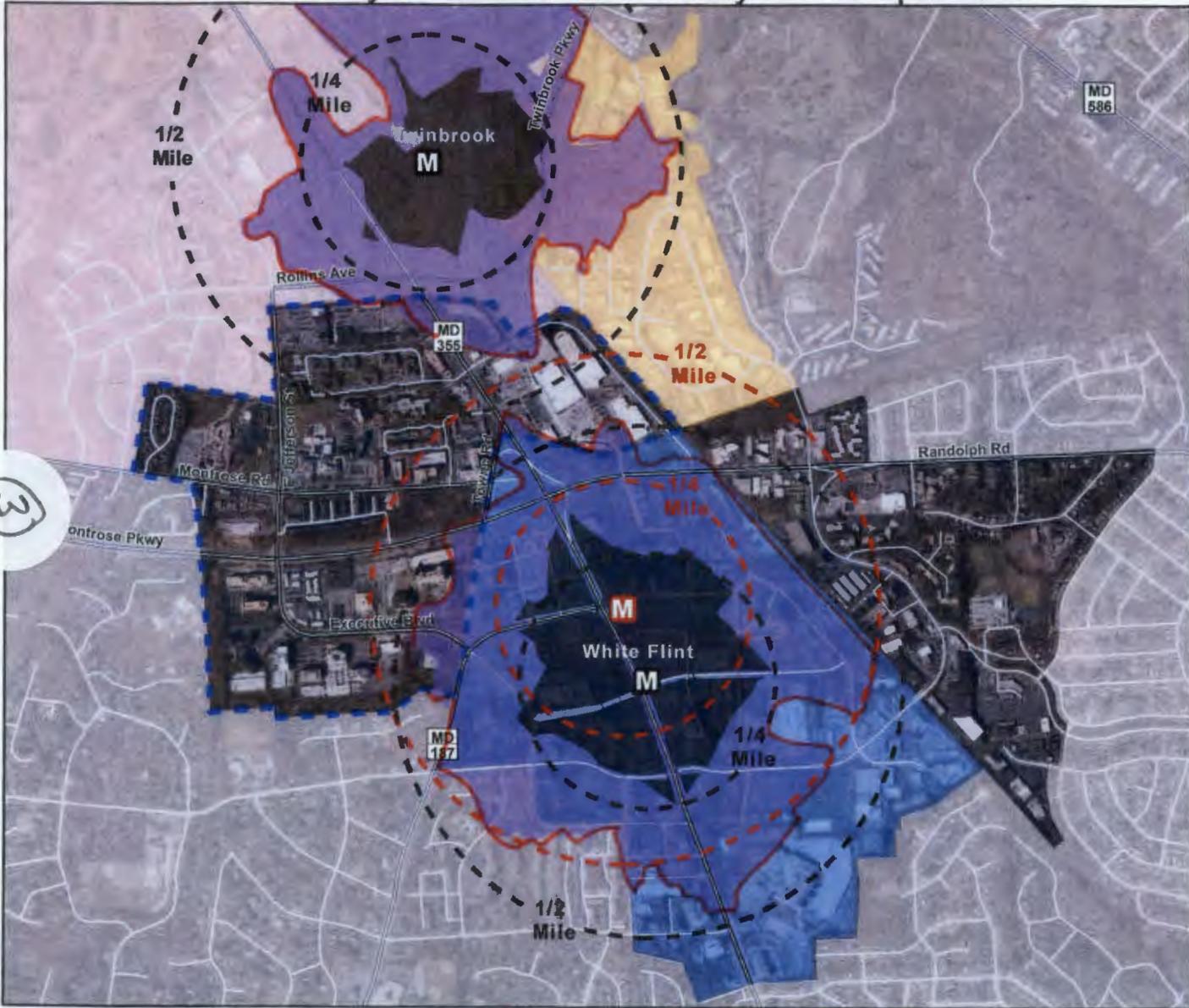
Legend

-  Metrorail Station Entrance
-  Half-Mile Buffer
-  Walk Shed

Size of Walk Shed (sq mi):	0.46
Households in/out of Walk Shed:	1,970 / 3,001
Jobs in/out of Walk Shed:	15,380 / 21,481
All Day Boardings:	3,895
Walk Score	85 - Very Walkable

2

Metro Walkshed Analysis - White Flint Policy Area Expansion



-  Proposed Metro Station Entrance
-  Metro Station
-  White Flint Policy Area
-  Proposed Expansion
-  2009 Twinbrook Sector Plan
-  2010 White Flint Sector Plan
-  White Flint 2 Sector Plan
-  City of Rockville Boundary

Walkshed

-  Quarter Mile
-  Half Mile

N



0 2,000'

1) Urge you to NOT increase the LATR intersection delay standard for the subarea of WF2, as designated/recommended by the Planning Board

- The County virtually just navigated the process for the new Subdivision Staging Policy, where all involved were highly involved and focused on LATR standards – and this recommendation was never even brought up. Why is it being introduced now? I think the Planning Board is attempting to sneak it in when less peoples' eyes are on it.
- Clearly this is case of the Planning Board attempting to move the yardsticks – because the current standards hinder their plans to urbanize the entire I-270 wedge/corridor. Their justification includes the statement that “*existing and planned mixed use development for the Executive Boulevard and Rockville Pike-Montrose North Districts are in character with the 2010 White Flint Sector Plan.*” So, what they are saying is that the congestion standard should match the *proposed* development density. This is the proverbial tail wagging the dog: just say no. The proposed intersection delay of 120 seconds/veh. is reserved for metro station policy areas; large portions of the recommended area are not within easy walking distance of the White Flint or Twinbrook Station.
- I reiterate – just say no.

2) There are questions that should be asked with regards to LATR adequacy analysis, based on the Draft Plan and the Appendix

- It is a bit conspicuous that the set of intersections that were included in the analysis doesn't even include the intersection that has an existing CLV that is closest (in the entire plan area) to failing the policy area standard (Randolph and Lauderdale), especially since the Planning Department claims that CLV is proportional to Delay. That is, why wouldn't you look at the worst intersection?
- In several places of the Plan/Appendix, it is stated that the WF2 traffic was modeled “concurrently” with Rock Spring. What exactly does this even mean? Also, as in the WF2 Plan, there were several different model scenarios associated with the Rock Spring Plan; which one was used “concurrently” with WF2?
- Per the Appendix, the traffic modeling for WF2 includes a new public street in the Rock Spring area (cutting north-south between Georgetown Square and Walter Johnson) that doesn't appear to be part of the Rock Spring Sector Plan that was sent to the PHED (and reviewed). Is this even legitimate? I would expect there would safety concerns for WJ students, given that many of them eat lunch at the Georgetown Square shopping center (and would now have to cross a new public street).
- According to the Planning Board Plan, the LATR analysis showed that 2 intersections (Parklawn & Randolph, Parklawn & Boiling Brook) will fail the LATR congestion standard. As a side note, the same intersections are projected to fail whether it's the standard 2040 “Plan Vision” or “Plan with NADMS Goal” scenarios. However, according to the Appendix, a 3rd intersection is projected to fail (Montrose Road & Hoya), but it is never acknowledged – and no potential mitigation technique is offered. Furthermore, a 4th intersection (Nicholson & Old Georgetown) comes dangerously close to failing (a delay as high as 117.9 sec with a 120 sec standard) – but is also never addressed. Why isn't the 3rd failing intersection (and even the 4th almost-failing) intersection mentioned. This is a sloppy and unclear analysis.
- The NADMS Goal
 - Firstly, a 42% Non-Auto Driver Mode Share (NADMS) goal/target was applied (for employees in the White Flint 2 Plan area) - “justified” solely by the fact that a high goal of 50% was set for employees in the 2010 White Flint Plan. Where did the number seemingly random value of 42% come from (i.e., why not 48%, why not 38%).
 - What is the current NADMS for employees in this area – surely it is needed in order to put things in context....
 - Why doesn't applying the 42% NADMS goal change the forecasted congestion? According to the analysis of the Planning Department/Board – applying the aforementioned NADMS make virtually no difference: no change in the quantized pass/fail status for the intersections that were analyzed, but even more troubling is that the unquantized delay values don't even go down much: a few decrease by ~10 secs, most are 1-6 sec decreases – and some even have *more of a delay with NADMS applied*. Are we really sure the modeling can be trusted?

SAUL CENTERS, INC.

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September 19, 2017

Hon. Roger Berliner
President
Montgomery County Council
100 Maryland Avenue
Suite 600
Rockville, Maryland 20852

Subject: September 19, 2017 Public Hearing
White Flint 2 Sector Plan, Planning Board Draft dated July 2017

Dear Councilmember Berliner:

Saul Centers, Inc. ("Saul") very much appreciates the Planning Board and the Planning Department for their efforts in the formulation of the White Flint 2 Sector Plan, Planning Board Draft dated July 2017 (herein, the "Draft WF 2 Plan"). In addition, Saul is grateful for this opportunity to submit written testimony on the Draft WF 2 Sector Plan. Saul looks forward to working with Council and Council staff during upcoming deliberations on this plan. Saul has property interests in both White Flint 2 and White Flint, so Saul supports an approved White Flint 2 plan that would complement the vision in the White Flint Sector Plan approved in April 2010 (herein, the "Approved White Flint Plan").

For the most part, Saul strongly supports the Draft WF 2 Plan. There are, however, some areas in which the Draft WF 2 Plan is clearly deficient. Unfortunately, these deficiencies could undermine the plan's vision for an interconnected, multi-modal transportation network in White Flint 2 that would extend and complement the transportation network within White Flint. As further explained below, Saul asks the Council to revise the Draft WF 2 Plan to correct these deficiencies.

A. To assure that NADMS goals are achieved and that transportation improvements are implemented in White Flint 2, the Staging Plan in the Draft WF 2 Plan should be revised so that it aligns with the Staging Plan in the Approved White Flint Plan.

For comparison, enclosed are copies of the Staging Plan found at Table 5, p. 105 of the Draft WF 2 Plan (the "Draft WF 2 Staging Plan") and the Staging Plan found at Table 6, p. 71 of the Approved White Flint Plan (the "Approved White Flint Staging Plan"). Consistent with the visions for both the Draft WF 2 Plan and the Approved White Flint Plan, there should be basic parity in the requirements between these two staging plans. Unfortunately, there are three obvious and fundamental disparities between them, and these disparities clearly weaken the requirements for NADMS goals and transportation improvements in White Flint 2. Saul asks Council to revise the Draft WF 2 Staging Plan to align it with the Approved White Flint Staging Plan as follows:

(1) The Approved WF Staging Plan obligates the White Flint sector to achieve all listed mobility improvements in each phase. That obligation is essentially unconditional. In comparison, the Draft WF 2 Staging Plan lists mobility improvements in each phase, but always with the following caveat:

"If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented."

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In other words, unlike in White Flint, White Flint 2 would be excused from providing listed mobility improvements if it meets its NADMS goals without providing those improvements. This clear disparity needs to be corrected by deleting the above-quoted caveat from the Draft WF 2 Staging Plan.

(2) The Approved WF Staging Plan obligates White Flint to achieve specific NADMS goals. These NADMS obligations are concise and unconditional in White Flint. In comparison, the Draft WF 2 Staging Plan identifies NADMS goals, but adds qualifiers and other conditions that open the door to the possibility that NADMS goals might not be firm staging requirements in White Flint 2. This disparity is illustrated by the following table comparing NADMS requirements in the two staging plans:

	Approved WF Staging Plan	Draft WF 2 Staging Plan
Phase 1	"Achieve 34 percent non-auto drive mode share for the Plan area."	<p>"During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents."</p> <p>"The Planning Board must assess that the White Flint 2 Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed prior to proceeding to Stage 2." [Note that this sentence refers only to "goals," not to "NADMS goals."]</p>
Phase 2	"Increase non-auto driver mode share to 42 percent."	<p>"During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents."</p> <p>"The Planning Board must assess that the White Flint 2 Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed prior to proceeding to Stage 2." [Again, note that the sentence refers only to "goals," not to "NADMS goals."]</p>
Phase 3	"Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 NADMS for employees."	"During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents in the Executive Boulevard and

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		Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.”
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The NADMS goals in the Draft WF 2 Staging Plan should be revised, so that they are concise and unconditional requirements, just like the NADMS goals in the Approved WF Staging Plan.

(3) Rockville Pike improvements are a central part of the Approved White Flint Staging Plan; progress on Rockville Pike improvements is a requirement in each of the three staging phases in White Flint. The third phase of the Approved White Flint Staging Plan includes this requirement, “Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.” By comparison, the Draft WF 2 Staging Plan fails to place any corresponding emphasis on Rockville Pike improvements, as illustrated by this table comparing Rockville Pike requirements in the two staging plans:

	Approved WF Staging Plan	Draft WF 2 Staging Plan
Phase 1	“Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT and M-NCPPC”	“Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.”
Phase 2	“Explore the potential for expediting portions of Rockville Pike where sufficient right-of-way exists or has been dedicated. It should be constructed once the “work-around” roads are open to traffic.”	
Phase 3	“Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.”	

The Draft WF 2 Staging Plan’s absence of corresponding emphasis on Rockville Pike is misguided. Rockville Pike is the central spine of White Flint and White Flint 2. Reconstruction of Rockville Pike is essential to the full implementation of both plans as complementary components of a single overarching vision. Rockville Pike improvements within White Flint will not move forward in a vacuum. They will move forward in conjunction with improvements over a larger section of Rockville Pike. The Draft WF 2 Staging Plan should be revised to align with the Approved White Flint Staging Plan, in order to recognize and emphasize the importance of Rockville Pike improvements to both plan areas.

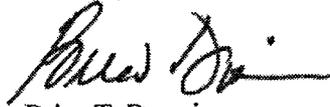
B. Revise the Draft WF2 Plan to assure that a Special Tax District is implemented in White Flint 2.

The Draft WF 2 Plan recommends a special tax district as a necessary and appropriate tool to implement the plan in White Flint 2. When Council and the Executive address the particulars of this special tax district, Council and the Executive will, no doubt, consider the existing White Flint Special Tax District, in order to provide for complementary approaches and fairness between the two sector plan areas. Saul is concerned, however, that the Draft WF 2 Plan lacks an effective mechanism for incentivizing all the necessary parties to come to the table and finalize the special tax district for White Flint 2. The Draft WF 2 Staging Plan currently provides (on p. 106) that a special tax district for White Flint 2 must be finalized “[w]ithin 12 months of adopting the [Sectional Map Amendment].” Saul believes that this plan language needs to be revised to provide that the special tax district for White Flint 2 must be finalized “prior to adoption of the Sectional Map Amendment.”

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Saul very much appreciates the Council's support for White Flint and White Flint 2, and urges the Council to revise the Draft WF 2 Plan to incorporate the changes requested herein by Saul with respect to the staging plan requirements and the time frame for finalizing a special tax district in White Flint 2. Thank you for your consideration.

Sincerely,



Brian T. Downie
Senior Vice President, Development

Enclosures

Cc: All Councilmembers
Marlene Michaelson
Glenn Orlin

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Table 5: Staging Plan

Phase 1

Residential: 1,800 dwelling units
Non-Residential: 900,000 square feet

During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.

If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.

1. Fund the Executive Boulevard and East Jefferson protected bikeway.
2. Fund a bus shuttle or circulator that serves the Plan area, residential communities, and Metro station areas.
3. Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.
4. Complete the implementation of Western Workaround, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road (MD 187) for vehicular travel.
5. Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.

The Planning Board must assess that the White Flint 2 Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed, prior to proceeding to Stage 2. If the recommended NADMS goals are not achieved, and the above mobility triggers are not met, the Planning Board must find that alternative infrastructure projects and services are funded to achieve the NADMS goals for this phase.

Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson cluster and determine how and when a new elementary school will be programmed.

Phase 2

Residential: 1,800 dwelling units
Non-Residential: 900,000 square feet

During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.

If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.

Fund the second entrance to the White Flint Metro Station.

Fund the roadway realignment of Parklawn Drive and Randolph Road.

The Planning Board must assess that the White Flint 2 Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3. If the recommended NADMS goals are not achieved, and the above mobility triggers are not met, the Planning Board must find that alternative infrastructure projects and services are funded to achieve the NADMS goals for this phase.

Phase 3

Residential: 2,238 dwelling units
Non-Residential: 1,189,857 square feet

During Phase 3, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.

If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.

Fund and implement the Parklawn Drive Shared Use Path.

Construct the realignment of Parklawn Drive and Randolph Road.

Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson School Cluster or determine how elementary school needs will be addressed for the Cluster.

Construct a new MARC station, if MDOT determines that a MARC station will be located within the Plan area.

2

WHITE FLINT - APPROVED (2010)

Table 6 : Staging Plan		
Phase 1 3,000 dwelling units 2 million square feet non-residential	Phase 2 3,000 dwelling units 2 million square feet non-residential	Phase 3 3,800 dwelling units 1.69 million square feet non-residential
<p>Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Contract for construction of Market Street (B-10) in the Conference Center block.</p> <p>Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT and M-NCPPC.</p> <p>Achieve 34 percent non-auto driver mode share for the Plan area.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.</p>	<p>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Complete realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Construct the portion of Market Street as needed for road capacity.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Explore the potential for expediting portions of Rockville Pike where sufficient right-of-way exists or has been dedicated. It should be constructed once the "work-around" roads are open to traffic.</p> <p>Increase non-auto driver mode to 42 percent.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.</p> <p>The Planning Board must develop a plan to determine how to bring the mode share to 51 percent NADMS for residents and 50 percent NADMS for employees during Phase 3.</p>	<p>Complete all streetscape improvements, sidewalks, and bikeways outside one-quarter mile from the Metro.</p> <p>Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.</p> <p>Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 percent NADMS for employees.</p>

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Oral Testimony September 19, 2017
County Council Public Hearing on White Flint 2

I'm Amy Ginsburg, Executive Director of Friends of White Flint, a nonprofit group that represents the residents, businesses, and property owners of the White Flint/Pike District area.

Overall, we are quite pleased with the Planning Board approved plan for White Flint 2. We are delighted they decided to include many of our suggestions, including a pedestrian-bike crossing over the CSX tracks and equity between the White Flint 1 sector and the western part of White Flint 2. In our written testimony, you can read about the many components of the plan we support.

Today, though, I'd like to address three items that can significantly improve the White Flint 2 plan.

First, we are strongly against the notion in the staging plan that if NADMS goals are met, mobility amenities do not have to be built. This not only dramatically complicates implementing the special taxing district; it also eliminates incentives and certainty for creating essential features such as separated bikeways, a second metro entrance, shuttle busses, and a revitalized Rockville Pike, etc. Those mobility amenities are a vital part of the Pike District regardless of NADMS goals. The language in the current plan results in a troubling lack of parity between White Flint 2 and White Flint. Conceivably, both White Flint 1 and 2 could meet NADMS goals, but White Flint 1 development would be forced to stop while White Flint 2 development could proceed if certain transit projects are not built.

Second, we believe that creating a walkable, bikeable community is critical, so we very much hope the plan will encourage sidewalks wide enough for four pedestrians to walk comfortably, a minimum of ten feet across. We also believe that creating on-street parking would make it safer for pedestrians and cyclists by slowing traffic among other benefits.

Third, in regards to schools, we applaud the plan for emphasizing the need for both a new elementary and middle school. We also applaud the Planning Board for including urban school designs in the plan. To encourage those schools to actually be built, we believe that there must be adequate and fair incentives for developers to redevelop and provide sites for schools. Merely designating a particular site in no way ensures that site will ever be turned into a school. Sites in Rock Spring and WMAL should be considered as well as sites in White Flint 2, all of which are part of the WJ Cluster.

Thank you for your time and consideration and for working to create a vibrant, walkable, transit-oriented community in the White Flint area.

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is included as an alternative, and the Draft Plan makes it clear that, as each development proposal is processed, an examination of school needs and opportunities will be undertaken.

Staging Plan

Willco does not recommend that a staging plan be included in the Sector Plan. The staging increments are relatively small and the planned and existing regulatory process can adequately address infrastructure needs. Identifying specific mobility triggers that must be achieved before development is permitted to proceed can create unintended consequences that hamper, rather than assist, the economic development of an area and achievement of the goals of the Sector Plan. However, if the Council determines that staging must be included in the Sector Plan, Willco requests the following revisions:

In Phase 1, improvement 1 to "Fund a bus shuttle or circulator that serves the Plan area, residential communities, and Metro Station areas" should be eliminated. Such a widespread program has neither been adequately thought out, nor can it be controlled by individual developers. Transit Management Agreements ("TMAs") will be required for individual projects to address achievement of the NADMS goals and monitoring. If the TMAg for a development project incorporates a shuttle as a means of meeting its goal, it may be pursued as part of the agreement at that time. The County is always free to implement bus systems and a wider shuttle service that owners can participate in, but the requirement for funding such a widespread and undefined project should not be included in the staging plan as a necessary improvement for advancement to Phase 2.

The fourth improvement (No. 4) listed in Phase 1 requires the completion of the implementation of the Western Workaround for vehicular travel, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road in Stage 1. Completion of these roadways does not appear in the staging plan for WF1 and should not be added to any staging plan for WF2. At most, if these improvements are included, only a "contract for construction" should be required similar to WF1 and the Improvement placed in Phase 2.

Improvement No. 5 in Stage 1 should also be removed. This improvement requires MDOT to "... conduct a feasibility study for an infill MARC Station along the Brunswick Line and determine if a MARC Station should be located in the Plan area." This stipulation and the last paragraph in Phase 1 requiring MCPS to "... evaluate the need for a new elementary school within the Walter Johnson Cluster and determine how and when a new elementary school will be programmed" place the authority to permit or prevent development from proceeding in the hands of the Board of Education and MDOT, Montgomery County and the property owners in WF2

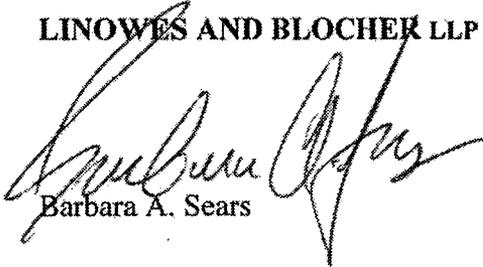
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have no control over these agencies and, therefore, requirements for their affirmative action should not be placed within a staging plan. This same defect occurs in Phase 3, requiring MCPS to potentially construct an elementary school for the Walter Johnson Cluster and requiring MDOT to construct a new MARC Station if it determines that a MARC Station will be located in the planning area. These requirements should be omitted.

Thank you for your consideration of our comments. Please feel free to call us should you have any questions.

Very truly yours,

LINOWES AND BLOCHER LLP



Barbara A. Sears

**BREGMAN, BERBERT, SCHWARTZ &
GILDAY, LLC**



Françoise M. Carrier

Enclosures

cc: Marlene Michaelson
Glenn Orlin
Gwen Wright
Nkosi Yearwood
Richard Cohen
Jason Goldblatt



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Kevin B. Quinn, Jr.
Administrator

September 6, 2017

Mr. N'kosi Yearwood
Senior Planner
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Yearwood:

Thank you for providing the Maryland Department of Transportation (MDOT)'s Maryland Transit Administration (MTA) with the opportunity to comment on the White Flint 2 Sector Plan. Upon review of the sector plan, MTA has specific comments regarding the proposed White Flint MARC station.

It is important to note that any proposed improvements with direct impact to the Brunswick and Camden lines require MTA coordination with CSX Transportation, the owners of the railroad on which MARC operates. MTA currently coordinates with CSX regularly on daily operations and proposed projects. Previous coordination with CSX has resulted in a set of parameters when considering improvements to MARC station facilities along the Brunswick and Camden lines. These guidelines set expectations for scopes of work when making improvements to existing stations as well as considerations for any new stations that are proposed.

It is important to note that CSX has specific requirements for any significant improvements made to existing MARC stations along the Brunswick and Camden lines. While existing stations are grandfathered in by this policy, CSX station requirements go into effect when changes to the existing stations are implemented. Most notably, these changes include the elimination of at-grade pedestrian crossings. This would require the construction of a pedestrian bridge or tunnel to cross the tracks. These requirements significantly increase the cost of potential station improvements and should be accounted for in any future cost estimates when similar proposals are made in the White Flint 2 Sector Plan or anywhere else in the County.

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Mr. N'kosi Yearwood
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CSX has informed MDOT/MTA that they have no interest in increasing the amount of stations on the Brunswick Line in which they own and maintain. This has led to their current policy which requires that an existing station be closed if an infill station is to be constructed. If the construction of a White Flint MARC station were to be strongly considered, the most logical station to consider closing, in accordance with CSX's requirements would be the Garret Park MARC station. In the past, discussion of permanent station closures has been a sensitive issue, hence any discussion and selection of a location must be resolved at a local level prior to moving forward with the project.

While MTA has worked within the requirements established by CSX, the implementation of any proposed station improvements would still require coordination with CSX. CSX will ultimately make decisions on requirements on an individual project basis. Safety and operational efficiency typically motivate these decisions.

MDOT/MTA does not advocate for any proposals as it relates to stations closures or relocations. All stakeholder coordination and public vetting must be addressed by local governments and jurisdictions that have sponsored these proposals. MDOT is willing to participate in an advisory role to provide information and context.

Thank you again for the opportunity to review and comment on the White Flint 2 Sector Plan. We look forward to working with you in the future. If you have any additional questions or comments, please contact Kyle Nembhard, MTA Office of Planning at 410-767-3752, or via email at knembhard@mta.maryland.gov.

Sincerely,



Holly Arnold, Acting Director
Office of Planning and Programming

HA:KN

cc: Ms. Heather Murphy, MDOT
Mr. Erich Kolig, MTA
Mr. David Johnson, MTA
Mr. Michael Helta, MTA
Mr. Kyle Nembhard, MTA



October 18, 2017

Roger Berliner
President, Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

I understand that the White Flint 2 Master Plan amendment contains a proposal for a MARC commuter rail station to be placed just north of Garrett Park, not far from the Garrett Park station. I also believe that MARC management has made clear that it would not allow individual trains to stop at two commuter rail stations in such proximity and that the very existence of two stations so close may inevitably lead to the closing of one of them.

As you may be aware the Town of Garrett Park, a National Historic District, was founded as a commuter rail suburb and was named after Robert W. Garrett, the president of the B&O railroad at that time. Much of the history of our town revolves about its close connection to the railroad and the station in town.

We strongly believe that our character as a National Historic District and the ability of our residents to use the MARC service effectively would be adversely affected if our station had reduced (or no) service due to one at White Flint, and we would take whatever actions are required to prevent that from happening. Consequently we request that a commuter rail station in the proximity of the one in Garrett Park not be included in the White Flint 2 Master Plan amendment.

Peter Benjamin
Mayor, Town of Garrett Park

cc:
Nancy Floreen
George Leventhal
Hans Reimer
Glenn Orlin

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