

Crest of Wickford Condominium Association:

**Response to Developer Proposals and Draft Plan for
the White Flint Sector**

**Presentation to the Montgomery County Planning Board
April 13, 2009**

Mary Ward
Crest Board member

Key concerns:

- Destination, i.e., “Smart core”
- Mobility: Balancing Density and Infrastructure
- Walkability/bikeability
- Compatibility with Existing Communities
- Sustainability

“Smart” Core Density

- Reduce density – 30 million sf too much
- Developers presentations proposing higher FAR than Bethesda or Silver Spring although these were economically viable developments
- Total density needs to be scaled back while maintaining highest density at core

“Smart” Core Mobility

- High densities within 1/4 mile of metro
- Metro survey (in transportation presentation) shows Metro use for commuting <10% at distances >1/2 mile
- Rockville Pike is major transportation corridor, vital link for local residents
- Ensure that Smart Core works during non-rush hours and weekends
 - **Traffic monitoring on weekends – not just evening rush**
 - **Capacity of Metro?**
 - **Support Bus Rapid Transit – dedicated lane**
 - **Bikeability/walkability**



“Complete the streets”

completestreets.org

“The streets of our cities and towns ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper...”



But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. They're unsafe for people on foot or bike — and unpleasant for everybody.

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Rockville is planning implementation of
“complete streets”... **Why not White Flint?**

October 2008: In response to Mayor and Council's Vision.... staff proposes the City adopt the "Complete Streets" policy framework toenable safe access for all users - pedestrians, bicyclists, transit users, and motorists.

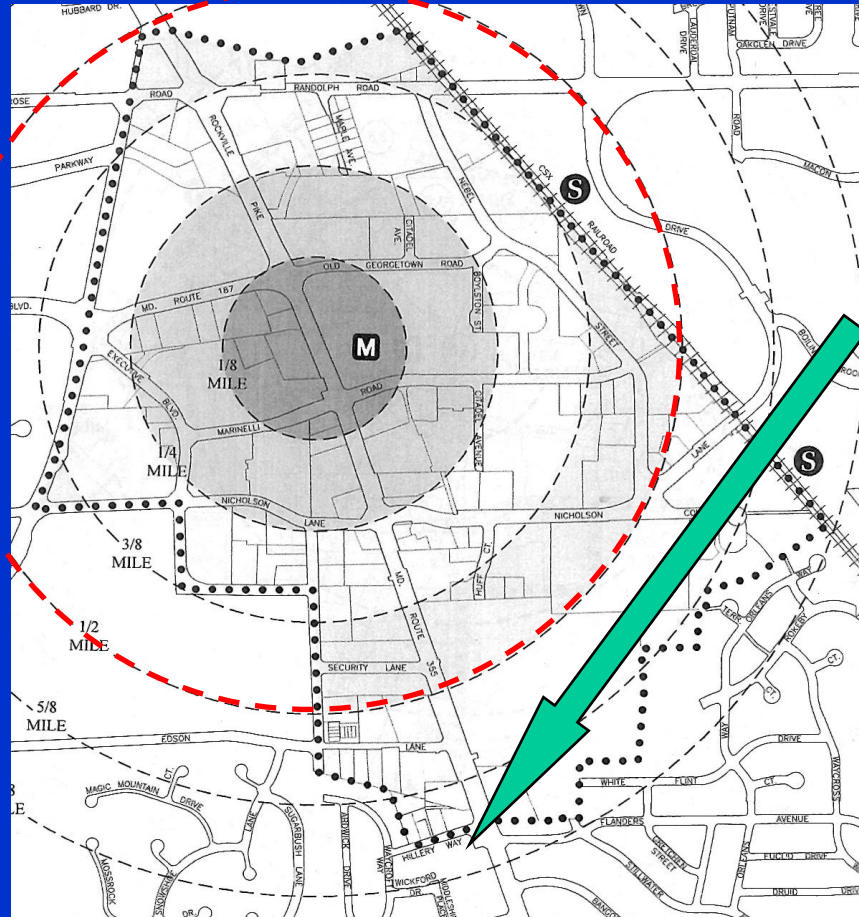
I have a copy of the Rockville Draft Plan – presented to Rockville Bike Advisory Committee (RBAC) on April 1, 2009 by Carrie Sanders, Transportation Planner, City of Rockville

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- Mobility: Balancing Density and Infrastructure
- Walkability/bikeability
- **Compatibility with Existing Communities**
- Sustainability

Crest of Wickford

- 67 townhomes built in 1972
- **Wickshire Way** is the only exit
- Across from Flanders Ave
- Hillary Way is northern border
 - no buffer!
 - not on any map in draft plan



Wickshire Way
— only
entrance
to the Crest

Crest of Wickford – Wickshire Way

- **Hillary Way (south sector border) is the north border of our property; ~60 feet north of WW**





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Draft Plan calls for 100 ft buildings at our doorstep



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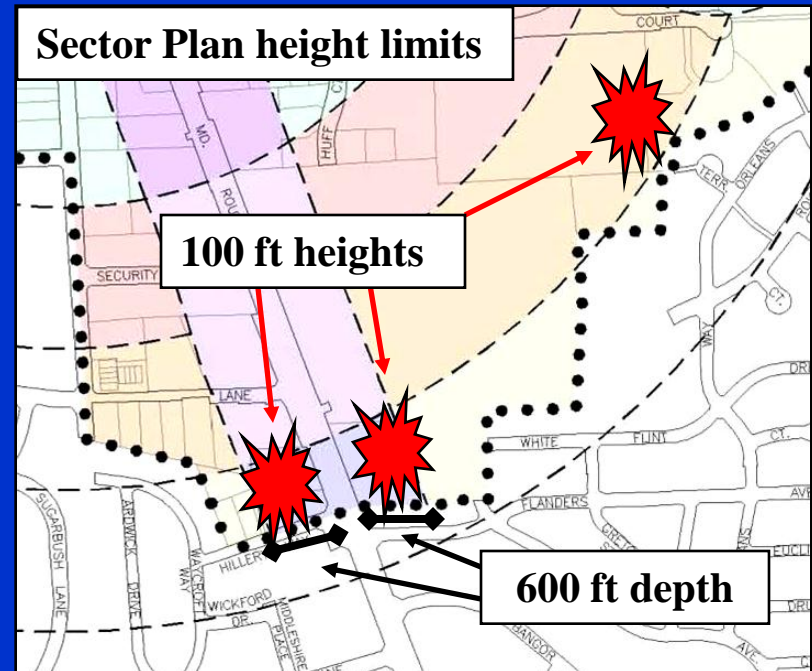


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“Smart” Core: Compatibility

- “Compatibility with existing neighbors”

- Object to allowing 100 ft buildings adjacent to our communities on both sides of Pike
- 600 feet in from Pike is adjacent to Crest of Wickford townhomes & Wickford single family homes



Bottleneck at Strathmore and Pike

- Access to the Pike at Flanders, Wickshire Way and Golf Lane is difficult with current traffic volume
- Traffic from our communities adds to back-up at left turn lane to Strathmore (U-turn is only safe way to go north on the Pike from Golf and Wickshire)

“Smart” Core: **Sustainability**

- New development should include substantial increases in pervious surfaces and tree canopy
- “No net loss” of pervious surface is not “smart” development; Sector Plan must do better
- Stormwater management must minimize dangers to existing streams, watershed, and Chesapeake Bay, enhance and restore our streams and soils.
- New development and traffic management should measurably and rapidly reduce carbon emissions from both buildings and automobiles.
- Developers fail to mention, let alone plan to achieve sustainability goals

Conclusion: For a “Smart Core”



- Density/height step down rapidly from core
- Complete the streets in core and adjoining areas to WF sector
- Improve connections to the WF sector via transit, pedestrian access, bikes -including Bethesda Trolley Trail to be proud of
- Walkable, bikeable areas - 360°