

Garrett Park Estates / White Flint Park Citizens' Association

White Flint Planning Advisory Group Members

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Community Concerns:

- Reasonably Sized Transit Oriented Development
- Transition from our Community to Sector Development
- Mobility - congestion issues. Keep us mobile!

Support for Transit Oriented Development

- TOD effective within a walkable core
- Suggest 5 minute walkable radius (10 minutes from end to end)
- Focus Highest Density near Metro
 - Transition to lower density beyond the walkable radius, including on Rockville Pike
 - Consider all bonus densities as part of total dwelling units and sq. ft.
- Provide lower heights further away from Metro
- Avoid canyon effect of high buildings on both sides of Pike

This is our community



Transition from our Community to Sector Development

Looking in



Transition from our Community to Sector Development

The Community View



Transition from our Community to Sector Development

- Green Buffer immediately adjacent to community
- Residential buffer and roadway to separate community from higher densities
- Gradual transition at Pike and across Edson Lane (65 ft)



Transition from our Community to Sector Development

- Residential buffer and roadway to separate community from higher densities
 - Minimize
 - stormwater runoff
 - noise
- Residential buffer
 - 35 ft per staff recommendation
 - Support staff recommendation for townhouses

Mobility - Congestion Issues

- **NO** to “acceptance of more congestion”
 - Mobility is a Quality of Life issue
 - Current conditions are already unacceptable
- Reasonable alternatives to accepting more congestion
 - Additional emphasis on transit including BRT
 - Parking cap with free permit parking in our neighborhood
 - Limit turning movements on Pike
- Limit development to what can be supported by infrastructure

Mobility - Congestion Issues

NO to revising the Metro Station Policy Area Boundaries

Keep the Grosvenor and White Flint Policy Areas separate with the residential community in-between.

Don't force urbanization on our community

Mobility - Congestion Issues

NO to creating a new APF (Adequate Public Facilities) review procedure

- White Flint is not an entity unto itself but one node on a major traffic corridor.
- PAMR attempts to recognize that mobility issues go beyond the sector
- Both LATR and PAMR allow for mitigation and credit developments for their proximity to Metro.

Mobility - Congestion Issues

NO to creating a new AFP (Adequate Public Facilities) review procedure

Proposed “Exaction Process” fails to mitigate

- Limited clarity based on one paragraph in staff draft
- Ignores existing and background traffic
- Assumes balance between development and infrastructure
- Ignores changes in traffic conditions at the time of development
- Ignore increases in through traffic on Rockville Pike

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Summary:

- Keep Transit Oriented Development to a walkable core
- Buffer our community from the density and height of planned development
- Develop only what the infrastructure can support

**We look forward to continuing dialogue
on this Sector Plan**