

**White Flint 2
Public Comments
June 18, 2012**

TABLE 1

Vision

- White Flint 1 as core area with White Flint 2 as transition area

Connectivity

- One sector plan area to another
 - pedestrian bridge on west side of Pike
 - across Pike
- Traffic level and mitigation

Building Heights

- Modest

Amenities

- Bike paths-tie into Recreation Loop
- Small parks, schools

Public Facilities

- Middle and high school capacity increase
- Maintain diverse service providers
- Protect existing single-family neighborhoods

Transportation/access

- Access to Rock Creek Park
- Green acres school access to Montrose Parkway
- Montrose Crossing-break into walkable blocks
- Boiling Brook Shopping Center redevelopment
- MARC Station
- New Randolph Parkway area because of employment center
- No big box stores
- Executive Boulevard area mixed use with walkable blocks
- Preserve light industrial on east side of rail road and at Nicholson Court
- Address Nicholson Lane safety issues

TABLE 2

Vision/Opportunity

- Deal with railroad noise, access
- Greater density near Metro
- Increase walkability
- Incentives to work together
- Incentives to gain critical mass
- Connectivity to White Flint 1

Strengths

- Proximity to White Flint 1
- Metro

Weakness

- Railroad tracks
- Not walkable
- No affordable housing

TABLE 3

Need:

- More public access green space
- Better pedestrian-traffic crossings/safe crossings
- Less industrial
- Underground parking – no multi-tiered parking
- Randolph Road – a pleasant design to hide industrial areas – more trees
- Keystone building – to identify the area – a centerpiece
- Limit the height of buildings – no high-rise buildings
- Randolph Hills needs a pedestrian access to the metro – RR tracks prevent access
- Don't want Tyson's Corner
- Re-developed
- Mixed-use for current industrial areas
- Traffic planning prior to redevelopment (no bottlenecks)
- Vehicular access for seniors
- Luxmanor would like to see direct access to Green Acres School to alleviate traffic in our neighborhood (Opening road to Executive Boulevard)
- Concern with MARC train noise (would like a quiet zone)
- Need a connection of Randolph Road to White Flint Mall area
- Decide what you are doing with Randolph Road at the railroad tracks and then plan around that

TABLE 4

- Development already decided by developers/landowners
- Want to know developer who has contracted-almost none have so far.
- Want to know what development- see draft plan that they can react to.
- Schools over crowded, bad connections
- Roads overcrowded
- Randolph Road disconnection doesn't sound like a good idea.
- Tilden Middle School – 2-3 level parking garage to expand school
- Smaller schools
- Exec Blvd should be missed use-now wasted development.
- Jitney to pick-up people little cheaper than parking.
- Special taxing district for BRT on Old Georgetown Road.
- Reduce local traffic to meter- would help reduce traffic.
- Also drive to Elem. School. Roads unsafe for walking to school.
- Ask develops for a baseline of development they want.
- Look at ½ mile radius – better crossings. Increase previous area.
- Walk to metro – crosswalks, signal don't work; crossing on all directions (fix signalization)
- Turning movements dangerous – left and right turns
- No increase in density unless along with walking integrated bike/ped crossing of tracks.
- Provide access to Green Acres School from Montrose Parkway.
- Restore Old Farm Branch as part of environmental plan.
- Housing east of railroad would/should be lower density, low-rise construction which would/should be more affordable than the high rise nearer the Metro Station.
- Haven't implemented anything in WFI want to see action before anything is done.

TABLE 6

Strengths:

- Adjust to WF1 & II walk plan connection to MARC & Metro
- Strong east/west connection
- -CESJOS/JCC existing dev. institutional anchor

Weaknesses/Threats:

- Land-use not compatible Industrial
- Northern edge weak connection to Twinbrook Metro/Improve TB Pkwy
- RR is a divider (physical/noise)
- Lacks walk environment
- Small land parcels multi/ownerships

Opportunities

- New MARC station
- Location of three metro stations
- West side in-fill around existing office
- East side residential infill

Desires

- Functional nice place or places that encourage walking
- Transitional area to existing neighborhoods
- Boiling Brook Pkwy connection to Rock Creek
- Play up the existing anchor institutions east & west
- Strengthen Chapman/Twinbrook Pkwy/Boiling Brook Pkwy
- Affordable housing
- Connecting and focus of green space/natural
- Connection various sections to others
- Artist type lofts mixed in industrial areas

TABLE 7

- Extend White Flint 1 street grids
- New MARC Station location is a strength to increase density/ residential mixed use opportunity
- Pedestrian access-walking from White Flint 1 grid to White Flint 2 across rail road tracks
- Heights/lighting/setbacks
- Some between Executive Blvd southside/Neilwood
- Push forward 2nd entrance to White Flint Metro
- Connectivity between Twinbrook Development and White Flint 1 and 2 especially Metro Station
- Access to Green Acres school (but not Danville) from Executive Boulevard (top priority)
- Montrose Parkway lights need better timing
- Right turn (no right turn) onto Montrose Parkway East-backs ups
- Open Rocking Horse Road Center as an elementary school

TABLE 8

Concerns

1. Provide dedicated and integrated bike trail-off road like Capital Crescent Trail linking East/West/North South from Rockville shopping working areas south to Bethesda and connecting to the existing (Bethesda) Trolley Trail/Bike path and rock creek. Also to bike path on Rock Creek Park trail.
 - a. Consideration of an elevated bike/pedestrian path over “local” Randolph Road
2. Over or under pass from rail road tracks
3. Need to revisit population size and demographic studies
 - a. Especially considering the influx of population into Montgomery County due to schools, TSA jobs, Walter Reed, etc. Demographic characteristics and population shifts from DC with young families.
4. Intersection at Parklawn and Boiling Brook Parkway must be reconfigured to handle increases in density
5. Need to improve the aesthetics, especially westside of Parklawn to CSX
6. Bury the utility lines
7. Consider requiring developers to contribute infrastructure improvements.
8. Provide connections throughout to prevent bisecting/cutting off neighborhoods
9. Build sound barriers, berms, trees etc. for residents concerning the extension of Montrose Parkway to Viers Mill Road.
10. Keep some local car/bike crossing of CSX for example at Boiling Brook and Parklawn Lane.
11. Create new pedestrian/bike crossings of CSX and MARC Station.
12. Create car/bike access crossing over CSX to facilitate transit to Metro.
13. Removal/redevelopment of commercial/industrial blight-improve aesthetics of commercial areas.
14. Redesign road intersection of Boiling Brook Parkway and Parklawn Drive

15. Construct new roundabout at Boiling Brook Road and Rocking Horse Road; bury a portion of Boiling Brook Creek to create the roundabout and beautify Boiling Brook Creek with a greenway to Rock Creek with a bike path.
16. Provide adequate structure parking at MARC, White Flint Metro, Federal Plaza, Montrose Crossing
17. Have a sound barrier/plant trees to block sound and sight of
18. Connect White Flint 1, 2 etc. in a cohesive way for bikers, pedestrian, car friendly uses

COMMENT CARDS

Card 1

- Rocking Horse Road Center should be open to help alleviate overcrowding in schools
- Greater connection across tracks from White Flint to Randolph Hills in east
- Design more integrated roads which fan out naturally, no bottlenecks

Card 2

- Provide a bike/pedestrian friendly pathway network to link areas (north, south, east and west) for community and to link to shopping, schools, worksite within and outside of area. Separate bike/walking path from road. Provide these paths from the north, Rockville, to connect to the south, Bethesda, via Rock Creek Parkway and existing Trolley trail/bike path.

Card 3

- Redesign pond intersection of Boiling Brook Parkway and Nicholson Lane. Construct roundabout at Boiling Brook and Rocking Horse Road, in doing this, need to beautify Boiling Brook Creek, need more parking (structure) at MARC, White Flint Metro, Federal Plaza, Montrose Crossing, put a second
- Connect White Flint 1 and 2 for better bike and pedestrian access. More public meetings for input/discussion.

Card 4

- Can we see design for sound barriers for CSX tracks

Card 5

- Provide access to Montrose Parkway in/out of Green Acres School (immediately adjacent to WF 2)
- BRT in median of Rockville Pike
- No exist for Wilgus property on Montrose Parkway
- Industrial zones are not appropriate so close to Metro corridor
- Important: pedestrian access across Rockville Pike, Randolph, Nicholson Lane, Old Georgetown at short, regular intervals (not mega-blocks)

- No big box stores-too close to transit, don't want to encourage vehicles
- Shuttle through WF 2 neighborhoods to center of WF 1
- Move the Park and Ride out of town center area!!! (best near Tower Oaks or by State Police Station off I-270)

Card 6

- My biggest concern is the rail road tracks at Randolph Road. Traffic flows well until trains come and then it is a complete mess. Without improving this intersection and knowing what is going there; no further development can really be completed. The businesses on the north side of Randolph are a complete eye sore-although privately owned should not be allowed to deteriorate as current.

Card 7

- Luxmanor Citizens Association and Green Acres School are interested in looking at the possibility of gaining access to Green Acres via Executive Blvd/Montrose Parkway to ease neighborhood traffic issues related to the school. Also connect transit systems from section to section.

Card 8

I would like:

1. I-4 (zone) to be rezoned to mixed-use
2. Pedestrian walkway from Parklawn Drive to White Flint Metro to make it walkable within ½ mile distance
3. Redevelop Boiling Brook Shopping Center into a useful property

Card 9

- I don't see how all this growth will not increase traffic. I have very mixed feelings about this project. Not everyone will use the Metro just because it's nearby. I hope it will be bike friendly! I think it would be best if it was more like a "pedestrian square area" with parking and roads on the perimeter. Boulder, Co and Charlottesville, VA both have these.