

Resolution No.: 16-1300
Introduced: March 23, 2010
Adopted: March 23, 2010

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft White Flint Sector Plan

1. On August 6, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft White Flint Sector Plan.
2. The Planning Board Draft White Flint Sector Plan amends the approved and adopted 1992 North Bethesda/Garrett Park Master Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; and the Countywide Bikeways Functional Master Plan.
3. On October 6, 2009 the County Executive transmitted to the County Council his fiscal analysis of the White Flint Sector Plan.
4. On October 20 and October 22, 2009 the County Council held a public hearing regarding the Planning Board Draft White Flint Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 16, November 30, December 7, and December 10, 2009 and January 19, February 1, and February 16, 2010 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft White Flint Sector Plan.
6. On February 23, 2010 and March 2, 2010 the County Council reviewed the Planning Board Draft White Flint Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft White Flint Sector Plan, dated July 2009, is approved with revisions. County Council revisions to the Planning Board Draft White Flint Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2009 Planning Board Draft Plan.

General: All page references are to the July 2009 Planning Board Draft Plan.

Page 14: Modify the first sentence as follows:

There are more than 150 properties in the Plan area, ranging in size from 3,000 square feet to 40 acres.

Page 15: Add a row to the bottom of Table 3:

| | | |
|-------------------------|----------------------------|-----------|
| <u>Zoning not shown</u> | <u>Public right-of-way</u> | <u>63</u> |
|-------------------------|----------------------------|-----------|

Page 15: Add the following sentence to the Paragraph under Table 3 as follows:

Table 3 indicates the amount and type of zoning in the Plan area and Figure 5 shows the distribution of zoning categories. The public right-of-way measures approximately 63 acres; zoning is not shown in public rights-of-way.

Page 18: Modify the fifth sentence on the page as follows:

A secondary focal area lies along both sides of Rockville Pike between Montrose [Road] Parkway and Executive Boulevard (Extended), where existing and planned retail centers will continue to serve the regional market.

Page 19: Revise the fifth sentence under the heading Street Hierarchy as follows:

Undergrounding utilities and locating “wet” and “dry” utilities under the pavement or [and “dry” utilities] under the sidewalk will allow the street tree canopy space to grow.

Page 19: Revise the last paragraph as follows:

This Plan recommends reconstructing the “Pike” as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes[,] and street trees[, and possibly buses or light rail]. Street tree panels and wider sidewalks will promote walking. Bus priority lanes will be provided, located either in the median or along the curb (Figure 8)."

Page 19: Revise Figure 8 to include two alternatives: one with a center median busway and one with a curbside busway.

Page 21: Revise Figure 11 to illustrate heights supported by the Council.

Page 22: Revise Figure 12 to show all public use spaces indicated in text or diagrams, including a public use space on the Luttrell Property, Halloday Property, Montouri Property and at the metro station entrance in Metro West District.

Page 23: Modify the paragraphs at the top of the page as follows:

Wall Park

Wall Park will function both as a regional destination (the Aquatic Center) and as a local park. It is also an appropriate location for a new community recreation center. When the surface parking is relocated, there will be space for outdoor recreational facilities.

The Central Civic Green

This centrally located 1 to 2 acre public park is to be located along Market Street in the core of White Flint. The civic green is intended to function as the major outdoor civic space for public activities, ceremonies, and gatherings.

Page 24: Revise Figure 13 to illustrate heights and floor area ratios supported by the Council.

Page 26: Modify the second sentence in the fourth paragraph:

The CR zone has [three] four components: a total CR FAR, a maximum commercial (C) FAR, a maximum residential (R) FAR and a height (H) maximum.

Page 26: Modify the last sentence in the fourth paragraph to reflect changes to the CR Zone:

[The incentives cover a variety of features including diversity, sustainability, improved access to transit and walkability, and better designed communities]. New development must provide public benefits that enhance or contribute to the objectives of the CR zone, such as master-planned major public facilities, transit proximity, connectivity, diversity of uses and activities, quality of building and site design, protection and enhancement of the natural environment, and advanced dedication of rights-of-way. The proposed public street grid and reconstruction of Rockville Pike require substantial dedication of rights-of-way. The advanced dedication of right-of-way provision reduces the public costs of purchasing rights-of-way.

Page 28: Modify the third sentence of the second paragraph:

The White Flint Mall District has the greatest potential for a series of new neighborhoods [including a transit-oriented development centered at the] as well as a proposed MARC station.

Page 28: Modify the last sentence of the second paragraph, delete and replace the third paragraph, and add a fourth and fifth paragraph as follows:

The promenades that run through the core and along Rockville Pike, coupled with the public use spaces, will draw the neighborhoods together and create a sector-wide character.

[Three maps accompany each district. The location maps identify blocks, properties, and special features. The height and density maps indicate how density should be dispersed through the recommended street grid and the location of public use spaces to create an interconnected public open space network. It also indicates where heights should be limited to ensure compatibility with surrounding neighborhoods and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines, a separate document, will describe in greater detail the form that new development should take to create a distinctive character for each district. The zoning maps identify recommended zoning changes.]

Four maps accompany each district. The location maps identify blocks, properties, and special features and proposed road alignments. The road alignments and sizes of blocks as depicted are not intended to represent specific or final locations and could shift. The height and density maps indicate how density should be dispersed through the recommended street grid and the approximate location of public use spaces to create an interconnected public open space network. These maps indicate where heights should be lower than the maximum permitted in the zone to ensure compatibility with surrounding neighborhoods, and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines (a separate document) will describe in greater detail the form that new development should take to create a distinctive character for each district.

The zoning maps identify recommended zoning changes. Each CR zone indicates the maximum FAR densities for overall development, the proportion of residential and non-residential uses, and height. In order to create a distinctive urban fabric, proposed designs should provide variation and transition within each CR zone. The height and density maps suggest where variation and transitions should occur given existing conditions, compatibility, and the goals of the sector plan to create great places.

The Metro West District is envisioned as functioning as the main civic core for the Sector Plan and contains publicly owned properties and is, therefore, the preferred location for co-locating recommended public facilities with existing ones. Wall Park is recommended for the co-location of a recreation center in conjunction with the expanded Aquatic Center. The proposed Civic Green is to be located within the Conference Center Block and it may be appropriate to co-locate the recommended library and regional services center within the same block.

Page 30: Under the heading **Block 1: Conference Center**, amend the first paragraph and both bullets as follows:

The Bethesda North Conference Center and Hotel [(TS-R Zone), surrounded by automobile sales and other commercial uses, is the main feature in this block. These properties are in the C-2 and TS-R Zones. The new civic green, public use spaces, and Market Street will create the backdrop for future private redevelopment. The road alignments and location of public facilities indicated in Figure 18 are not meant to represent specific or final locations and could shift. Development at the intersection of Rockville Pike and Marinelli Road at the Metro station entrance should have a significant public use space.

- Properties zoned C-2 and TS-R fronting Rockville Pike should be rezoned to CR 4: C 3.5, R 3.5, and H 300 with the remainder of the block CR 4: C 2.0, R 3.5, and H 250. The lower height in the block's interior will be consistent with residential development across Marinelli Road, which is 200 feet or greater. [The proposed zoning lines follow property lines.] The Conference Center property is split zoned to accommodate taller buildings along Rockville Pike and lower buildings on the west.
- The Conference Center Block contains 11 different properties. The proposed street alignment will create smaller blocks. The [one-acre] civic green is to be located on the north side of Market Street. Redevelopment in this block will require careful coordination between property owners and the public sector to align, dedicate, acquire, and build the public roads so that the new blocks formed by the new street network are of a size and configuration that is suitable for redevelopment and can accommodate the 1 - 2 acre civic green. The Planning Board should attempt to maximize the size of the civic green, provided it does not compromise functionality. When the Conference Center site redevelops, there should be a complementary public use space on the south side of Market Street to anchor the civic green.

Pages 30-31: Revise Figure 17 to label the ownership of additional properties. Revise Figures 18 (page 30) and currently numbered Figure 16 (page 31) and 17 to adjust zoning lines and heights to reflect the Council's decisions. Correct Figures to show the correct location of the PD-9 zoning boundary. Re-label Figure 16 as Figure 19.

Page 31: Adjust the zoning line on the Conference Center property on currently labeled Figure 16 to reflect the higher building heights along Rockville Pike. The property will be split zoned to accomplish this.

Page 31: Insert the following sentence between the last two sentences in the first paragraph:

Wall Local Park should be redesigned with more active outdoor facilities through developer contributions. It may also be an appropriate location for a new community recreation center. This area should be primarily residential in character and use.

Page 32: Insert the following at the end of the first paragraph:

The Metro East District, because of its proximity to transit in the center of the Sector Plan area, is a suitable alternate location for the co-location of the recommended library and regional services center.

Page 32: Change reference in the first bullet from Citadel Street Extended to Chapman Avenue Extended.

Page 32: Amend the first sentence in the last bullet as follows:

Rezone the TS-M zoned land between [Citadel Road Extended (] Chapman [/ Oak Grove)] Avenue Extended and Wentworth Place (including the 0.17 acre R-90 zoned Montouri property) to CR 4: C 2.0, R 3.5, and H 250.

Page 33: Amend the first bullet as follows:

- Rezone the remaining TS-M zoned area and the I-1 parcel east of Wentworth Place (once used for stormwater management) in the North Bethesda Center project to CR 3: C 1.5, R 2.5, and H [200] 250 to correspond to heights in approved development. [Rezone the 0.17-acre, R-90 zoned Montouri property to CR 3: C 1.5, R 2.5, and H 200.]

Page 33: Under the heading **Block 2: Sterling**, revise the second bullet and add a new third bullet:

- Confirm the O-M Zone on the existing office buildings [and the R-H Zone on the Forum property].
- Rezone the Forum Property to CR 3: C 1.5, R 2.5, and H 200 to allow for future mixed-use redevelopment comparable in density and height to surrounding properties. The existing access may have to be modified in order to accommodate the recommended location of the Fire Station in the Maple Avenue District and is shown as a local street on Figure 43, Existing and Proposed Street Network.

Page 34: Amend the second paragraph as follows:

Redevelopment in the district should retain its regional marketplace function and include residential and civic uses. Building heights of 300 feet should frame the corner of Rockville Pike and Old Georgetown Road. Public use space, such as an urban plaza or neighborhood green[,] or a civic or cultural attraction, [such as a community playhouse or theater, in conjunction with [an express/electronic a library,] will provide reasons to gather and encourage all day activity.

Page 34: Revise Figure 24 to show a 2.0 FAR on the State Highway Administration (SHA) right-of-way.

Page 35: Revise Figure 25 to show the zoning on SHA property as CR 2: C 1.5, R .75, H 100.

Page 35: Modify bullet 4 as follows:

- [Retain] Rezone the C-2 zoning on the SHA property north of Montrose Parkway to CR 2: C 1.5, R .75, H 100 to allow for mixed uses. Public facilities[, such as EMS, fire and rescue, and police services] are suitable uses. Surface parking is not an appropriate use at this location, since much of the Plan's emphasis is to reduce the amount of surface parking.

Page 36: On Figure 27 change the height on the northeast corner of Executive Boulevard and Woodglen Drive from 100 feet to 150 feet and indicate a height transition on the Rockwall property with 250 feet along Rockville Pike and 150 feet along Woodglen Avenue. (The Rockwall property will be split zoned.)

Page 37: Under the heading **Block 1: Water Tower**, modify the last bullet as follows:

- Locate a one-half[-] acre neighborhood green on the Luttrell property. The Luttrell property is suitable as an alternative site for an elementary school. When there is an application for development of the Luttrell property, Montgomery County Public Schools must make a realistic assessment of whether an elementary school site is needed and whether MCPS and the County have the funds necessary to purchase the property in a timely manner. If the finding cannot be made, development should be permitted to proceed.

Page 38: Under the heading **Block 2: North Bethesda Market**, modify the third bullet and add a fourth bullet as follows:

- Rezone the remainder of the [C-2 and] TS-M zoned properties along Woodglen Drive Extended to CR 3: C 1.5, R 2.5, and H 100 to transition to existing residential development and the proposed rezoning [in Block 1] to the north.
- Rezone the remainder of the C-2 zoned properties along Woodglen Drive Extended and north of the proposed Executive Boulevard (B-7) to CR 3: C 1.5, R 2.5, H 150 to transition to existing residential development and the recommended rezoning in the southern portion of Block 1. Heights may be less than 150 feet to achieve compatibility with the residential development southwest of this block.

Page 38: Under the heading **Block 3: Security Lane**, modify the first bullet as follows:

- [Rezone the C-O Rockwall property on the north side of Security Lane to CR 4: C 3.5, R 3.5, and H 300.] Rezone the C-O zone on the Rockwall property to CR 4: C 3.5, R 3.5, and H 250 on the eastern portion and CR 4: C 3.5, R 3.5, and H 150 on the western portion of the site. This property will be split zoned. This designation will accommodate the existing office buildings, which are already in excess of a 3.0 FAR, and allow for some additional square footage if buildings are converted to mixed uses. Redevelopment on the north side of Security Lane should transition between the 300-foot height in Block 2 and the 150-foot height recommended on the south side of Security Lane.

Page 39: Under the heading **Block 4: Edson Lane**, correct the first bullet and modify the last two bullets as follows:

- Rezone the O-M properties north of Edson Lane to CR 2.5:[,] C [2.9] 2.0, R 1.25, and H 150 to continue the transition established on Block 3.
- Confirm the residential development and religious institution in the R-90/TDR Zone.
- Confirm the C-T Zone south of Edson Lane.
- Rezone the O-M property south of Edson Lane to CR [2.5] 1.25: C [2] 1.0, R [1.25] 0.75, and H [150] 100. The lower density and heights will provide a transition to the C-T Zone and residential uses to the south.
- Rezone the C-2 property to CR [2.5] 1: C [2] 0.75, R [1.25] 0.5, and H [150] 50 to continue the transition to the less dense commercial and residential uses at the southern boundary of the Plan area.

Page 39: Under the heading **Block 5: Hillery Way**, modify the second bullet as follows:

- [Recommend] The RT 12.5 Zone [as] is suitable for the R-90 zoned properties.
- Rezone the R-90 properties (N390, N391) to CR 1.0: C 0.75, R 0.5 and H 50 to prevent a split zoning of these small properties.
- Rezone the C-2 property at the corner of Rockville Pike (P420) to CR [1.5] 0.5: C [0.75] 0.25, [and] R [1.5] 0.25, and H 50 to complete the density transition to the Plan's southern boundary. [This zone allows for all residential development if desirable.]

Page 40: Revise the second sentence on the page as follows:

Along Rockville Pike is an office building and excess right-of-way for the Montrose [Road] Parkway interchange.

Page 40: Modify the last sentence in the first paragraph as follows:

Existing zones in this district are I-4, C-2, O-M, R-200, RMX/3C, and R-90 (Figure 29).

Page 40: Insert a new sentence after the first sentence in the second paragraph:

The excess right-of-way for the Montrose Parkway interchange, owned by the SHA, is the appropriate location for the Fire and Emergency Services Facility and police facility because it is possible to provide signalized access to both Rockville Pike and Montrose Parkway.

Page 40: Revise Figure 30 to indicate that there will be a signature building (at the corner of Randolph Road and Nebel Street) that may be up to 200 feet in height.

Page 41: Revise Figure 31 to reflect the Council's change in zoning on the SHA property.

Page 41: Modify the fourth bullet and add two new bullets at the bottom of the page as follows:

- Rezone the remaining I-4 and C-2 properties (Montrose Shopping Center and the properties on Maple Avenue) to CR 3: C 1.5, R 2.5, and H 200. The density map indicates that lower heights, 150 feet, are generally intended for this area. Building heights should transition down from the core, but it may be desirable to have a taller building of up to 200 feet define the corner of Randolph Road and Nebel Street.
- There should be significant green area in the public use space site on the Montrose Shopping Center property.
- Rezone the SHA property at the intersection of Randolph Road and Rockville Pike from the R-90 and C-2 zones to CR 3: C 2.5, R 1.5, and H 200 to allow for a greater percentage of commercial development at the intersection.

Page 42: Revise Figure 33 to indicate possible locations for signature building sites.

Page 44: Add the following sentence after the second sentence:

The WMATA bus depot provides maintenance service for all WMATA buses serving the County.

Page 46: Amend Figure 39 to show changes in heights so that there is a transition between the taller buildings in the interior and the shorter buildings on the north side of Nebel Street Extended—see text.

Page 46: Modify the next to last sentence in the first paragraph as follows:

Properties in this district are zoned I-4, C-T, C-2, C-0, and R-90.

Page 47: Modify the first and second sentences as follows:

This C-2 zoned block contains commercial properties located at the [north] southwestern and [north] southeastern corners of the intersection of Huff Court and Nicholson Lane. The Fitzgerald property has frontage along Rockville Pike, while the Eisinger property is located at the [north]southeastern intersection of Nicholson Lane and Huff Court.

Page 48: Revise Figure 40 to have the zoning on the Figure match the zoning in the text on page 47 for the properties in Block 1 west of Huff Court. Figure 40 will be revised to show CR 4: C 3.5, R 2.0, and H 250 for this area.

Page 48: Amend Figure 40 to change the mix of commercial and residential FAR in the CR zone to reflect more residential uses along the boundary with the adjoining public park and residential community to correspond to the changes recommended to the text on page 49.

Page 48: Edit the paragraph and bullet under **Block 3: Nicholson Court** as follows:

Block 3: Nicholson Court

Light industrial and commercial uses, including a Ride On bus parking facility and warehouses, are the primary uses in this block. Redevelopment in this district is likely to take place in the long-term. [This block could redevelop as a residential enclave with local services.] The MARC station will be located in this block and there may be some interest in combining Ride On bus storage and MARC parking facilities. Nicholson Lane, the northern boundary, crosses the CSX tracks and will provide excellent east-west access to the MARC station. [Any new development must provide transitions in height and density to the adjacent single-family residential community.] For this reason, the zoning and existing uses in this block should be retained and revisited during the development of the White Flint II Sector Plan that will examine the eastern side of the CSX tracks.

- [Rezone the entire block to CR 2.5: C 1.25, R 2.0, and H 70 for a transit-oriented neighborhood centered on the MARC station. The C 1.25 will accommodate existing commercial FAR on individual properties. A public use space to be provided as shown in Figure 39.]
- Retain the existing I-4 zoning.

Page 49: Add this new paragraph after the second paragraph and before the bullets.

The land use mix on the blocks between Nebel Street Extended and the residential community and neighborhood park should reflect a greater proportion of residential than commercial uses. This will allow for the gradual transition to the more intense residential and commercial uses in the center and northern portion of the property. Building heights should also transition between the south side of Nebel Street Extended, where 50 feet is recommended, to 70 feet along the north and west sides of the street. The elementary school site is recommended for the approximately 4 acre area south of Nebel Street Extended between the adjacent medical office building to the west and the residential community to the east. A school at this location will serve as a community gathering place for families from established and future residential development. Should the mall site redevelop before MCPS is prepared to build a school, appropriate interim uses should be selected to ensure compatibility with the adjoining residential neighborhood.

Page 49: Amend Bullet 4, first sentence as follows:

- Rezone the existing R-90 and C-T portions to CR 1.5[,]; C [0.75] 0.25, [and] R 1.5, and H 50.

Page 49: Revise the beginning of the fifth bullet as follows:

- Rezone the central portion to CR 3.0: C 1.5, R 2.5, and H 200. The Density and Height map indicates height bands across the central portion, with the taller buildings at the north, lower buildings in the middle (150 feet) and the southern portion ([100] 70 feet) as

shown in the height and density maps. The 70 foot tall buildings are to be located on the north side of Nebel Street Extended to continue the transition to the lower building height of 50 feet south of the proposed street.

Page 50: Modify the second paragraph as follows:

Redevelopment is an opportunity to improve environmental conditions and create a greener community, which conserves energy and uses roofs and green spaces to filter stormwater and purify the air. The CR Zone [will provide] provides incentives to [incorporate green building technology and environmental site design] protect and enhance natural resources while reinforcing current environmental regulations.

Page 51: Under second series of bullets, **Recommendations to accomplish this goal include** amend the first bullet and first two sub-bullets as follows:

- using the incentives for protection and enhancement of the natural environment [maximizing the use of environmental incentives], as described in the CR zone [zoning code], on all properties. These [Environmental] incentives should be chosen based on the individual sites and integrated into the design of the development: [Environmental incentives should be used to:]
 - [improve air quality] increase tree canopy
 - [improve water quality] maximize energy conservation

Page 51: Insert a new bullet under second set of bullets, **Recommendations to accomplish this goal include** as follows:

- Increasing the tree canopy for the entire planning area from 10.5 percent to 20 percent through streetscaping and tree plantings in public use space.

Page 51: Revise Figure 42 to add a quantitative measurement to the axis labeled “Stream Degradation” and use equal intervals between years or delete the Figure.

Page 52: Revise the second sentence in the first paragraph as follows:

Street enhancements are necessary to fully [use] support transit service.

Page 53: Revise Figure 43 to change certain pink streets to Business Streets and add Access Street (as a pink street) for Fire Station and Forum property.

Page 53: Revise Figure 43 to incorporate the changes described on Pages 56 and 57 and add local street to the Forum Property.

Page 53: Revise the first bullet as follows:

- [Augment] Implement the master planned street network (Figure 43).

Page 53: Add a new section after **Street Network** as follows:

Privatization of Traffic-Carrying Streets

Four proposed street segments in the Sector Plan area are classified as master-planned business streets, based on their need to carry traffic as part of the determination of master plan transportation system adequacy:

- Woodglen Drive Extended (B-3) between Nicholson Lane and Mid-Pike Rung;
- Huff Court Extended (B-4) between Executive Boulevard Extended and Nebel Street Extended;
- New Street (B-18) between Chapman Avenue and Nebel Street; and
- New Street (B-19) between Nicholson Lane and Executive Boulevard Extended.

These four streets may be implemented as private streets subject to the following conditions:

1. Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Department of Transportation (MCDOT) for connectivity and consistency with Figure 43 of the White Flint Sector Plan prior to acceptance of the easement.
2. The design of the road must follow or improve the corresponding Road Code standard for a similar public road, unless approved by MCDOT and M-NCPPC at the subdivision review stage or otherwise specified in the Sector Plan.
3. Installation of any public utilities must be permitted within such easement.
4. The road will not be closed for any reason unless approved by MCDOT.
5. Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
6. The public easement may be volumetric to accommodate uses above or below the designated easement area.
7. The County may require the applicants to install appropriate traffic control devices within the public easement, and the easement must grant the right to the County to construct and install such devices.
8. Maintenance and Liability Agreements will be required for each Easement Area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their Easement Area in good fashion and in accordance with applicable laws and regulations.

Page 54: Revise the first sentence of the second bullet as follows:

Provide bus transit transfer facilities [at] servng the Metro and MARC stations.

Page 54: Revise the second bullet under **Rockville Pike and Promenade** as follows:

- on-road bicyclist accommodation [facilitated by the east-side sidewalk]

Page 55: Add a new sentence at the end of the section **Rockville Pike and Promenade** as follows:

Within six months of the publication of a final report documenting the Countywide Bus Rapid Transit Study, and after holding a public hearing, the County Council may determine whether the busway should be located in the median or along the outside curbs of Rockville Pike. The Council may also reduce the minimum right-of-way width for Rockville Pike from 162' to 150' at that time.

Page 55: Revise the bullet under **Travel Demand Management** as follows:

- Establish a [39] 50 percent non-auto driver mode share goal for employees arriving at work during the morning peak period in the entire Plan area. The current non-auto driver mode share for the Plan area is 26 percent. The Plan goal is aggressive but achievable through the combination of land use (density, diversity, and design) and zoning requirements, transit improvements, supportive travel demand management programs, and staging. Establish a 51% non-auto driver mode share goal for employed residents in the Plan area leaving home during the morning peak period.

Pages 56 and 57: Revise Table 4 as follows

Table 4: Roadway Facility and Segment

| Street | From | To | Road Number | ROW (feet) | Lanes* | Road Code Standard |
|--|--|-------------------------------------|--------------------|-------------------|---------------|---|
| Major Highways | | | | | | |
| Old Georgetown Road (MD 187) | Nicholson Ln | Executive Blvd | M-4 | 150 | 6, divided | <u>2008.02 Mod.</u> |
| | Executive Blvd | Rockville Pike (MD 355) | M-4 | 120 | 4, divided | <u>2008.01 Mod.</u> |
| ["Old" Old Georgetown Road] <u>Hoya Street</u> | Executive Blvd | Montrose [Pkwy] <u>Road</u> | M-4a | 120 | 4, divided | <u>2008.01 Mod.</u> |
| Rockville Pike (MD 355) | Sector Plan southern boundary | Sector Plan northern boundary | M-6 | 150 (162**) | 6, divided | <u>2008.02 Mod.</u> |
| Arterials | | | | | | |
| Montrose Parkway | ["Old" Old Georgetown Road] <u>Hoya Street</u> | Sector Plan eastern boundary | A-270 | 300 | 4, divided | <u>2007.01 Mod.</u> |
| <u>Randolph Road</u> | <u>Montrose Parkway</u> | <u>Sector Plan eastern boundary</u> | <u>A-90</u> | <u>100</u> | <u>4</u> | <u>2004.01 Mod.</u> & <u>2004.28 Mod.</u> |
| Nicholson Lane | Old Georgetown Rd | Sector Plan eastern boundary | A-69 | 90 | 4 | <u>2004.02 Mod.</u> & <u>2004.26 Mod.</u> |
| Business Roads | | | | | | |
| Chapman Ave (Maple Ave) | Marinelli Rd | Old Georgetown Rd | B-12[***] | 70 | 2 | <u>2005.02</u> |
| | Old Georgetown Rd | Montrose Pkwy | B-12[***] | 70 | 2 | <u>2005.02</u> |
| Citadel Ave/Boylston St[***] | Nicholson Ln | Old Georgetown Rd | B-4 | 70 | 2 | <u>2005.02</u> |
| Edson Ln | Woodglen Dr | Rockville Pike (MD 355) | B-5 | 70 | 2 | <u>2004.21 Mod.</u> & <u>2005.02</u> |

| Street | From | To | Road Number | ROW (feet) | Lanes* | Road Code Standard |
|---|---|--|-------------|------------|----------|---|
| | | | | | | <u>Mod.</u> |
| Executive Blvd Extended | [Woodglen Dr | Nebel St Extended | B-7 | 80 | 4] | |
| | [Marinelli Rd | Nicholson Ln | B-7 | 80 | 4] | |
| | [Nicholson Ln] <u>Marinelli Rd</u> | Nebel St Extended (B-5) | B-7 | 80 | 4 | <u>2004.01</u> |
| Huff Ct/ Huff Ct Extended | [<u>Nebel St Extended</u>] <u>Executive Blvd Extended</u> | Nicholson Lane | B-4 | 70 | 2 | <u>2005.02</u> |
| <u>Huff Court/ Huff Court Extended***</u> | <u>Nebel St Extended (B-5)</u> | <u>Executive Blvd Extended</u> | <u>B-4</u> | <u>70</u> | <u>2</u> | <u>2005.02</u> |
| [Lansown] <u>Station St</u> | Marinelli Rd | Old Georgetown Road | B-11 | 70 | 2 | <u>2005.02</u> |
| Marinelli Rd | Executive Blvd | Nebel St | B-6 | 90 | 4 | <u>2005.03 Mod.</u> |
| Market St | Old Georgetown Rd (MD 187) | Rockville Pike (MD 355) | B-10 | 70 | 2 | <u>2005.02</u> |
| McGrath Blvd | [Old Georgetown Rd (MD 187)] <u>Rockville Pike (MD 355)</u> | Wentworth Pl (B-13) | B-10 | 70 | 2 | <u>2005.02</u> |
| Mid-Pike Spine Street | Marinelli Rd | Old Georgetown Rd (MD 187) | B-15 | 80 | 4 | <u>2004.01</u> |
| | Old Georgetown Rd (MD 187) | New Street (Mid-Pike rung, B-16) | B-15 | 70 | 2 | <u>2005.02</u> |
| <u>Nebel Street Extended</u> | <u>Randolph Rd</u> | <u>Sector Plan northern boundary</u> | <u>B-5</u> | <u>80</u> | <u>4</u> | <u>2004.24 Mod.</u> |
| Nebel St | Nicholson Ln | [Sector Plan northern boundary] <u>Randolph Road</u> | B-5 | 80 | [3] 2 | <u>2004.24 Mod.</u> |
| Nebel St Extended | Rockville Pike (MD 355) | Nicholson Ln | B-5 | 80 | [3] 2 | <u>2004.01 Mod.</u> & <u>2005.02 Mod.</u> |
| New St (Mid-Pike rung) | ["Old" Old Georgetown Rd] <u>Hoya St</u> | Rockville Pike (MD 355) | B-16 | 80 | 2 | <u>2005.02 Mod.</u> |
| Nicholson Ct (realigned) | Nebel St Extended | 900 feet east of Nebel St Extended | B-14 | 70 | 2 | <u>2005.02</u> |

| Street | From | To | Road Number | ROW (feet) | Lanes* | Road Code Standard |
|---|-------------------------|-------------------------|-------------|------------|--------|--|
| Old Georgetown Rd | Rockville Pike (MD 355) | Nebel St | B-2 | 90 | 4 | <u>2004.02 Mod. & 2005.03 Mod.</u> |
| Security Ln/Security Ln Extended | Woodglen Dr | Huff Ct Extended (B-4) | B-17 | 70 | 2 | <u>2005.02</u> |
| Wentworth Pl | Marinelli Rd | Nebel St | B-13 | 70 | 2 | <u>2005.02</u> |
| Woodglen Dr | Edson Ln | Nicholson Ln | B-3 | 70 | 2 | <u>2005.02 Mod.</u> |
| Woodglen Drive *** | Nicholson Ln | Marinelli Rd | B-3 | 60 | 2 | <u>2005.02 Mod.</u> |
| Woodglen Drive *** | Marinelli Rd | Mid-Pike Rung (B-16) | B-3 | 70 | 2 | <u>2005.02 Mod.</u> |
| New Street *** | Chapman Ave | Nebel Stt | B-18 | 70 | 2 | <u>2005.02</u> |
| New Street *** | Nicholson Ln | Executive Blvd Extended | B-19 | 70 | 2 | <u>2005.02</u> |
| *The <u>number of</u> planned through travel lanes for each segment, not including turning, parking, acceleration, deceleration, or other auxiliary lanes. | | | | | | |
| ** The Rockville Pike 150-foot right-of-way can be expanded to 162 feet (the additional feet to be obtained through reservation) (see page 54) | | | | | | |
| *** [North of Nicholson Lane, Woodglen Drive is needed for connectivity but will be constructed as a private street because site constraints limit the availability of needed right-of-way.] <u>New streets B-18, B-19, Huff Court Extended (B-4), and the portion of Woodglen Drive (B-3) north of Nicholson Lane may be constructed as private streets subject to use easements meeting the requirements described in the Sector Plan text.</u> | | | | | | |
| "Mod." Indicates that some modification is needed to the referenced design standard to reflect planned elements such as transit priority, bike lanes, or turn lanes. | | | | | | |
| The target speed for all master planned roadways in the Plan area is 25 m.p.h., except for Montrose Parkway with a target speed of 35 m.p.h. in the Plan Area. | | | | | | |

Page 59: Revise Table 5 as follows:

Table 5: Bikeway Facility and Segment

| Street | From | To | [Road Route Number] | [ROW (feet)] Bikeway Type |
|----------|-------------|--------------|---------------------|--|
| Nebel St | Randolph Rd | Nicholson Ln | DB-13 | Dual Bikeway: Shared Use Path/Bike Lanes |

| Street | From | To | [Road] Route Number | [ROW (feet)] Bikeway Type |
|--------------------------------------|---|-------------------------------|------------------------------------|--|
| Nebel St Extended | Nicholson Ln | Rockville Pike | DB-13 | Dual Bikeway: Shared Use Path/Bike Lanes |
| Edson Ln | Rockville Pike (MD 355) | Woodglen Dr | DB-13 | Dual Bikeway: Shared Use Path/Bike Lanes |
| Randolph Rd | Montrose Pkwy | CSX [t]Tracks | SP-25 | Shared Use Path |
| Nebel St Extended | Randolph Road | Sector Plan northern boundary | SP-47 | Shared Use Path |
| Montrose Pkwy | ["Old" Old Georgetown Rd] Hoya St | CSX Tracks | SP-50 | Shared Use Path |
| Nicholson Ln | Old Georgetown Road | CSX Tracks | BL-27 | Bike Lanes |
| Old Georgetown Rd (MD 187) | Nicholson Ln | Executive Blvd | LB-1 | Shared Use Path |
| ["Old" Old Georgetown Rd] Hoya St | Executive Blvd | Montrose Pkwy | LB-1 | Shared Use Path |
| Old Georgetown Rd | Executive Blvd/["Old" Old Georgetown Rd] Hoya St | Rockville Pike (MD 355) | LB-2 | Dual Bikeway: Shared Use Path/Bike Lanes |
| | Rockville Pike (MD 355) | Nebel St | LB-2 | Bike Lanes |
| Market St | Old Georgetown Rd | Rockville Pike (MD 355) | LB-3 | Shared Use Path |
| Rockville Pike (MD 355) | Edson Ln/Nebel St Extended | Marinelli Rd | LB-5 | Shared Use Path |
| North Bethesda Trolley Trail | | | | |
| Woodglen Dr | Edson Ln | Nicholson Ln | SP-41 & LB-4 | Dual Bikeway: Shared Use Path/Bike Lanes |
| | Nicholson Ln | Marinelli Rd | SP-41 | Shared Use Path |
| Marinelli Rd | Woodglen Dr | Rockville Pike (MD 355) | SP-41 | Shared Use Path |
| Rockville Pike (MD 355) | Marinelli Rd | Sector Plan Northern boundary | SP-41 | Shared Use Path |

Page 60: Revise Figure 45 to add a community recreation center to Wall Park and potential elementary school sites to White Flint Mall and Luttrell properties. Remove the proposed school symbol shown on a site outside the planning area. Show the proposed Fire Station at the new location and show the current WSSC site as potential parkland.

Page 60: Insert the following after the second paragraph:

Co-Location of Community Facilities

Community facilities, such as a library, recreation center, and a satellite regional services center can help create an important civic presence and destination in the planning area. The best locations for the library and regional services center are in the two districts closest to Metro: Metro West and Metro East. Primarily private development in Metro East could provide the opportunity for public facilities as part of this development. The Conference Center Block in Metro West is adjacent to the civic green and has the potential to contribute to the creation of a great central place. The county owns the conference center land; it is close to the Metro portal and adjacent to the civic green. If this is the site selected for the co-location of public facilities, a public building of exceptional design should be provided to house the facilities, either as a CIP project or as part of a public-private partnership, and could face on the civic green. The civic building should meet all the standards of the CR Zone in which it is located. Wall Park is less central and should not contain the service center or library, but the area's recreational opportunities would be enhanced by co-locating the recreation center with the aquatic center. An alternative would be to locate a separate recreation center nearer Metro as one of the public benefits obtained through the development of a large private tract.

Page 61: Amend the second paragraph as follows:

Whether acquired or dedicated, the civic green must be approximately one [acre] to two acres and designed [to] so that activation of this central public space is ensured and that the surrounding uses contribute and complement the desired functions, so that it can accomplish the following:

Page 61: Revise Figure 46 to be consistent with the revisions to Figure 12 on page 22.

Page 62: At the end of the first paragraph insert the following sentence:

Wall Park is a suitable site for co-location of a recreation center in conjunction with the expansion of the aquatic center.

Page 62: After the last bullet, add a new heading and the following:

WSSC Site

The 0.72 acre WSSC site, located in Block 1 of the NoBe District, is in use as part of the community water delivery system, but is well located for a small public park.

- The WSSC site is suitable for public parkland, should the facility no longer be needed.

Page 64: Under the heading **Public Schools**, delete paragraphs two and three and the bullet, and replace as follows:

[There is no site large enough for a typical 10 to 12 acre elementary school within the Plan area. As a result, the Plan recommends that Montgomery County Public Schools (MCPS) consider utilizing Rocking Horse Center, a closed elementary school on 18 acres of land approximately one half-mile from the center of the Plan area and located on Macon Road.

MCPS may consider reopening one of the former elementary schools in the Walter Johnson cluster: the former Alta Vista, Arylawn, Kensington, and Montrose elementary schools. Alta Vista and Arylawn are owned by Montgomery County and leased to private schools. Kensington is owned by the County and leased to the Housing Opportunities Commission (HOC). Montrose Elementary School is owned by the Board of Education and leased to a private school. MCPS operates the former Grosvenor Elementary School as a holding school for elementary schools undergoing modernization and it is not a likely candidate for reopening. Garrett Park Elementary School is slated for complete modernization to expand the capacity to 640 students from the existing capacity of 450 students by the 2012.

- Locate an elementary school site on the Rocking Horse Road facility in the Randolph Hills neighborhood or explore redistricting to accommodate the new students generated by future development in the Plan area.]

There is no site large enough for a typical 10 to 12 acre elementary school site within the Plan area. MCPS has identified two sites that are suitable for an elementary school. The preferred site is located on the White Flint Mall Property, along the southern boundary south of the proposed Nebel Street Extended. The second site is the Luttrell Property, in Block 1 of the NoBe District.

- Designate an elementary school site in the southern portion of the White Flint Mall Property as the preferred site.
- Designate the Luttrell Property as an alternative school site.

Page 64: Under the heading **Fire, Rescue, and Emergency Medical Services**, delete the bullet and replace with the following bullet:

- [Locate a new fire, rescue, and emergency medical services (EMS) station on the excess right-of-way for the Montrose Parkway owned by the SHA.]
- Locate a new Fire and Emergency Services Facility on the State Highway Administration right-of-way east of Rockville Pike and south of Randolph Road.

Page 64: Under the Heading **Public Safety**, revise bullet as follows:

- Locate a new police substation [with other public uses,] with the new Fire and Emergency Services Facility on [excess] the SHA property in the [Mid-Pike Plaza] Maple Avenue District.

Page 65: Under the heading **Satellite Regional Services Center**, revise the second sentence as follows:

The services center should include space to house the public entities that will manage redevelopment in White Flint [(see page 57, bullet 5 in the Staging Plan),] and [a] community meeting space [room, and a transit store].

Page 65: Revise the first bullet on the page as follows:

- [Locate] Co-locate a satellite regional services center and library in the Metro East[,] or Metro West [, or Mid-Pike] Districts.

Page 65: Revise the paragraph under the heading **Libraries** as follows:

The Montgomery County Department of Public Libraries has recommended that a new [express] library should be located within the Plan area. The new library [will] may be smaller than a traditional library and may be integrated with residential or non-residential development. It will be designed to serve existing and future residents and employees who can walk to the library from adjacent residential development or from Metro and public transportation. The library should be co-located with the satellite regional services center and sized to provide sufficient services to the community.

Page 65: Revise the second bullet on the page as follows:

- [Locate] Co-locate a new [express] library in the Metro East or [Mid-Pike Plaza Districts] Metro West Districts close to the high-density urban core.

Page 65: After the section on Libraries, add a new section on recreation as follows:

Recreation Center

The Montgomery County Department of Recreation has recommended that a recreation center will be needed to serve the existing and future residents of the White Flint Sector Plan. There may be cost efficiencies in co-locating the recreation center on the Wall Park site in conjunction with expansion of the Aquatic Center and proposed new recreational facilities. [See page 62.]

- The Aquatic Center at Wall Park may be the appropriate location to provide recreational facilities as needed to complement and expand existing recreational facilities. Alternatively, the community recreation center could be located in the Metro East or Metro West Districts.

Pages 66 and 67: Revise the Proposed Land Use and Zoning Maps to reflect Council changes to the Sector Plan. Add a symbol and label for the Commercial/Office Building (C-0) zone to the key for Figure 49.

Page 67: Delete the second sentence in the third paragraph:

[There are nine discrete CR Zones proposed (Table 6).]

Page 67: Revise the first paragraph to be consistent with the approved CR Zone language:

Properties within the Plan area can redevelop using incentives allowed under the CR zone, such as master planned major public facilities, transit proximity connectivity and mobility, and diversity of uses [will have the benefit of incentives based on proximity to transit as well as incentives for providing a range of housing types, additional affordable housing, incorporating community facilities into mixed-use developments, environmental sustainability features, and innovative design].

Page 68: Delete Table 6: Proposed CR Zones

Page 68: After the last bullet under the heading **Priority Projects Eligible for Amenity Fund Support** add the following:

- Recreation Center
- Library
- Satellite Regional Services Center

Pages 70-74: Amend the staging section of the Sector Plan beginning with the second paragraph as follows:

Before any additional development can be approved, the following actions must be taken.

- Approval and adoption of the Sector Plan.
- Approval of sectional map amendment.
- Amend the Growth Policy to expand the White Flint Metro Station Policy Area (MSPA) to encompass the Sector Plan boundary, and to exempt development within White Flint from the Policy Area Review test. The traffic from existing and approved development in the White Flint MSPA would still be counted in the Policy Area Review of all other Policy Areas, including North Bethesda.
- [Council resolution to expand the Metro Station Policy Area to encompass the entire Sector Plan boundary, which:
 - Requires workforce housing
 - proposes legislative changes to allow impact fees to be captured in a Metro Station Policy Area

- reduces Transportation Impact Tax
- allows Critical Lane Volume (CLV) Standard to increase to 1,800.]
- Establish the Sector Plan area as a State of Maryland Bicycle Pedestrian Priority Area.
- Initiate development of plans for through-traffic access restrictions and other appropriate protective measures for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained.

Additional Development may proceed subject to existing regulatory requirements (including LATR and Policy Area Review, when appropriate) and subject to the following:

- Create public entities or financing mechanisms necessary to implement the Sector Plan within [12] 6 months of adopting the sectional map amendment. [These include, as appropriate, the following:
 - parking management authority
 - urban service district
 - redevelopment office or similar entity
 - tax increment financing district
 - special assessment district.]
- Develop a transportation approval mechanism and monitoring program within 12 months of adopting the sectional map amendment.
 - Planning Board must develop biennial monitoring program for the White Flint Sector Plan area. This program [will] must include a periodic assessment [on] of development approvals, [traffic issues] public facilities and amenities, the status of new facilities, and the Capital Improvements Program (CIP) and [Annual] Growth Policy [(AGP)] as they relate to White Flint. The program must include a Comprehensive Local Area Transportation Review (or comparable analysis) that will identify and recommend for Council approval and action specific projects and services necessary to promote adequate transportation service. The program should conduct a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.
 - The Planning Board must establish an advisory committee of property owners, residents and interested groups that [support] are stakeholders in the redevelopment of the Plan area, as well as representatives from the Executive Branch, to evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee's responsibilities should include monitoring the Plan recommendations, identifying new projects for the Amenity Fund, monitoring the CIP and [AGP] Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise.
- [Any development approvals that proceed before the public entities are in place are subject to existing regulatory review requirements, including, LATR and PAMR.]

Phasing

Development may occur anywhere within the Plan area[.]; however, all projects will be required to fund or, at a minimum, defray total transportation infrastructure costs. The phases of the staging plan are set at 30 percent, 30 percent, and 40 percent respectively of the 17.6 million square feet of new development. This Plan recommends that affordable housing units provided under the CR Zone incentives (and are in addition to those required by Chapter 25A) may be excluded from the staging capacity. Residential development must pass the School Adequacy Test in the Growth Policy. This test is assessed annually. Any development approvals that predate the approval of this Sector Plan are considered to be in conformance with this Plan. For such approvals, only the difference between the amount of the prior approval and any requested increase would be subject to the phasing caps.

Phase 1: 3,000 dwelling units and 2.0 million square feet non-residential development

During Phase 1, the Planning Board may approve both residential and non-residential development until either of the limits above is reached. Work-around road projects west of Rockville Pike, including the streets for the civic core, should be contracted for construction during Phase 1 and completed before commencement of Phase 2.

The following prerequisites must be met during Phase 1 before [to] moving to Phase 2.

- Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.
- Contract for construction of Market Street (B-10) in the Conference Center block.
- Fund streetscape improvements, sidewalk improvements, and bikeways for [all streets] substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.
- Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT, and M-NCPPC.
- [Establish a bus circulator system linked to surrounding office districts and residential neighborhoods.]
- [Establish an inventory of long-term parking spaces to set requirements for Phase 1 and Phase 2 parking caps that provide a progressive achievement of the end-state limitation of 0.61 long-term parking spaces per employee in the Plan area.]
- [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
- Achieve [30] 34 percent non-auto driver mode share for the Plan area.

- The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.

Phase 2: 3,000[.] dwelling units and 2.0 million square feet non-residential development

Before development beyond the limits set in Phase 1 can be approved, the Planning Board must determine that all the Phase 1 public projects have been completed. The amount of development that could be approved in Phase 2 is set at approximately one-third of the planned development. During Phase 2, the Planning Board may approve both residential and non-residential development until either of the limits above is reached.

The following prerequisites must be completed during Phase 2 before proceeding to Phase 3.

- Construct streetscape improvements, sidewalk improvements, and bikeways for [all streets] substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.
- Complete realignment of Executive Boulevard and Old Georgetown Road.
- Construct the portion of Market Street as needed for road capacity.
- Fund the second entrance to the White Flint Metro Station.
- [Construct Nebel Street Extended between Nicholson Lane and Rockville Pike as needed for road capacity.]
- 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.
- [Conduct a North Bethesda residential areas circulation study.]
- Increase non-auto driver mode share to [35] 42 percent.
- [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
- The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.
- 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.

Phase 3: 3,800 dwelling units and 1.9 million square feet non-residential development

Before development beyond the limits set in Phase 2 can be approved, the Planning Board must determine that all the Phase 2 public and private projects have been completed. In Phase

3, the remaining transportation capacity could be committed. At the end of Phase 3, the development should total 14,500 units (17.4 million square feet) and 12.9 million non-residential square feet. This is a 58/42 percent residential/ non-residential mix and close to the desired 60/40 percent residential/non-residential mix.

- Complete all streetscape improvements, sidewalk improvements, and bikeways outside one quarter-mile from the Metro.
- Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.
- [Fund MARC station.]
- [Increase non-auto driver mode share to 39 percent.]
- Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 percent NADMS for employees.
- [Limit long-term parking spaces to 0.61 per employee.]

[Phase 4: Raising the Transportation Cap

The Plan recommends a level of development and a mix of uses that can be accommodated by the road network and transit facilities. The proposed road infrastructure supports the proposed development and it is important to note that there are no additional roads within the Plan boundaries that would further improve vehicular mobility.

There is growing evidence from other parts of the country that urban scale, transit-served development does not always result in higher traffic congestion. Detailed monitoring of traffic conditions over time will indicate if transit use results in fewer than anticipated vehicle trips. If that is the case, the transportation cap of 9,800 dwelling units and 5.9 million square feet of development should be reexamined. The CR Zone as applied in the Plan allows a greater zoning capacity than can be served by the proposed mobility infrastructure. This was done so that if assumptions regarding the transportation cap proved conservative, the County Council would not have to revisit the zoning envelope to allow more development and could confine their review to the transportation issue. The proposed monitoring program should include provisions for alternative transportation analyses, such as a cordon line cap, to evaluate how much additional density could be supported.]

Page 74: Revise Table 7 to conform to the changes on pages 70-73.

Page 76: In the Financing section, revise the second sentence as follows:

The infrastructure necessary to advance phases of the staging plan should be financed through general fund revenues appropriated in the regular CIP process, as well as through [the creation of a tax increment financing district and a special assessment district]

mechanisms that would generate significant revenues from properties and developments within the Sector Plan area.

Page 76: Under **Financing**, delete the first and fifth bullets as follows:

- [Leverage the substantial tax increment generated by redevelopment in the Plan area.]
- Be sensitive to the limits of the private sector's capacity to fund public infrastructure in light of the requirements to provide public benefits and amenities.
- Provide maximum certainty regarding the timing and extent of public sector investments.
- Expand the Metro Station Policy Area boundary to be coterminous with the Plan boundary.
- [To the extent possible, capture impact taxes or similar excise taxes paid by development in the district and spend those revenues within the Plan boundary.]

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft (July 2009). The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables should be revised to be consistent with the text. The existing and proposed zoning figure should be separated into two figures with a key for each.

All references throughout the Plan to Old Old Georgetown Road should be changed to Hoya Street.

The planned land use and transportation in this plan are considered to be in balance at the end of Phase 3, based on a Relative Arterial Mobility of 39.2%.

Achieving a balance of land use and transportation at the end of Phase 3 assumes that the non-auto-driver mode share (NADMS) of certain other master and sector plan areas will be achieved by Year 2030. The NADMS for these other planning areas are: Germantown Town Center—25%; Gaithersburg West—30%; North Bethesda (outside the White Flint Sector Plan)—39%; Bethesda CBD—37%; Friendship Heights CBD—39%; and Silver Spring CBD—50%.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council