



North Bethesda Metro Station Area Redevelopment Infrastructure (P502315)

Category	General Government	Date Last Modified	01/06/24
SubCategory	Economic Development	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,200	50	2,086	1,064	1,064	-	-	-	-	-	-
Construction	12,800	-	8,000	4,800	4,800	-	-	-	-	-	-
TOTAL EXPENDITURES	16,000	50	10,086	5,864	5,864	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
State Aid	16,000	50	10,086	5,864	5,864	-	-	-	-	-	-
TOTAL FUNDING SOURCES	16,000	50	10,086	5,864	5,864	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	25	-	5	5	5	5	5
Energy	5	-	1	1	1	1	1
NET IMPACT	30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	16,000
Cumulative Appropriation	16,000		
Expenditure / Encumbrances	710		
Unencumbered Balance	15,290		

PROJECT DESCRIPTION

The FY23 State operating budget provided \$10 million in the Governor's supplemental budget for projects in the White Flint North Bethesda area to support infrastructure for the redevelopment of that area as a Life Science/mixed use development hub. The State also authorized \$6 million for FY24 for the same redevelopment purposes. The focus on life science is in alignment with the JLL market feasibility report commissioned by WMATA for the WMATA property at the North Bethesda/White Flint Metro Station, which

determined that "based on market research, physical capacity of the site, and current zoning and financial feasibility, a life science development is the highest and best use" for this property. The project will fund infrastructure that is designed to spur private sector redevelopment. These improvements will include investments to make the WMATA North Bethesda/White Flint Metro Station site pad ready, improvements to street grids and pedestrian and bicycle facilities and other placemaking investments.

LOCATION

Rockville / White Flint North Bethesda

ESTIMATED SCHEDULE

Road infrastructure and site improvements to ready the site for development will commence in FY24.

PROJECT JUSTIFICATION

The undeveloped WMATA site is at the core of the North Bethesda/White Flint redevelopment area and is a key to spurring further development of the entire White Flint area. The JLL Market Feasibility report analysis noted that land values reflected the cost of development and construction of pad-ready sites. Similarly, the JLL White Flint Station Joint Development Initiative study looked at the specifics of development for the WMATA site and concluded that "life science supports residual land value to WMATA only if "pad-ready" sites are offered (e.g. - infrastructure funded outside the project). Based on these studies, the top priority for WMATA and the County for the use of the supplemental budget funds is site work on the WMATA property at the North Bethesda/White Flint Metro station to make that currently unimproved site more "development ready" for an expected solicitation of a master developer.

FISCAL NOTE

\$10 million approved in the FY23 State budget; \$6 million approved in the FY24 State budget.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Washington Metropolitan Area Transit Authority (WMATA), Maryland National Capital Park and Planning Commission (MNCPPC), Montgomery County Economic Development Corporation (MCEDC), Department of Transportation, local community advisory groups such as the White Flint Downtown Advisory Committee, White Flint Planning Advisory Group, and the North Bethesda Transportation Management District. Studies include: WMATA White Flint Market Feasibility Report completed December 2021/released March 2022; WMATA-commission JLL, White Flint Station Joint Development Initiative study (November 2021); 2010 White Flint segment Master Plan; Pike District Placemaking Report (Maier and Warner, March 2019), and Advancing the Pike District study (Dec 2022).