

AGENDA ITEM #4A  
February 23, 2010

**Worksession**

**MEMORANDUM**

February 19, 2010

TO: County Council  
FROM: Glenn Orlin, Deputy Council Staff Director  
SUBJECT: **Worksession**—White Flint Sector Plan, transportation elements

**Note: Please bring your copies of the Final Draft Sector Plan and Appendix to the meeting.**

This memorandum addresses the elements in the “Mobility” section of the Planning Board Final Draft White Flint Sector Plan (pp. 52-59) and other transportation-related elements in the Plan. The Executive’s comments (©1-17) include his fiscal impact assessment that estimates the cost of the public improvements in the Draft Plan at \$894 million, of which \$225 million would be provided by private developers through the subdivision and site plan process, \$370 million through a form of public financing such as a development or special taxing district, \$78 million from the State, and \$221 million by the County in the Capital Improvements Program. In addition, the Executive estimates a need for 9,000 public parking spaces—about 30% of the total spaces needed in White Flint—at a cost of about \$360 million. No engineering has been conducted for most of these projects, so the cost estimate may be significantly higher or lower.

Detailed comments from the Department of Transportation (DOT) and the Department of Fire and Rescue Services (DFRS) are on ©18-35; other comments will be referenced throughout this memorandum. Some purely technical corrections will be made to the final Sector Plan document, but they are not identified in this memorandum.

*1. The meaning of transportation recommendations in a master plan.* Master plans are blueprints for the long-term (20+ years) future of an area: both for how land should be developed (type and density) and what functional facilities, such as roads and transitways, will be needed to serve this development. But incorporating a new or expanded transportation project in a master plan does not mean it will be built in the short term. In fact, for a project to be built in the short term it would also have to be included in the State or County six-year capital improvements program, which is a separate

public process altogether. Incorporating a new or expanded transportation project in a master plan does not even guarantee it will be built in the long term.

*What it does mean is that it is County policy that eventually such a project will be needed, and that every step will be taken to protect the option to build it.* For example, it means that sufficient right-of-way will be protected and required for dedication. It means that the right-of-way will not be used in ways that would make it more difficult to build or expand a transportation project in the future. Even if current residents of an area oppose a transportation project that they believe is neither wanted nor needed during their tenure, incorporating a transportation project in a master plan allows a future generation of residents to choose differently if conditions and public opinions change.

**2. Land use/transportation balance.** With the exception of the Potomac Subregion Master Plan, all master plans adopted by the Council for the past 25 years have been in balance: that is, the planned transportation system can meet the travel demand generated by the planned development. A plan in balance does not mean that traffic conditions at build-out will be deemed ‘good’ or even ‘fair’; more likely the traffic congestion will be at the borderline between ‘tolerable’ and ‘intolerable.’

The analysis of master-planned land use/transportation balance is conducted using the same techniques as are used under the policy area review test in the most recent Growth Policy. Therefore, a Policy Area Mobility Review (PAMR)-type analysis was conducted for this plan, calculating Relative Transit Mobility (RTM) and Relative Arterial Mobility (RAM) and comparing the results to the standard. The difference between the Growth Policy analysis and this sector plan analysis, however, is that RTM and RAM are not calculated at a point 6 years out, but at build-out. Because a sector plan is usually a small area, the calculation of balance is normally conducted planning area-wide: in this case, for the North Bethesda/Garrett Park Planning Area as a whole: the area bounded on the west by I-270 and its West Spur, on the south by the Beltway, on the east by Rock Creek, and on the north by Rockville.

The Draft Plan notes that its land use, transportation facilities, and mode share recommendations—along with what is planned elsewhere in North Bethesda—would produce a 36.8% RAM, which falls in the Level of Service (LOS) ‘E’ range by 3.2% (40% is the boundary between ‘D’ and ‘E’). During the deliberations on the Growth Policy, the Council re-adopted the prior PAMR chart that confirmed its desire not to accept LOS ‘E’ for RAM.

The Committee examined several ways to bring the RAM up to 40%. It rejected removing the median on Montrose Road between I-270 and Montrose Parkway and replacing it with a reversible lane, and also rejected widening Rockville Pike from 6 to 8 lanes between Edson Lane and the Beltway. It also rejected limiting the amount of growth to the 3,000 dwelling units and 2 million square feet of non-residential development in Phase 1. **The Planning, Housing, and Economic Development (PHED) Committee does recommend the following, which produces a RAM of 39.2% at build-out:**

- **Increasing the non-auto-driver mode share (NADMS) for employees in White Flint from 39% to 50%.** Currently the employee NADMS is about 26% in North Bethesda, so this would mean the proportion of commuters to White Flint not driving would have to nearly double. To reach 50% in White Flint would require much more than simply more of what we are doing now—merely adding some bus service, increasing the frequency of Metrorail, and providing

more transit discounts will not bring the employer NADMS to 39%, much less 50%. Even adding a Bus Rapid Transit line on Rockville Pike would do little to increase the percentage, given that Metrorail will continue to be the primary transit carrier north and south. Getting to 50% would require a significant paradigm shift, the kind of change much talked about but rarely carried out: instituting much tighter limits on parking supply (both public *and* private parking), universal market rate parking charges, and congestion pricing.

- **Increasing the NADMS for residents from 46% to 51%.** At build-out, trip-making from residents in White Flint will represent only about one-quarter of trip-making from employees. However, improved transit service and more extensive mixed use should be able to produce a 5% higher NADMS from residences.
- **Using the Round 7.2a forecast of land use.** Since the balance calculation is based on the entirety of the North Bethesda/Garrett Park Master Plan area, the staffs examined the change in land use forecasts for housing and jobs in the planning area but outside of the White Flint area. The initial traffic modeling for the Plan used the Council of Governments' Round 7.1 land use forecast, but the latest forecast for which traffic zone-level forecasts are available is Round 7.2a. Between these two rounds the Year 2030 forecast of housing growth in North Bethesda outside White Flint declined by about 300 dwelling units, and the rate of jobs growth declined more substantially—by about 4,900 jobs.
- **Achieving the master plan travel demand management (TDM) goals in areas outside White Flint by 2030.** TDM in other places would reduce reliance on cars, like more frequent transit service, higher parking costs, and better access to carpooling, flex time, and telecommute options. These actions would be expected to help increase the NADMS for job centers throughout the county, helping to relieve auto travel demands in North Bethesda.

**The Committee recommends accepting a RAM standard of 39% for this plan, which is a high Level of Service 'E.'**

**3. Rockville Pike within White Flint.** Many of the transportation-related comments received in the hearing testimony and correspondence were in support of Glatting-Jackson's proposal for a two-lane Bus Rapid Transit (BRT) line in the median of a re-built Rockville Pike. The Planning staff preferred a curb-side BRT. All who commented on the Plan concurred with the basic elements of the Pike's future cross-section: a BRT, wider sidewalks, improved bikeways, richer landscaping and street amenities, undergrounding of utilities, and street-fronting retail.

The design of the BRT will drive many of the other elements of the Plan: the width of sidewalks, the location of bikeways, landscaping, etc. The Planning Board and DOT agree that the BRT should not be designed strictly to address the needs of White Flint development, but for the corridor as a whole, stretching from Bethesda to Rockville. Fortunately, the Countywide BRT Facility Planning Study is underway, allowing for a greater level of detail and analysis than has been conducted to date. Therefore, the Plan merely reserves the widest possible right-of-way—162' within the Sector Plan area—to accommodate all possibilities. (A fuller discussion is found in the excerpt from Planning staff's May 28, 2009 packet on ©36-42.) **The Committee concurs with the Draft Plan.**

**4. Executive Boulevard/Old Georgetown Road intersection.** Today Old Georgetown Road (MD 187) is a 6-lane major highway that proceeds north to Executive Boulevard and then turns east to Rockville Pike. Executive Boulevard heads east to Old Georgetown Road, at which point it swings southeast and then south to Nicholson Lane; it continues south and then east to Woodglen Road and, soon, to Rockville Pike (a developer-funded extension is under construction). 'Old' Old Georgetown Road behind Mid-Pike Plaza currently ends in a cul-de-sac north of this intersection, and a stormwater management pond for the Rockville Pike/Montrose Parkway interchange is under construction there. The existing layout is shown in the aerial photo on ©43.

The Draft Plan calls for a major reconstruction and reorientation of this intersection. Old Georgetown Road would be extended north to a re-connected and widened 4-lane major highway to Montrose Parkway. Executive Boulevard from the Washington Science Center would be oriented due east so that it would continue onto what is now the easterly leg of Old Georgetown Road. Executive Boulevard heading north from Marinelli Road (at the Conference Center) would be relocated to a new alignment due north, intersecting the eastern leg of Old Georgetown Road directly across from the Mid-Pike Plaza exit. Existing Executive Boulevard between Old Georgetown and Marinelli Roads would be abandoned. These proposed changes, with the balance of the public and private roads planned in the Metro West and Mid-Pike Districts, is shown on ©44.

DOT objects to the abandonment of Executive Boulevard between Old Georgetown and Marinelli Roads as well as to the northerly extension and expansion of Old Georgetown Road north to Montrose Parkway (©28, 30). They believe it to be wasteful to tear up part of a functioning Executive Boulevard that provides direct access from the west to the Aquatic Center and Conference Center, in favor of a different grid pattern that, to achieve it, would engender the complications and cost of abandonments, utility relocations, and vehicular and pedestrian re-routings during construction (see also the concerns of the Washington Science Center, ©45-46). DOT opposes the extension of Old Georgetown Road north because it will take out the stormwater management facility now being built.

**The Committee concurs with the Draft Plan.** The key is the northern extension of Old Georgetown Road to Montrose Parkway, which will provide a through traffic route between Montrose Parkway from the east and Old Georgetown Road to the south (and vice versa), skirting the center of White Flint's planned vibrant core. Without this link, this traffic would continue to funnel along the easterly segment of Old Georgetown Road and the Pike segment between Old Georgetown Road and Montrose Parkway, blocks where some of the highest densities are planned, thus some of the highest pedestrian activity. Since this link behind the current Mid-Pike Plaza is so valuable, the southeast leg of Executive Boulevard must be dropped, because a 5-legged intersection will not work. (Early in the Plan's development the Planning staff examined the possibility of a traffic circle linking these 5 legs, but found that the future volumes would be 50% higher than what Federal Highway Administration guidelines find to be feasible for multi-lane roundabouts.)

A related issue is the Plan's proposal to reduce the number of through lanes on Old Georgetown Road from 6 down to 4 between Executive Boulevard and the Pike. Again DOT objects to the loss of existing capacity. However, with the more intensive grid of streets planned in the vicinity, that capacity will not be needed. **The Committee concurs with the Draft Plan, as long as the lanes are not reduced until the supporting grid is open to traffic.**

Mike Smith, on behalf of LCOR, wrote to the Committee members asking that they reconsider its decision. Harris Teeter, one of LCOR's tenants, is concerned that reducing the lanes will hamper the ability of customers to access its store, which is off Old Georgetown Road east of Rockville Pike (©6). However, the number of lanes in Table 4 of the Draft Plan refers only to the number of through lanes along road segments, not the number of turning lanes at intersections. The implicit assumption is that the number of turning lanes at the Rockville Pike/Old Georgetown Road intersection will have as many lanes as are needed. Furthermore, only two through lanes can be carried from west-to-east across the Pike (and vice versa), since Old Georgetown Road east of the Pike is built—and master-planned—to only have 4 through lanes. In other words, the Draft Plan's recommendation will have no impact on access to Harris Teeter, or any development on the east side of the Pike. The Committee did not change its position.

**5. Size of the White Flint MSPA.** This is a reprise of the issue discussed during deliberations on the 2009-2011 Growth Policy. The Planning Board recommends that the Metro Station Policy Area (MSPA) be expanded to the Sector Plan boundary, increasing its land area from about 10.0 million SF to 18.3 million SF. Currently, there are five consequences of including an area in an MSPA:

- The intersections in an MSPA have a LATR standard of 1,800 CLV, which tolerates more congestion than in the surrounding policy area.
- Under the Growth Policy, the Alternative Review Procedure for MSPAs and the new alternative for certain mixed-use developments with higher energy efficiency would be options for some new developments.
- The transportation impact tax rate is half that of the surrounding policy area.
- Street improvements are built to the “urban” standards under the Road Construction Code, generally requiring narrower lanes and more pedestrian-friendly design than in the surrounding policy area.
- In certain zones, certain developers must produce workforce housing.

Four years ago, in worksessions on the 2005-2007 Growth Policy, the Council tentatively approved expanding the policy area to nearly the same boundary now proposed. However, when the Council ultimately decided not to adopt that Growth Policy, the boundary remained the same.

Federal Realty Investment Trust, the Holladay Corporation, and ACT recommend expanding the boundary to match the Sector Plan boundary. The County Executive, the Garrett Park Estates-White Flint Park Citizens' Association and the Coalition for Kensington Communities oppose its expansion. The opponents point to the fact that the LATR standard for the Rockville Pike intersections at Security Lane and Edson Lane would be raised from 1,550 CLV to 1,800 CLV, meaning that every intersection on the Pike between the Beltway and the Rockville City boundary would have an 1,800 CLV standard.

The map on ©47 shows the existing boundary and the map on ©48 shows the proposed boundary. The maps on ©49-57 show the boundaries for the other 9 MSPAs, with overlays showing the ¼-mile and ½-mile distances from their respective Metro Stations. Scanning these maps, it is clear that while the other MSPAs include substantial land between ¼-mile and ½-mile of the station, with several MSPAs having some land even beyond ½ mile, the existing White Flint MSPA is much smaller. Expanding the boundary to that of the Sector Plan would make it more consistent with the others. An apples-to-apples way to compare the MSPAs is to determine what proportion of each of them is within a

½-mile of its Metro Station. This information is also shown at the bottom of ©47-57, and are rank-ordered here:

<i><b>Metro Station Policy Area</b></i>	<i><b>Portion of MSPA within ½-mile of Metro Station</b></i>
<b>White Flint (existing)</b>	<b>99.65%</b>
Twinbrook	99.02%
Friendship Heights	98.29%
Glenmont	96.20%
Wheaton CBD	92.42%
Grosvenor	88.49%
Silver Spring CBD	85.03%
<b>White Flint (proposed)</b>	<b>84.95%</b>
Rockville Town Center	79.73%
Bethesda CBD	74.14%
Shady Grove	71.43%

Adopting the Sector Plan boundary would bring White Flint near the middle of the range: 7<sup>th</sup> of 10. Its percentage of area within ½-mile would be about midway between the highest (Twinbrook) and lowest (Shady Grove).

**The Committee majority (Councilmembers Knapp and Floreen) concurs with the Planning Board to expand the White Flint MSPA to its Sector Plan boundary.** Any change to the MSPA boundary would be implemented in a Growth Policy amendment shortly following adoption of this Plan.

**Councilmember Elrich recommends expanding the boundary to what (mistakenly) was in effect between 2007 and 2009.** Its map is on ©58; the area is the same as the Sector Plan except that it would cut out the properties south of Edson Lane in the NoBe District and the Nicholson Court properties in the White Flint Mall District. With this boundary, the portion of the White Flint MSPA within ½-mile of the Metro Station would be 95.07%. The intersection standards would be the same as under the Sector Plan boundary.

**6. MARC station location.** The Final Draft recommends relocating a future planned MARC station from the east end of Bou Avenue (north of the Sector Plan boundary, adjacent to Target) to Nicholson Court at the eastern edge of the White Flint Mall District. The Planning staff had proposed relocating it instead on the Montouri property about 3,000' feet north, adjacent to the east edge of Old Georgetown Road Extended in the Nebel District. A side-by-side comparison of these two sites (with supporting figures) and their respective pros and cons is on ©59-63. The Mayor of Garrett Park has recently written that the Town is in support of a Nicholson Court station (©64).

The main advantage of the Nicholson Court site is that the property owner is willing to accommodate it; the Draft Plan calls for a higher density there because of the station. Currently, the owner of the Montouri site does not support a station on his site. The Montouri site, however, is much closer to the high density core of White Flint, and so would better serve employment and housing in the area. The Montouri site would also provide better spacing for MARC stations than the Nicholson site:

	<b>Nicholson Court site</b>	<b>Montouri site</b>
Distance to Rockville station	19,000'	16,000'
Distance to Garrett Park station	3,500'	6,500'
Distance to Kensington station	11,000'	14,000'

The Maryland Transit Administration (MTA) and DOT have stated that adding a station at either location would potentially cause the Garrett Park station to close, which the County does not support. While MTA's long-term MARC Investment Plan does not recognize the planned Bou Avenue station or its relocation to either Nicholson Court or Montouri (©63), it is difficult to comprehend why a line with a third track and considerably more trains and rolling stock could not add a station if it served a different purpose.

An advantage cited for the Nicholson Court site is its closer proximity to a major road (Nicholson Lane), but this could also be viewed as a negative. Any park-and-ride facility would only add more traffic to the Sector Plan area. All new interior MARC stations (from Gaithersburg in) should be geared to the needs of employees coming into the region from Metropolitan Grove, Germantown, the Agricultural Reserve, Frederick County and West Virginia, not to residents further in who would more likely use Metrorail to reach their destinations.

**The Committee does not recommend a MARC station on the Montouri property, since the property owner is not a willing participant. The Committee has not yet made a recommendation as to whether there should be station on the Nicholson Court site, or no station in the Sector Plan area.** The Council should recognize that, if a Nicholson Court station were built, the Garrett Park station would be redundant and would certainly close.

**7. Public and private streets.** Figure 43 on page 53 of the Draft Plan shows the existing and proposed street network. Note that the dashed, pink-colored streets are "local streets" which are meant to be private streets owned and maintained by the developments. Unless a street is a public street, however, it cannot be counted upon as a means of providing general circulation. Many of the developers prefer private streets because they can close them at their will during special events, can allow innovative (but what some public-sector engineers would label as 'sub-standard') designs and specifications, and allow for more flexibility for building above and beneath the roadway.

DOT and Planning staffs met during the winter break with individual property owners to determine if four proposed streets could be private streets if they met conditions that would satisfy the government's concerns:

- Woodglen Drive from Nicholson Lane to B-16 (the new east-west public street through the Federal Realty property);
- The one-block, east-west connection between Nebel Street (B-5) and Chapman Avenue (B-12) following the boundary between the Maple Avenue and Metro East Districts;
- The one-block, north-south connection between Nicholson Lane (A-69) and the eastern extension of Executive Boulevard (B-7), where there is now a private access road serving the west side of White Flint Plaza and the north side of White Flint Mall; and
- The extension of Huff Court south through the White Flint Mall property.

The consensus reached is that while all four should be displayed as public streets in Table 4, any of them could be a private street if it met all 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 close during the morning and evening regular weekday peak periods.
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.

**The Committee recommends classifying these four streets as Business District Streets, with the note that they could be private streets if the eight conditions listed above are met.**

*8. Design standards.* Planning staff has forwarded a revised version of Table 4, "Roadway Facility and Segment" that is on pp. 56-57 of the Plan. The revised version includes the Road Code standard recommended for each roadway, which was information included in the Germantown Employment Area Master Plan and is to be in all subsequent plans. Note that some of the segments will require modifications of some of the existing road code standards; DOT should work with M-NCPPC and stakeholders in developing such modifications and then promulgate an Executive regulation to incorporate those standards.

Patricia Harris, representing Green Acres Metro Limited Partnership, has requested that Table 4, the "Roadway Facility and Segment" table, be revised to show a minimum 60'-wide right-of-way for the unbuilt segment of Woodglen Drive between Nicholson Lane and Marinelli Road (©65-67). The request follows a typical section developed and concurred to at time of rezoning that recognized the tight

fit between Green Acres' property to the east and The Grand property to the west. This would result in a 32'-wide paved street for this block, which would allow a travel lane in each direction but parking only on one side. **The Committee concurs with this revision.**

**9 Bikeways.** DOT's comments on bikeways and pedestrian facilities are on ©33-34, the comments from the Montgomery Bicycle Advocates (MoBike) are on ©68-69, and the comments from the Washington Area Bicyclist Association (WABA) are on ©70-72. These elements generally follow the practice of recommending bike lanes on major highways, arterials, and selected business district streets with high traffic volume (e.g., Rockville Pike, Nicholson Lane, Old Georgetown Road, Nebel Street) but not requiring them on lower-volume roads where they are not needed and would create unnecessarily wide cross-sections. The specifics of the bikeway along Rockville Pike should be part of—or a follow-up to—the development of a BRT concept under the Countywide BRT Study. **The Committee recommends approval of the bikeway elements in the Draft Plan.**

**10. Local circulation in the White Flint Mall District.** The Council has received several comments about Nebel Street Extended through this district and the fact that a potential elementary school site east of the Mall would block the road and cause significant circulation issues.

Planning staff and MCPS staff are now recommending that the primary location for the school be south of the Mall and just north of the dead end on Stillwater Avenue. With this location, the Draft Plan's street network, including Nebel Street Extended, can remain intact.

Nebel Street Extended is described in Table 4 on page 57 of the Plan as having 3 lanes, but one of the lanes is only for turning traffic. The number of lanes noted on this table is strictly for the number of through lanes, not including turning, parking, acceleration, deceleration, or other auxiliary lanes. **The Committee recommends that, in Table 4, Nebel Street Extended should be described as having 2 lanes, not 3.**

**11. Other DOT comments.** DOT recommends deleting the recommendation to create a transit store in White Flint, noting that the need for future stores is uncertain with the changing means for marketing fare media (©27). **The Committee concurs with DOT.**

DOT points out that part of Nebel Street Extended is recommended as a 3-lane business district street, but that the CIP project for the extension north of Randolph Road calls for 4 lanes, consistent with the 1992 Plan (©29). **The Committee concurs with DOT that the segment north of Randolph Road should be classified as a 4-lane Business District Street.** The 1992 Plan also called for existing Nebel Street between Randolph Road and Nicholson Lane to be 4 lanes, but it has been used for many years as a 2-lane road with all-day on-street (paid) parking on both sides. Planning staff notes that 2 through lanes are sufficient in the section, with room for a northbound left-turn lane. **The Committee recommends that Table 4 be revised to show 2 through lanes, not 3.**

DOT advocates that Randolph Road should be shown on Figure 43 and Table 4 as an arterial entering the Sector Plan area from the east, crossing Nebel Street, and connecting to Montrose Parkway (see ©30). **The Committee concurs with DOT.**

The Draft Plan calls for the SHA property south of Montrose Parkway to be zoned to promote affordable housing and public facilities (the Department of Fire and Rescue Services is eyeing this area for its desired relocation of Station 23, currently on Rollins Avenue, see ©18), possibly in conjunction with private development. For the island inside the new interchange loop ramp north of Montrose Parkway, the Draft Plan indicates the appropriateness for public safety uses, such as EMS, fire and rescue, and police services (see page 35 of the Plan). DOT strongly opposes the permanent loss of any spaces from the former MD 355 Park-and-Ride lot. **The Committee disagrees with DOT.** As White Flint develops into an urban center, surface park-and-ride lots will become an increasingly inappropriate use. These lots consume valuable land that is better used for mixed use developments and supporting public facilities. Furthermore, they encourage more car-commuters to enter the MSPA who are not working in the MSPA.

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OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

October 5, 2009

To: Phil Andrews, Council President

From: Isiah Leggett, County Executive

Subject: White Flint Sector Plan

I am pleased to have the opportunity to provide the Council with my comments and the fiscal impact analysis for the White Flint Sector Plan. I am also attaching technical comments from the various County departments along with appendices with the fiscal impacts of the White Flint Sector Plan.

I commend the Planning Board and its staff on their hard work and vision for White Flint. The draft White Flint Sector Plan is a paradigm of smart growth with its focus on transit and reuse of acres of surface parking lots; however there are aspects of the Plan about which I have concerns. This Plan needs to be considered in the broader context of what is planned both north and south of the Planning Area. The related developments, including the BRAC development at Bethesda Navy Hospital, are critical considerations in the viability of this Plan.

The White Flint Sector Plan, done correctly can reap great benefits upon future generations. If not done correctly, it can leave a legacy of impaired air quality and quality of life. I have four primary concerns. One is the traffic impacts that will result from implementation of the draft Plan, particularly with BRAC looming on the horizon. A second concern is that the Plan is predicated on a zone that has not yet been created and that is therefore not fully understood. There is much work to be done on this zone which will no doubt be significant to the Plan. Given the importance of the White Flint Sector Plan, it is critical that the zone be carefully evaluated before significant decisions are made on the various elements of the Plan. The third and fourth concerns are related. The County Council and I, at the appropriate budget cycle, will need to evaluate how the infrastructure can fit into the CIP given competing priorities. As with any project, this will need to be undertaken in the context of the entire CIP at the time of the project. Finally, there has been a lot of discussion about how portions of the developers' share of costs can be publicly financed. There are public finance tools available that

can be put in place at the appropriate time. As a long range land use tool, the Sector Plan should not address the complex issue of public financing of infrastructure.

The draft Plan reflects many important principles that we can all agree are important – smart growth, as I mentioned above, and a focus on a vibrant urban area. As Bethesda approaches build-out, a more urban version of White Flint as a focal point for urban commercial activity is envisioned to emerge. While the draft Sector Plan covers a thirty year period, it is expected that significant redevelopment along Rockville Pike is imminent which will require significant budget decisions and weighing of priorities.

The draft Sector Plan proposes 9800 new dwelling units and 5.69 million square feet of new commercial space for a total of 14,341 dwelling units (of which 2,674 would be affordable) and a total of 12.98 million square feet of commercial space. The Plan proposes to transform Rockville Pike into a pedestrian friendly boulevard with traffic moving at a more relaxed pace. To manage traffic and pedestrian activity, the Plan proposes a new transportation network with a grid of public streets. This grid is intended to relieve pressure from Rockville Pike and support the development that is proposed around it. Other key infrastructure elements within the Plan include a new northern entrance to the Metro station, a new MARC rail station, a fire station, an express library, a Regional Services Center satellite office, and parking for the public. Additionally, the Plan proposes a 39% mode split for non-vehicle trips with a requirement that prior to proceeding to stage two of the Plan a 30% non-vehicle mode split must be accomplished and prior to proceeding to stage three of the Master Plan a 35% non-vehicle mode split must be achieved. But will it all work without creating major amounts of congestion? As I indicated in my comments on the proposed 2009 Growth Policy, I do not favor intentionally creating congestion because of the impacts that congestion will have both on quality of life and the environment.

With its focus on redevelopment of acres of asphalt parking lots, the draft White Flint Sector Plan is aimed at being more environmentally friendly. Existing surface parking lots produce uncontrolled and untreated stormwater run-off. The new residential and commercial space will create stormwater management facilities to qualitatively and quantitatively handle stormwater. The Plan also is intended to create green spaces where none currently exist. The Planning Board is proposing to move the County in a very positive direction with this approach; however, where the Plan thoughtfully addresses stormwater, it does not address diminished air quality that will result from intentionally congested roads – congestion that may be significantly understated.

Infrastructure called for in the draft White Flint Sector Plan will be paid for from the following four sources: i) State funds; ii) County general obligation bonds (County general fund); iii) Developer provided exactions; and iv) special district impositions tied to redevelopment. Executive staff estimates that as proposed in the draft Plan, the public sector would pick up approximately 34% of the costs associated with redevelopment, including 9% from the State and 25% from the County. The private developers would directly provide 25% of the needed infrastructure, and the remaining 41% is proposed to be paid for through special taxes

or assessments levied in some form of special district financing mechanism. For the White Flint Sector Plan, the public/private sharing of overall costs to achieve a vision for smart growth redevelopment and creation of new transit-oriented employment and housing to replace outdated, inefficient surface parking lots is a reasonable approach.

This draft Plan involves other significant policy considerations that are set out below.

#### Fiscal Impacts

My staff has reviewed the draft White Flint Sector Plan and estimates that the infrastructure called for by the draft Plan totals \$894 Million. Of this amount, \$225 Million is assumed to be provided by private developers through the development process. An additional \$370 Million is to be paid for through some type of a public financing vehicle such as a development or similar district. \$78 Million is assumed to be paid for by the State and approximately \$221 Million is to be paid for by the County through the CIP process. These figures do not include the provision of public and private parking capacity. The Plan calls for 9000 public parking spaces which are to be privately funded at an estimated cost of approximately \$360 million. A summary of the anticipated costs is attached as Appendix A.

County departments, with the assistance of Municap, Inc., a County financial consultant, estimates that the overall net fiscal impact of the draft Plan based on a forty year build-out is \$6.9 Billion and the annual net fiscal impact is \$131 Million. These calculations are based on a total projection of 39,072 direct jobs (existing and created) resulting from the development contemplated in the draft White Flint Sector Plan and 25,463 indirect jobs. The projected number of jobs is less than that used in the draft Plan and is based on the program utilized by our consultant. The significance of this number though is that it results in a reasonably conservative estimate of the net fiscal impacts of the Plan. A summary of the total and annual net fiscal impacts is attached as Appendix B.

#### CIP Impacts

It is important to realize that several properties are ripe for redevelopment and contemplate redeveloping imminently. One property owner with major holdings along Rockville Pike suggests that it will be ready to redevelop its property as early as 2012 and will need to have some of the public infrastructure move forward at that time. It is clear that other property owners are not far behind in anticipating redevelopment.

For Stage 1 of the Plan to move forward, staff estimates that approximately \$57.2 million of general obligation supported funds will need to be programmed in the CIP. I expect that some of these funds will need to be included in the FY13-18 CIP, and perhaps sooner depending on the pace of private development. Both the County Council and I make budget decisions every budget cycle and in between cycles. The CIP amounts proposed for the draft Plan will need to be evaluated in the context of the budget cycle with complete information as to

what projects would actually go forward and on what schedule. To accommodate this amount of funds, the County Council and I will need to determine how this amount fits within the spending affordability guidelines at the time a project is proposed. We will need to evaluate the value of these improvements with other priorities in the CIP.

#### Public Financing of Infrastructure

A unique aspect of the draft Plan is that it proposes vehicles for public financing of infrastructure. I am very opposed to the Plan addressing the methodology of funding infrastructure. Land use plans, once adopted, are intended to govern the long range approach to development of land, not the longterm approach to management of the County's debt and budget. Spelling out a particular method of public financing in a master plan could have undesirable and unintended consequences, including raising not only expectations, but also questions of affordability, debt burden, and County priorities when reviewed by underwriters and others. This concern, could tie the hands of future County Councils and Executives in an unprecedented manner.

During development of the draft White Flint Sector Plan and in the Plan itself there has been extensive discussion about using tax increment financing ("TIF") to fund a large portion of the necessary infrastructure. The draft Plan characterizes such financing as funding the private share of development costs. There is also a suggestion that impact taxes be charged for residential development but not for commercial development. Conversely, commercial development would be assessed to pay for financing under a TIF while residential development would be excused from a continuing obligation under a TIF. I have many concerns about such proposals.

The world of public financing is very complicated and sensitive. As I said previously, how the County chooses at any point in time to fund infrastructure does not belong in a thirty year plan for land use. Section 305 of the County Charter is a key factor in determining how we fund infrastructure. The financing vehicle that is ultimately employed should be outside of the limitations of Charter Section 305. It should be noted that even though a particular financing tool may not go against the County's Charter limits, the amount of any such obligations are considered in the rating agencies' routine evaluation of the County's financial structure, capacity and soundness.

The County has not pursued TIFs for very sound reasons. I do not support use of a TIF to allow development to proceed under the White Flint Sector Plan. While the County has a policy that development should pay for itself, a TIF runs counter to that policy because it draws from increased tax revenues and dedicates them to pay for infrastructure required for a given project. The result is that property owners subject to a TIF are relieved from their share of the overall tax burden for general services to the extent of the TIF. Consequently, all other taxpayers pick up the difference.

Additionally, if actual TIF revenues fall short of the projections made when the TIF bonds were sold, which they could, the County would be in the precarious position of either having to step up to cover bonds it never intended to cover or let the bonds go unpaid. I believe this is an equally unacceptable position in which to place the County taxpayers. The use of other revenues would undermine the reason for using a TIF in the first place and would result in a much heavier burden on the general taxpayers.

As I mentioned in my testimony to the Planning Board, I am also concerned about the fairness of using a TIF and the fragmentation of the tax base where newer affluent development reserves its property taxes for itself rather than contributing to growth Countywide. This financing policy could be particularly detrimental to existing older areas, such as in Wheaton.

Given the fact that we are in unprecedented times of budget shortfalls due to factors that are well beyond the control of local government, it would be ill-advised to pledge any portion of County revenues so that the full tax base is not available for the County to determine how its revenues should be best used.

The draft Plan has also recommended differentiating in the types of taxes and assessments to be paid by residential and commercial development. I do not agree with this approach. There are complicated and important consequences to such an approach; one of which is that the financing vehicle for commercial development could end up being characterized as a loan, and thus taxable under IRS rules.

During its deliberations, the Planning Board discussed different financing approaches with Executive staff. The County can create one or more Development Districts that are expressly tailored to enable development to pay for itself without counting against Charter Section 305. There are other options as well. Staff will be available at worksessions on the draft Sector Plan to discuss the pros and cons and implications of financing tools that could be used to pay for infrastructure. Again, though, none of these tools should be specified in a master plan.

#### Environment

The Planning Board has made a valiant effort to focus development on surface parking which should at a bare minimum do no harm to the environment. That in itself is commendable in an area targeted for growth. The creation of stormwater management facilities to address both the quantity and quality of stormwater will be positive for the environment. On the other hand, the congestion on the roads that is envisioned by both the Master Plan and the proposed Growth Policy can reasonably be expected to result in greater levels of air pollution. Therefore, I continue to be opposed to LOS E which, given the new development and what we know will result from the BRAC at the Bethesda Naval Hospital, will have a negative impact on air quality. I would like to see a greater emphasis on green areas as well.

Transportation

I am concerned about the consequences of the expansion of the Metro Station Policy Area and the overall increase in CLV to 1800 within some of the expanded area. I think that using ½ mile as the threshold for determination of the MSPA is too great of an extension. I am concerned about the overall impacts on traffic resulting from extension of the MSPA to within ½ mile of Metro. This Plan has the potential to result in far reaching congestion of arterial roadways. In this regard, the impact from the BRAC at the Bethesda Naval Hospital should not be underestimated. As I mentioned in my comments on the Growth Policy, I continue to believe that local area review is necessary even if PAMR is satisfied by transportation improvements.

Even with the expanded MSPA, two intersections fail. Without the expanded MSPA and proposed elimination of PAMR, eleven intersections are projected to fail. The plan should either recommend transportation improvements to eliminate failing intersections or provide for development at a level that can be met without intersections failing.

The draft White Flint Sector Plan has a far reaching vision for Rockville Pike where it will not remain the auto corridor that it is today, but instead will be transformed into a boulevard that will be attractive for vehicles and pedestrians alike. I very much support that portion of the Plan that calls for Bus Rapid Transit along Rockville Pike. I do not however think that Bus Rapid Transit should be limited to a one mile stretch of roadway. Rather, it needs to be part of a larger network. I am also concerned that as envisioned in the draft Plan, Rockville Pike will become a choke point and not serve the function it was created to serve as a major artery to and from the District. And the high cost of redoing Rockville Pike is not to be understated. Given all of the pressing transportation needs of the State, it is hard to imagine, now or even thirty years out, that the State will provide costly improvements to Rockville Pike to change its appearance into that of a boulevard. Perhaps it could happen with BRT as a viable element of a project, but otherwise, it is doubtful that the State would undertake such improvements.

This Plan proposes a 39% non-vehicle mode split and conditions stages of development upon achieving first 30% and then 35% mode split. While I support these mode splits, particularly given the proximity to transit, I think that they are ambitious and I am concerned about whether the goal will be met. Strict tracking of mode split will be very important for the success of this Plan. To attain the mode split contemplated by the Plan, I recommend that the north entrance to the White Flint Metro Station be expedited.

The draft Plan contemplates approximately 29,700 parking spaces which must include approximately 9,000 publicly accessed parking spaces to be managed by a parking authority. The costs of these spaces are assumed to be private costs. However, in order to address parking, this Plan should be undertaken in conjunction with the parking study that the Department of Transportation is currently undertaking. The long and short term parking should be as determined by the parking study which is to be completed by early 2010. Free parking should not be permitted.

Department of Fire and Rescue Services

The Plan as proposed does not allow MCFRS to deliver emergency services within a 6 minute response time to several areas north of the proposed station location. Therefore, I do not support the proposed location for a new fire station. The site next to Park & Ride is a preferred site. Given the frontage of this site, I recommend that there be other co-located public facilities. I also recommend that the fire station and any co-located public uses, such as park and ride, be considered for public/private joint development.

Montgomery County Public Libraries

If an express library is to be provided, it should be provided in Metro East rather than at the Mid-Pike location to enhance access by METRO users.

Housing

Consistent with our shared goal to increase levels of affordable housing, public facilities should continue to be evaluated over the life of the Plan for co-location with housing and for their potential to provide higher proportions of affordable and workforce housing.

Conclusions

The White Flint Sector Plan provides the right direction for future development with its focus on existing infrastructure and use of existing impervious areas. Its vision is ambitious. I am committed to working with the Council and the development and private communities to determine the best means of funding improvements called for by the Plan, but that is a process that will need to take place outside of the Plan itself.

There are significant studies and work being undertaken that can have an impact on the Plan that should be reflected in the final White Flint Sector Plan. These efforts include the parking and BRT studies and the work that the Council is set to begin on the CR zone. I am confident that the Council will coordinate these efforts so that the Plan can reflect what we learn from the studies and so that a full understanding of the CR zone is in place prior to adoption of the final Plan.

I again want to acknowledge the hard work and positive vision of the Planning Board and its staff in preparing the White Flint Sector Plan. My staff is committed to support the efforts of the Council.

Attachments: Appendix A  
Appendix B  
Executive Departments Technical Comments

*White Flint*  
*Montgomery County, Maryland*

Projected County Annual Operating and Capital Costs - Montgomery Aquatic Center (MAC) Expansion<sup>1</sup>

Costs Type	Total Capital Costs	Amortization Period <sup>2</sup>	First Year Annual Costs
Capital:			
Building, design and construction	\$18,466,227	20	\$1,481,778
Other miscellaneous costs	\$638,000	20	\$51,195
Total costs	\$19,104,227		\$1,532,973

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<sup>1</sup>Source: Montgomery County, Department of General Services.

<sup>2</sup>Annual capital costs are assumed to be amortized over 20 years at 5%.

Appendix A

**White Flint**  
**Montgomery County, Maryland**

Projected County Annual Operating and Capital Costs - Fire and Rescue Services<sup>1</sup>

Costs Type	Total Capital Costs	Amortization Period <sup>6</sup>	First Year Annual Costs
<b>Operation:</b>			
Personnel services <sup>2</sup>			\$850,328
Fuel and maintenance <sup>3</sup>			\$15,000
Sub-total			\$865,328
<b>One-time costs:</b>			
Training costs <sup>4</sup>			\$582,924
Vehicle, equipment, communications, ePCR			\$504,000
Sub-total			\$1,086,924
<b>Capital:</b>			
Facility <sup>5</sup>	\$21,724,583	20	\$1,743,237
<b>Total first year annual costs</b>			<b>\$3,695,489</b>

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<sup>1</sup>Represents the costs for relocating Fire Station 23. Source: Montgomery County Fire and Rescue Services and Montgomery County Department of General Services.

<sup>2</sup>Assumes the following: two-person medic unit requiring 4.5 master firefighters and 4.5 firefighter-rescuer III's; totaling 9.30 work years.

<sup>3</sup>Source: Montgomery County Fire and Rescue Services and Montgomery County Department of General Services.

<sup>4</sup>Includes recruit salaries, instructor overtime for recruit class, and uniforms/gear for nine recruits.

<sup>5</sup>Does not include land acquisition and costs for new apparatus. Assumption is that existing Station 23 apparatus would be moved to the relocated station. The additional EMS unit costs are shown as operating costs. Source: Montgomery County Fire and Rescue Services.

<sup>6</sup>Annual capital costs are assumed to be amortized over 20 years at 5%.

**White Flint**  
**Montgomery County, Maryland**

Projected County Annual Operating and Capital Costs - Upcounty Urban District<sup>1</sup>

Costs Type	First Year Annual Costs
Operation:	
Annual staff (14 positions)	\$1,157,060
Annual operating expenditures:	
Services/contracts	\$374,365
Charges from others	\$9,364
Communications services	\$6,500
Printing/central duplication services	\$2,580
Mail	\$760
Motor pool	\$36,840
Travel	\$1,000
Education, tuition, training	\$3,200
Office supplies & equipment	\$13,480
Motor vehicle equip and supplies	\$5,000
Uniforms	\$11,300
Other supplies and materials	\$5,900
Rentals and leases	\$2,100
Equipment repairs/maintenance	\$1,700
Equipment repairs/maintenance	\$2,000
Equipment repairs/maintenance	\$2,000
Equipment repairs/maintenance	\$18,141
<b>Total Upcounty Urban District</b>	<b>\$1,653,290</b>

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<sup>1</sup>Source: Montgomery County Upcounty Regional Services Center.

*White Flint*  
*Montgomery County, Maryland*

Projected County Annual Operating and Capital Costs - Bus Depot<sup>1</sup>

Costs Type	Total Capital Costs	Amortization Period <sup>3</sup>	First Year Amortized Costs <sup>3</sup>
Capital:			
Facility construction, land and other costs <sup>2</sup>	\$80,000,000	20	\$6,419,407

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<sup>1</sup>Source: Montgomery County, Department of General Services.

<sup>2</sup>Represents the costs for construction, planning design supervision, land and other miscellaneous costs. Source: Montgomery County, Department of General Services.

<sup>3</sup>Annual capital costs are assumed to be amortized over 20 years at 5%.

**White Flint**  
**Montgomery County, Maryland**

Projected County Annual Operating and Capital Costs - Civic Green<sup>1</sup>

Costs Type	Total Capital Costs	Amortization Period <sup>3</sup>	First Year Amortized Costs <sup>3</sup>
Capital:			
Project construction, land and other costs <sup>2</sup>	\$11,390,000	20	\$913,963

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<sup>1</sup>Source: Montgomery County, Department of General Services.

<sup>2</sup>Represents the costs for construction, planning design supervision, land and other miscellaneous costs. Source: Montgomery County, Department of General Services.

<sup>3</sup>Annual capital costs are assumed to be amortized over 20 years at 5%.

*White Flint*  
*Montgomery County, Maryland*

Projected County Annual Operating and Capital Costs - Montgomery County Public Schools<sup>1</sup>

Costs Type	Total Capital Costs	Amortization Period <sup>4</sup>	First Year Annual Costs
Capital:			
Elementary school building, design and construction <sup>1</sup>	\$20,000,000	20	\$1,604,852
Operating:			
Personnel <sup>2</sup>			\$790,000
Operations <sup>3</sup>			\$445,000
Total school costs			\$2,839,852

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<sup>1</sup>Source: Montgomery County, Department of General Services.

<sup>2</sup>Source: Montgomery County Public School System. Represents annual maintenance personnel costs.

<sup>3</sup>Represents the costs for maintenance and energy. Source: Montgomery County Public School System.

<sup>4</sup>Annual costs are assumed to be amortized over 20 years at 5%.

**White Flint**  
**Montgomery County, Maryland**

**Projected County Annual Operating and Capital Costs - Montgomery County Department of Transportation<sup>1</sup>**

Costs Type	Total Capital Costs <sup>2</sup>				Amortization Period	First Year Annual Costs <sup>3</sup>		
	Stage 1 2014	Stage 2 2022	Stage 3 2029	Total		Stage 1 2014	Stage 2 2022	Stage 3 2029
<b>Arterials</b>								
Randolph Road	\$0	\$5,043,158	\$0	\$5,043,158	30	\$0	\$328,065	\$0
<b>Business Street</b>								
Woodglen Drive	\$0	\$9,919,800	\$0	\$9,919,800	30	\$0	\$645,297	\$0
Huff Court	\$0	\$6,651,880	\$0	\$6,651,880	30	\$0	\$432,714	\$0
Nebel Street Ext. (north)	\$0	\$6,126,561	\$0	\$6,126,561	30	\$0	\$398,542	\$0
Executive Blvd. Ext (north)	\$8,407,200	\$0	\$0	\$8,407,200	30	\$546,900	\$0	\$0
Chapman Avenue (Citadel Ave/Maple Ave)	\$27,074,919	\$0	\$0	\$27,074,919	30	\$1,761,262	\$0	\$0
Security Lane	\$0	\$6,086,784	\$0	\$6,086,784	30	\$0	\$395,954	\$0
<b>Sub-total County road estimates</b>	<b>\$35,482,119</b>	<b>\$33,828,183</b>	<b>\$0</b>	<b>\$69,310,302</b>		<b>\$2,308,163</b>	<b>\$2,200,572</b>	<b>\$0</b>

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<sup>1</sup>Based on information provided by Montgomery County, Department of Transportation.

<sup>2</sup>Represents the capital costs assumed to occur within each stage of the development. Based on information provided by Montgomery County, Department of General Services.

<sup>3</sup>Annual costs are assumed to be amortized over 30 years at 5%.

**White Flint**  
**Montgomery County, Maryland**

**Total Projected County Operating and Capital Costs<sup>1</sup>**

Year Ending	Tax Year Beginning	Inflation Factor	Aquatic Center (MAC) <sup>2</sup>	Department of Fire and Rescue Services <sup>2</sup>				Upcountry Urban District <sup>2</sup>	Bus Depot <sup>2</sup>	Civic Green <sup>2</sup>
				Operating	One-time	Capital Costs	Total			
31-Dec-09	1-Jul-10	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31-Dec-10	1-Jul-11	103%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31-Dec-11	1-Jul-12	106%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31-Dec-12	1-Jul-13	109%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31-Dec-13	1-Jul-14	113%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31-Dec-14	1-Jul-15	116%	\$0	\$1,003,152	\$1,260,043	\$2,020,889	\$4,284,084	\$1,916,616	\$0	\$0
31-Dec-15	1-Jul-16	119%	\$0	\$1,033,247	\$0	\$2,020,889	\$3,054,136	\$1,974,115	\$0	\$0
31-Dec-16	1-Jul-17	123%	\$0	\$1,064,244	\$0	\$2,020,889	\$3,085,133	\$2,033,338	\$0	\$0
31-Dec-17	1-Jul-18	127%	\$0	\$1,096,172	\$0	\$2,020,889	\$3,117,061	\$2,094,338	\$0	\$0
31-Dec-18	1-Jul-19	130%	\$0	\$1,129,057	\$0	\$2,020,889	\$3,149,946	\$2,157,168	\$0	\$0
31-Dec-19	1-Jul-20	134%	\$0	\$1,162,928	\$0	\$2,020,889	\$3,183,818	\$2,221,884	\$0	\$0
31-Dec-20	1-Jul-21	138%	\$0	\$1,197,816	\$0	\$2,020,889	\$3,218,705	\$2,288,540	\$0	\$0
31-Dec-21	1-Jul-22	143%	\$0	\$1,233,751	\$0	\$2,020,889	\$3,254,640	\$2,357,196	\$0	\$0
31-Dec-22	1-Jul-23	147%	\$0	\$1,270,763	\$0	\$2,020,889	\$3,291,653	\$2,427,912	\$9,427,116	\$1,342,186
31-Dec-23	1-Jul-24	151%	\$0	\$1,308,886	\$0	\$2,020,889	\$3,329,775	\$2,500,749	\$9,427,116	\$1,342,186
31-Dec-24	1-Jul-25	156%	\$0	\$1,348,153	\$0	\$2,020,889	\$3,369,042	\$2,575,772	\$9,427,116	\$1,342,186
31-Dec-25	1-Jul-26	160%	\$0	\$1,388,597	\$0	\$2,020,889	\$3,409,487	\$2,653,045	\$9,427,116	\$1,342,186
31-Dec-26	1-Jul-27	165%	\$0	\$1,430,255	\$0	\$2,020,889	\$3,451,145	\$2,732,636	\$9,427,116	\$1,342,186
31-Dec-27	1-Jul-28	170%	\$0	\$1,473,163	\$0	\$2,020,889	\$3,494,052	\$2,814,616	\$9,427,116	\$1,342,186
31-Dec-28	1-Jul-29	175%	\$0	\$1,517,358	\$0	\$2,020,889	\$3,538,247	\$2,899,054	\$9,427,116	\$1,342,186
31-Dec-29	1-Jul-30	181%	\$2,768,719	\$1,562,879	\$0	\$2,020,889	\$3,583,768	\$2,986,026	\$9,427,116	\$1,342,186
31-Dec-30	1-Jul-31	186%	\$2,768,719	\$1,609,765	\$0	\$2,020,889	\$3,630,654	\$3,075,606	\$9,427,116	\$1,342,186
31-Dec-31	1-Jul-32	192%	\$2,768,719	\$1,658,058	\$0	\$2,020,889	\$3,678,947	\$3,167,875	\$9,427,116	\$1,342,186
31-Dec-32	1-Jul-33	197%	\$2,768,719	\$1,707,800	\$0	\$2,020,889	\$3,728,689	\$3,262,911	\$9,427,116	\$1,342,186
31-Dec-33	1-Jul-34	203%	\$2,768,719	\$1,759,034	\$0	\$2,020,889	\$3,779,923	\$3,360,798	\$9,427,116	\$1,342,186
31-Dec-34	1-Jul-35	209%	\$2,768,719	\$1,811,805	\$0	\$0	\$1,811,805	\$3,461,622	\$9,427,116	\$1,342,186
31-Dec-35	1-Jul-36	216%	\$2,768,719	\$1,866,159	\$0	\$0	\$1,866,159	\$3,565,471	\$9,427,116	\$1,342,186
31-Dec-36	1-Jul-37	222%	\$2,768,719	\$1,922,144	\$0	\$0	\$1,922,144	\$3,672,435	\$9,427,116	\$1,342,186
31-Dec-37	1-Jul-38	229%	\$2,768,719	\$1,979,808	\$0	\$0	\$1,979,808	\$3,782,608	\$9,427,116	\$1,342,186
31-Dec-38	1-Jul-39	236%	\$2,768,719	\$2,039,202	\$0	\$0	\$2,039,202	\$3,896,086	\$9,427,116	\$1,342,186
31-Dec-39	1-Jul-40	243%	\$2,768,719	\$2,100,378	\$0	\$0	\$2,100,378	\$4,012,969	\$9,427,116	\$1,342,186
31-Dec-40	1-Jul-41	250%	\$2,768,719	\$2,163,390	\$0	\$0	\$2,163,390	\$4,133,358	\$9,427,116	\$1,342,186
31-Dec-41	1-Jul-42	258%	\$2,768,719	\$2,228,291	\$0	\$0	\$2,228,291	\$4,257,359	\$9,427,116	\$1,342,186
31-Dec-42	1-Jul-43	265%	\$2,768,719	\$2,295,140	\$0	\$0	\$2,295,140	\$4,385,079	\$0	\$0
31-Dec-43	1-Jul-44	273%	\$2,768,719	\$2,363,994	\$0	\$0	\$2,363,994	\$4,516,632	\$0	\$0
31-Dec-44	1-Jul-45	281%	\$2,768,719	\$2,434,914	\$0	\$0	\$2,434,914	\$4,652,131	\$0	\$0
31-Dec-45	1-Jul-46	290%	\$2,768,719	\$2,507,961	\$0	\$0	\$2,507,961	\$4,791,695	\$0	\$0
31-Dec-46	1-Jul-47	299%	\$2,768,719	\$2,583,200	\$0	\$0	\$2,583,200	\$4,935,445	\$0	\$0
31-Dec-47	1-Jul-48	307%	\$2,768,719	\$2,660,696	\$0	\$0	\$2,660,696	\$5,083,509	\$0	\$0
31-Dec-48	1-Jul-49	317%	\$2,768,719	\$2,740,517	\$0	\$0	\$2,740,517	\$5,236,014	\$0	\$0
31-Dec-49	1-Jul-50	326%	\$0	\$2,822,733	\$0	\$0	\$2,822,733	\$5,393,094	\$0	\$0
<b>Total</b>			<b>\$55,374,381</b>	<b>\$63,475,410</b>	<b>\$1,260,043</b>	<b>\$40,417,783</b>	<b>\$105,153,236</b>	<b>\$121,275,702</b>	<b>\$188,542,311</b>	<b>\$26,843,712</b>

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<sup>1</sup>Capital costs are assumed to increase with inflation. For costs that are assumed to be financed with bonds or other long-term financing vehicles, total inflated costs are assumed to be amortized at a 5% and do not increase on an annual basis. Staging provided by Montgomery County, Department of General Services.

<sup>2</sup>See previous schedules.

White Flint  
Montgomery County, Maryland

Total Projected County Operating and Capital Costs, continued<sup>1</sup>

Year Ending	Tax Year Beginning	Inflation Factor	Public School Operating and Capital Costs <sup>2</sup>			Department of Transportation <sup>2</sup>			Total DOT	Total Projected Capital Costs
			Operating Costs	Amortized Capital Costs	Total School Costs	County Road Amortized Costs				
						Stage 1	Stage 2	Stage 3		
31-Dec-09	1-Jul-10	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
31-Dec-10	1-Jul-11	103%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
31-Dec-11	1-Jul-12	106%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
31-Dec-12	1-Jul-13	109%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
31-Dec-13	1-Jul-14	113%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
31-Dec-14	1-Jul-15	116%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$8,876,494
31-Dec-15	1-Jul-16	119%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$7,704,044
31-Dec-16	1-Jul-17	123%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$7,794,265
31-Dec-17	1-Jul-18	127%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$7,887,192
31-Dec-18	1-Jul-19	130%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$7,982,908
31-Dec-19	1-Jul-20	134%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$8,081,494
31-Dec-20	1-Jul-21	138%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$8,183,039
31-Dec-21	1-Jul-22	143%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793	\$8,287,629
31-Dec-22	1-Jul-23	147%	\$1,813,639	\$2,356,779	\$4,170,418	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$26,566,691
31-Dec-23	1-Jul-24	151%	\$1,868,048	\$2,356,779	\$4,224,827	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$26,732,060
31-Dec-24	1-Jul-25	156%	\$1,924,090	\$2,356,779	\$4,280,869	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$26,902,391
31-Dec-25	1-Jul-26	160%	\$1,981,812	\$2,356,779	\$4,338,591	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$27,077,831
31-Dec-26	1-Jul-27	165%	\$2,041,267	\$2,356,779	\$4,398,046	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$27,258,535
31-Dec-27	1-Jul-28	170%	\$2,102,505	\$2,356,779	\$4,459,284	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$27,444,660
31-Dec-28	1-Jul-29	175%	\$2,165,580	\$2,356,779	\$4,522,359	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$27,636,368
31-Dec-29	1-Jul-30	181%	\$2,230,547	\$2,356,779	\$4,587,326	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,602,547
31-Dec-30	1-Jul-31	186%	\$2,297,464	\$2,356,779	\$4,654,243	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,805,931
31-Dec-31	1-Jul-32	192%	\$2,366,388	\$2,356,779	\$4,723,167	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$31,015,416
31-Dec-32	1-Jul-33	197%	\$2,437,379	\$2,356,779	\$4,794,158	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$31,231,185
31-Dec-33	1-Jul-34	203%	\$2,510,501	\$2,356,779	\$4,867,280	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$31,453,428
31-Dec-34	1-Jul-35	209%	\$2,585,816	\$2,356,779	\$4,942,595	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$29,661,449
31-Dec-35	1-Jul-36	216%	\$2,663,390	\$2,356,779	\$5,020,169	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$29,897,226
31-Dec-36	1-Jul-37	222%	\$2,743,292	\$2,356,779	\$5,100,071	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,140,077
31-Dec-37	1-Jul-38	229%	\$2,825,591	\$2,356,779	\$5,182,370	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,390,213
31-Dec-38	1-Jul-39	236%	\$2,910,358	\$2,356,779	\$5,267,137	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,647,853
31-Dec-39	1-Jul-40	243%	\$2,997,669	\$2,356,779	\$5,354,448	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$30,913,222
31-Dec-40	1-Jul-41	250%	\$3,087,599	\$2,356,779	\$5,444,378	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$31,186,553
31-Dec-41	1-Jul-42	258%	\$3,180,227	\$2,356,779	\$5,537,006	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$31,468,083
31-Dec-42	1-Jul-43	265%	\$3,275,634	\$0	\$3,275,634	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$18,631,980
31-Dec-43	1-Jul-44	273%	\$3,373,903	\$0	\$3,373,903	\$2,675,793	\$3,231,614	\$0	\$5,907,407	\$18,930,655
31-Dec-44	1-Jul-45	281%	\$3,475,120	\$0	\$3,475,120	\$0	\$3,231,614	\$0	\$3,231,614	\$16,562,498
31-Dec-45	1-Jul-46	290%	\$3,579,374	\$0	\$3,579,374	\$0	\$3,231,614	\$0	\$3,231,614	\$16,879,363
31-Dec-46	1-Jul-47	299%	\$3,686,755	\$0	\$3,686,755	\$0	\$3,231,614	\$0	\$3,231,614	\$17,205,734
31-Dec-47	1-Jul-48	307%	\$3,797,358	\$0	\$3,797,358	\$0	\$3,231,614	\$0	\$3,231,614	\$17,541,896
31-Dec-48	1-Jul-49	317%	\$3,911,278	\$0	\$3,911,278	\$0	\$3,231,614	\$0	\$3,231,614	\$17,888,142
31-Dec-49	1-Jul-50	326%	\$4,028,617	\$0	\$4,028,617	\$0	\$3,231,614	\$0	\$3,231,614	\$15,476,058
<b>Total</b>			<b>\$77,861,201</b>	<b>\$47,135,578</b>	<b>\$124,996,779</b>	<b>\$80,273,797</b>	<b>\$90,485,191</b>	<b>\$0</b>	<b>\$170,758,988</b>	<b>\$792,945,109</b>

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5-Oct-09

<sup>1</sup>Capital costs are assumed to increase with inflation. For costs that are assumed to be financed with bonds or other long-term financing vehicles, total inflated costs are assumed to be amortized at a 5% and do not increase on an annual basis. Staging provided by Montgomery County, Department of General Services.

<sup>2</sup>See previous schedules.

Appendix B

*White Flint  
Montgomery County, Maryland*

Net Revenues Versus Total Projected County Operating and Capital Costs

Tax Year Beginning	Inflation Factor	Net County Revenues	Total Projected County Operating & Capital Costs	Net Montgomery County Surplus/(Deficit)
1-Jul-10	100%	\$0	\$0	\$0
1-Jul-11	103%	\$7,163,136	\$0	\$7,163,136
1-Jul-12	106%	\$12,981,069	\$0	\$12,981,069
1-Jul-13	109%	\$19,007,729	\$0	\$19,007,729
1-Jul-14	113%	\$25,392,455	\$0	\$25,392,455
1-Jul-15	116%	\$32,150,992	(\$8,876,494)	\$23,274,498
1-Jul-16	119%	\$37,833,730	(\$7,704,044)	\$30,129,686
1-Jul-17	123%	\$44,122,901	(\$7,794,265)	\$36,328,637
1-Jul-18	127%	\$50,761,441	(\$7,887,192)	\$42,874,249
1-Jul-19	130%	\$57,764,339	(\$7,982,908)	\$49,781,431
1-Jul-20	134%	\$65,147,159	(\$8,081,494)	\$57,065,664
1-Jul-21	138%	\$72,926,056	(\$8,183,039)	\$64,743,017
1-Jul-22	143%	\$81,117,801	(\$8,287,629)	\$72,830,171
1-Jul-23	147%	\$89,739,797	(\$26,566,691)	\$63,173,106
1-Jul-24	151%	\$98,810,106	(\$26,732,060)	\$72,078,045
1-Jul-25	156%	\$108,347,468	(\$26,902,391)	\$81,445,077
1-Jul-26	160%	\$118,371,327	(\$27,077,831)	\$91,293,496
1-Jul-27	165%	\$128,901,853	(\$27,258,535)	\$101,643,318
1-Jul-28	170%	\$139,959,967	(\$27,444,660)	\$112,515,307
1-Jul-29	175%	\$151,567,369	(\$27,636,368)	\$123,931,000
1-Jul-30	181%	\$163,746,559	(\$30,602,547)	\$133,144,012
1-Jul-31	186%	\$176,520,871	(\$30,805,931)	\$145,714,940
1-Jul-32	192%	\$189,914,493	(\$31,015,416)	\$158,899,078
1-Jul-33	197%	\$203,952,504	(\$31,231,185)	\$172,721,319
1-Jul-34	203%	\$218,660,896	(\$31,453,428)	\$187,207,468
1-Jul-35	209%	\$234,066,607	(\$29,661,449)	\$204,405,158
1-Jul-36	216%	\$250,197,553	(\$29,897,226)	\$220,300,327
1-Jul-37	222%	\$267,082,661	(\$30,140,077)	\$236,942,585
1-Jul-38	229%	\$284,751,898	(\$30,390,213)	\$254,361,685
1-Jul-39	236%	\$303,236,306	(\$30,647,853)	\$272,588,453
1-Jul-40	243%	\$322,568,040	(\$30,913,222)	\$291,654,817
1-Jul-41	250%	\$327,437,018	(\$31,186,553)	\$296,250,465
1-Jul-42	258%	\$337,276,917	(\$31,468,083)	\$305,808,834
1-Jul-43	265%	\$347,404,072	(\$18,631,980)	\$328,772,092
1-Jul-44	273%	\$357,826,616	(\$18,930,655)	\$338,895,961
1-Jul-45	281%	\$368,552,899	(\$16,562,498)	\$351,990,402
1-Jul-46	290%	\$379,591,489	(\$16,879,363)	\$362,712,126
1-Jul-47	299%	\$390,951,176	(\$17,205,734)	\$373,745,443
1-Jul-48	307%	\$402,640,982	(\$17,541,896)	\$385,099,087
1-Jul-49	317%	\$414,670,160	(\$17,888,142)	\$396,782,018
1-Jul-50	326%	\$427,048,202	(\$15,476,058)	\$411,572,144
<b>Total</b>		<b>\$7,710,164,615</b>	<b>(\$792,945,109)</b>	<b>\$6,917,219,506</b>

## **Executive Departments Technical Comments on the draft White Flint Sector Plan**

These technical comments are provided in connection with the County Executive's memorandum to Council President Andrews on the White Flint Sector Plan. The Executive Branch Departments have reviewed the Planning Board Draft of the White Flint Sector Plan and have provided comments that we hope will clarify and strengthen the objectives of the Draft Plan. Executive staff will be available to discuss these suggestions as the County Council reviews the Plan. We look forward to working with Planning Staff and the County Council on this Plan.

### **Department of Fire and Rescue Services**

#### Joint Fire Station/Police Substation

MCFRS supports the recommendation on page 64 for locating a new fire-rescue station in the White Flint area on the excess right-of-way for the Montrose Parkway owned by the State Highway Administration (SHA); however, the station should go on the south side of the excess right-of-way and not on the north side as proposed. MCFRS recommends relocating Fire Station 23 – presently located at 121 Rollins Avenue near Rockville Pike – further south along the Rockville Pike corridor. The proposed siting of Station 23 would allow for the construction of a fire station that would not only accommodate existing Station 23 apparatus (i.e., two EMS units, engine, aerial tower) and personnel but also additional apparatus (e.g., third EMS unit) and personnel that will be needed to serve the expanding needs of the White Flint, Twinbrook, South Rockville, and North Bethesda areas. The relocation of the station to the White Flint area at the location recommended by MCFRS would place a larger number of existing and future residents and property within 6-minutes of Station 23 than is the case currently. The relocation of Station 23 would also aid in reducing the gap in 6-minute response coverage in North Bethesda along the Rockville Pike corridor – an area that units located at existing Stations 23, 5, 20, and 26 cannot reach within the County's 6-minute response time goal.

A site immediately south of the future Montrose Parkway within the "Mid-Pike District" would meet MCFRS requirements– and place the fire station at a location where its resources would have immediate access to Rockville Pike (northbound and southbound), Montrose Parkway, Montrose Road, Randolph Road, and Old Georgetown Road; thus providing quick access in all directions along major north-south and east-west thoroughfares.

As for the recommendation on page 64 to co-locate a Montgomery County Police (MCP) substation with the fire station, MCFRS supports the proposal provided that space requirements for the MCP sub-station do not reduce or supersede MCFRS' space requirements for the fire station with respect to the specific site that would be identified for joint MCFRS-MCP use. Likewise, I support the inclusion of the joint MCFRS/MCP station in the first phase of CIP projects as shown in the CIP chart on page 75.

#### Fire-Rescue and Law Enforcement Services

Regarding the narrative on page 64 under the heading "Fire, Rescue and Emergency Medical Services," Kensington Station 5, located on Connecticut Avenue and Plyers Mill Road,

should also be included in the second sentence. In addition, the “Public Safety” section on page 64 addresses the need for a police substation; therefore the section should be titled “Law Enforcement” as “public safety” encompasses all elements of public safety (i.e., fire, rescue, EMS, and law enforcement); not law enforcement alone.

### Fire Department Access

The plan’s vision (p. 8) references a proposed street grid - further described under “Mobility” (pp. 19 and 52) and shown in Figure 43 (p. 53) - that would improve connectivity and access to and within the White Flint area. MCFRS supports the proposed street grid as it would provide alternate routes of travel for MCFRS apparatus to incidents. Conspicuously absent from the mobility discussion, however, is information on emergency vehicle access. Provided that streets within the White Flint area meet County Road Code requirements, emergency services access requirements would be met.

### Speed Limit’s Impact on Response Time

Re-creating Rockville Pike as a boulevard and promenade (pp. 19, 20, 53-55) with a slower target speed and greater congestion would slow traffic movement throughout the White Flint area adversely affecting response time of emergency vehicles along the area’s predominant north-south thoroughfare.

### Urban Design

The “White Flint Urban Design Guidelines” referenced on pages 17, 28 and 53 of the plan does not include specifics regarding roadway cross-sections, building setbacks, building façades, siting of trees near buildings, and other design elements that affect fire department access. MCFRS assumes these elements will be addressed in the actual Design Guidelines for which MCFRS should be given the opportunity to provide input.

### Sustainability

Sustainability is defined on page 25 as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” Environmental sustainability receives considerable attention in this draft plan while other aspects of sustainability receive little or no attention. All aspects of sustainability should be addressed adequately in the plan, including sustainable building construction, the need for various services in an aging community, and planning for changing demographics, among other elements of sustainability identified on page 25.

## Montgomery County Department of Transportation

### Plan Background and Transportation Planning Philosophy

The White Flint Sector Plan envisions a dense urban center where people live, work, and shop, relying heavily on walking, Metrorail and buses to do so. The plan capitalizes on the sector plan's location at Metro and along Rockville Pike to make sweeping recommendations for the creation of a high density, compact urban center, complete with mixed-use high rises along a pedestrian and transit-friendly Rockville Pike.

The transportation planning philosophy inherent in the White Flint Plan marks a significant departure from prior Master Plans. Previously, transportation capacity as measured by trip generation and CLV served as the driver for the development of Master Plan land use scenarios. The White Flint Plan instead sets a goal for a transit-focused, multi-modal mobility system to support an urban center, and develops transportation assumptions to support that vision. The two principles underpinning the "mobility recommendations" are:

- 1) An enhanced grid street network will diffuse congestion for local and through traffic.
- 2) Walkable streets with access to transit reduce reliance on the automobile.

In applying these principles shifting the focus to Transportation Demand Management, the Planning Board is moving away from the capacity- focused principles which have been used to link growth with public facilities in Montgomery County and redefining the balance between transportation and land use.

### LATR/PAMR/APFO & White Flint

#### LATR

In an effort to align the Plan with the existing growth management policy, the plans proposed for White Flint assert that LATR standards can be met with a proposed expansion of the Metro Station Policy Area (MSPA) boundaries to the entire Plan area. This recommendation has been an assumption in the plan all along, in effect acknowledging that as the planned level of development builds out, congestion in the White Flint will exceed levels currently allowed in the area. Expanding the MSPA boundaries permits the higher level of congestion to occur because of the unique nature of the area. This action will serve to set higher levels of acceptable congestion at intersections which will enable developments to pass LATR review with less mitigation. Even with the higher threshold of acceptable congestion, two intersections remain slightly out of balance during the PM peak.

These intersections are MD 355 and Old Georgetown Road (1830), and Old Georgetown Road and Executive Boulevard (1800). It is important to note that MNCPPC transportation analysis of previous iterations of the Plan indicated up to 12 failing intersections.

#### PAMR

The PAMR analysis rests on the assumption that the current PAMR Standards can be changed and lowered for the White Flint Plan. The PAMR analysis includes the entire North Bethesda / Garrett Park Policy Area. The Growth Policy requires that all Policy Areas have a

Relative Arterial Mobility of at least 40% or LOS D conditions, regardless of the level of transit service provided. The White Flint Plan and the Planning Board Draft of the Growth Policy both recommend the removal of this requirement. The Plan supports returning to the Planning Board's original recommendation which automatically assumes a passing automobile level of service in areas where transit service is high. The Plan must make this change because it projects a level of Relative Arterial Mobility (RAM) of 37%, which fails to meet the 40% RAM requirement. Required and Projected RAM and Relative Transit Mobility Levels are displayed below:

	Arterial RAM	Transit RTM
Required:	40% LOS D	N/A
White Flint Plan:	37% LOS E	77% LOS B

During the development of the 2007 Growth Policy there was extensive discussion at Council opposing this concept. Council members strongly opposed measuring automobile congestion as a function of transit, and strongly supported establishing a floor for automobile LOS. CE testimony during the Growth Policy review also rejected the Planning Board's proposal. The White Flint Plan resurrects this discarded notion.

The White Flint Plan assumes that the Policy Area can support the higher congestion levels only if the current policy is changed. It is important to note in this context the objections to the previous Growth Policies that were full of exceptions. Discontent with the old exception-filled Growth Policies on the part of governmental, community, and business community stakeholders was one of the main drivers behind the effort to revamp the Growth Policy in 2007.

In order to justify the LATR and PAMR recommendations outlined above, the Planning Board makes the following assumptions regarding trip generation:

- Development in MSPAS generates fewer automobile trips. (This is already taken into account in the modeling).
- Transportation Demand Management strategies will enable future development in White Flint to generate even lower numbers of vehicle trips than in other MSPAs. The non-auto driver mode share in White Flint is set at an ambitious 39% rate. (The current rate is 26%).
- The increased density in the plan reflects a shift toward more residential development in the area. Residential development generates fewer trips than commercial development.

Finally, the plan recommends creation of a new public facility review procedure applicable to all development in the White Flint Sector Plan Area. Such a procedure is yet to be fully defined. Any new public facility review procedure could result in development projects causing localized congestion. These issues should be identified through LATR and requirements placed on projects to mitigate this congestion. Failure to implement LATR tests could result in very high levels of congestion on major arterials that serve not only the specific MSPA but also serve large volumes of traffic. Skipping LATR in favor of an as yet to be defined public facility

review procedure could also cause an increase in cut-through traffic in existing adjacent neighborhoods.

### **Big Picture Issues**

The Planning Board's land use and zoning recommendations produce a much higher density than that currently Master-Planned for White Flint. Significant transportation infrastructure and transportation policy changes intended to support the intensely higher land use are proposed. The plan relies heavily on a 39% transit modal split, a redesign of Rockville Pike, a second entrance to the White Flint Metro, and the construction of a street grid to support the intense level of housing and job growth.

The draft plan reflects a departure from longstanding elements for measurement of land use/transportation balance. The key big-picture questions which must be answered to achieve land use/transportation balance in the face of the vastly expanded planned new growth are listed below:

### **Land Use / Transportation Balance**

Can a plan which relies on a fundamental shift in the measurement and projection of transportation capacity and demand achieve balance? Several factors contribute to this planning shift away from balance. Taken individually, any single one of these factors might be acceptable. However, the cumulative effect is to minimize the "on the ground" impact of congestion in the Sector Plan and surrounding areas. Factors eroding balance are listed below:

- a. Trip generation rates are substantially lower than those used for in prior plans. Use of these lower rates is justified by the shift toward residential development. This may be sufficient for land use within  $\frac{1}{4}$  mile from the metro station, but the trip generation rate should be higher for development located between  $\frac{1}{4}$  and  $\frac{1}{2}$  mile from the Metro. The trip generation rate should increase once again for development  $\frac{1}{2}$  mile and further from the Metro station.
- b. The assumed Non-Auto Driver Mode Share of 39% is ambitious and possibly unrealistic, given the current 26% rate.
- c. The Expansion of the Metro Station Policy Area Boundary to include the entire sector plan area permits much higher levels of congestion well beyond the customary  $\frac{1}{2}$  mile radius from Metro.
- d. The Plan assumes that two intersections will fail LATR by a small amount. This could have the effect of extending the period of congestion. A plan that allows two failing intersections may extend the congestion for more hours. Furthermore, congestion in adjacent neighborhoods will increase due to cut-through traffic. Finally, the Plan's goals for Rockville Pike include counting on reduced traffic in the off-peak to allow for parking. It means that congestion could be increased further if, as the plan recommends, people can parallel park on the pike during the off-peak hours. The development community feels strongly about allowing the parallel parking. This is an operational issue that may not be realistic.

- e. The Plan fails under the existing PAMR Review. The Board addresses this by reiterating its support for the Planning Board's 2007 recommendation that automatically assumes sufficient automobile mobility where transit service is LOS B or better.
2. Modal Split  
Is the modal split realistic? What happens to through and local traffic if it is not? It appears that there is an over-reliance on TDM.
3. Funding  
Will the transportation improvements be funded as expected by private and public participants?
4. Implementation  
Can the transportation improvements be implemented as expected by private and public participants? Will the timing of the infrastructure coincide with the related development?
5. Staging  
Will the staging of development and infrastructure be *binding*?
6. Rockville Pike  
Is the redesign of Rockville Pike, a state road, adjacent to the Metro implementable? This project is viewed as key to the plan. A realistic plan to achieve the redesign is critical.

**Transportation Policy Recommendations:**

1. In order to support the recommended increases in jobs and housing, the Plan relies largely on acceptance of higher levels of congestion in the area, as well as more expansive Transportation Demand Management and monitoring than that employed and funded in Montgomery County to date. Non-SOV mode share increases from 26 percent to 39 percent. A 25% increase in the NADMS goal to about 33%, could serve as a more realistic modal split goal. A reduced modal split goal would presumably figure into the transportation analysis. This would necessitate a reduction in the amount of allowable development to a more supportable level OR an increase in proposed transportation improvements to support the new level of development.

The suggested TDM strategies are unlikely to achieve the 39 % non-auto driver mode share goal. Other possible measures that have been used in Traffic Mitigation Agreements (such as live/work financial incentives, transit fare buy downs, carpool and vanpool spaces, Flex car spaces, bike racks, flexible work hours, work from home, guaranteed ride home programs, etc.) should be considered. These measures should be long-term (not limited to 12 years).

A 39% mode split is achievable in places where there are numerous high-quality, high volume, high-frequency transit services intersecting with one another, such

as in CBDs like Bethesda and Silver Spring where the Purple Line will intersect with the Red Line. White Flint will have the Red Line, but it won't have any intersecting high quality transit service. In addition, the Red Line turns back at Grosvenor Station during the peak periods, and there is little likelihood for this to change in over 20 years because of Metro/MD budget constraints. As a result White Flint has one-half of the Red Line service (Capacity) than does either Bethesda or Silver Spring. Red Line capacity may be a very limiting condition that is not adequately addressed in the White Flint Plan.

Even the MARC Brunswick Line, if a station is ever approved for White Flint, is far away from White Flint Metro, unlike in Silver Spring where a Transit Center unifying Metro, MARC and transit bus service make 39% achievable. MCDOT believes that 33% is simply more realistic for an area like White Flint which is a tier below Bethesda or Silver Spring on the transit service scale. A refinement in staging won't change this fact.

2. The key to successful TDM is the monitoring and strict enforcement of the achievement of results. Whereas we believe 39% is ambitious, there are triggering mechanisms in the Plan that must be adopted and monitored as part of the Plan in order to reduce the possibility of widespread congestion. Absent the strict monitoring, and compliance with the triggering DOT would oppose this goal. With the monitoring in place, final stages of development will not occur unless the triggering model splits are met; and therefore the goal of 39% is acceptable as an end stage. Again, the success of the TDM strategies should be tied, monitored and enforced to the staging in the Plan.
3. We oppose the creation of a new public facility review procedure applicable to all development in the White Flint Sector Plan Area
4. MCDOT supports binding, realistic staging with firm triggers.

MCDOT recommends the addition of actual infrastructure completion requirements prior to the release of the 3,000 dwelling units and 2.0 million square feet of nonresidential development released at the *beginning* of Phase I. MCDOT notes that *not one* infrastructure requirement is scheduled to be completed before the 3,000 additional dwelling units and 2.0 million additional square feet of non-residential development are released.

5. MCDOT *recommends* the addition of actual infrastructure completion requirements during Phase I, prior to the release of another additional 3,000 dwelling units and 2.0 million square feet of nonresidential development released for Phase I
  - a. No actual infrastructure improvements are required to proceed to Phase II. The Phase II requirements do not require anything to be built to support the additional density. Requirements include
    - i. Contracts for construction of two streets
    - ii. Funding of streetscape improvements, sidewalks and bikeways
    - iii. Completion of a design study for Rockville Pike
    - iv. Establishment of a bus circulator system
    - v. Achievement of achievement of 30% NADMS.

### Project Specific Comments: Transit

1. Second Entrance to the White Flint Metro: MCDOT recommends expediting design, funding and construction of this critical project further than the Plan currently recommends. The station is to be located in the southeast quadrant of Rockville Pike and Old Georgetown Road. It is expected to be a public project. Construction of this entrance is critical to support the proposed new development. Specifically, MCDOT recommends:
  - a. Accelerating the funding of the design of the second Metrorail station entrance to Stage 1.
  - b. Accelerating the construction of the second Metrorail station entrance to Stage 2.
2. Construction of an additional MARC Station: MCDOT requests further clarification of this recommendation. CSX has made it clear that a new MARC station is a non-starter unless an existing station is closed. The plan does not explain which existing station should be closed to allow this new station to open. The plan should address this issue.
3. Future Use of the Existing Ride On Bus Maintenance Facility:
  - a. The Plan includes statements about the future use of the existing Ride On bus maintenance facility. MCDOT will have to determine the future Ride On plans for this facility and whether it will be needed in the future.
  - b. Page 48, Block 3, Nicholson Court. Correct erroneous references to “Ride On bus parking facility.” The Plan refers to this area as a “Ride On bus parking facility” and mentions “combining Ride On bus storage and MARC parking facilities.” In fact, this is Ride On’s Nicholson Depot, essential for bus operations at least until the North County Depot is completed.
4. Street Network
  - a. MCDOT supports the multi-modal system outlined in the plan. The enhancement to the street network is designed to fully utilize transit service which would provide incentives to reduce automobile usage.
  - b. MCDOT notes that the street network should be wide enough to accommodate buses that traverse through the neighborhoods. A standard 40 ft bus would require at a minimum 12 ft lanes.
5. BRT: MCDOT supports BRT and bus priority treatments.
  - a. MCDOT supports a BRT study to incorporate all major corridors in the county for better connectivity.
  - b. MCDOT suggests that Bus Rapid Transit (BRT) is not feasible in the Sector Plan Area given the short intersection spacing, and the short travel length

within the Sector Plan area. Successful BRTs cover long multi-mile corridors, have infrequent stops and require extensive and expensive through route infrastructures. The White Flint Sector Plan alone cannot justify BRT.

- c. MCDOT supports Examination of bus priority treatments for east-west routes along Montrose Parkway.
- d. MCDOT emphasizes once again that the street network should be wide enough to accommodate buses that traverse through the neighborhoods, which requires at a minimum 12 ft lanes.
- e. Transit staff supports reconstruction of bus priority lanes located to balance the needs for Metrorail feeder along Rockville Pike.

6. North Bethesda TMD

The Sector Plan should acknowledge North Bethesda TMD and its role in achieving mode share goals. This plan calls for increasing levels of aggressive NADMS, from 30 percent in Phase 1 to 39 percent in Phase 3. The North Bethesda Transportation Management District (TMD) is key to achieving these goals. Yet there is no mention at any point in the plan of the TMD or the important role it must play in achieving those goals. There is just one passing reference (page 52) to “the County’s commitment to transportation demand management strategies,” but no discussion is included as to how those strategies may impact achievement of the mode share goals.

7. Developer Cooperation with the TMD

The Sector Plan should acknowledge need for developer cooperation with the TMD and for Traffic Mitigation Agreements. There is no discussion of the need to ensure that development approvals are contingent on developer cooperation with the TMD in achieving the mode share goals. Currently developers are required by the conditions of approval to take certain actions to cooperate with the TMD – many of which are established through the required execution of Traffic Mitigation Agreements. Without these requirements many of the efforts of the TMD and others may be thwarted by developers and their tenants, making achievement of the mode share goals that much more difficult. The plan must make it clear that successful Transportation Demand Management (TDM) requires active, ongoing participation by the development community, employers, residents, and all others occupying their buildings.

8. TMD: Clarification of Mode Share Goals

- a. Mode share goals must be clarified. Do the Plan’s mode share goals apply only to non-residential development, or to residential and non-residential development? Are they targeted at peak period only or overall?
- b. The Master Plan for the North Bethesda Planning Area, of which White Flint is a part, established separate peak period mode share goals for residential as well as non-residential development. The North Bethesda TMD was created by Council resolution with the objective of achieving both residential and non-residential mode share goals. By not addressing these goals clearly in the

White Flint Sector the traffic mitigation objectives of the North Bethesda Master Plan, the White Flint Sector Plan, and the TMD may be frustrated.

- c. Since 60 percent of the new development in White Flint is to be residential, to leave residential development out of the traffic mitigation efforts would place an even greater burden on non-residential development to achieve the reduced levels of traffic congestion desired.

9. Transit Store

Page 65: Eliminate recommendation to create a “transit store.” The discussion about the Satellite Regional Services Center includes a listing of the facilities to be included. These include a “transit store.” The need for future “transit stores” is far from certain, given shifting paradigms for transit fare systems. The operational requirements for these essentially retail functions can be quite demanding of resources. This provision should be removed. Provision of office space for TMD operations in an office development somewhere within the core area of White Flint would be a more helpful requirement.

10. Shuttle Buses and Circulator Bus Routes

MCDOT supports the development of circulator bus routes to provide local service on the east and west cross streets. MCDOT has some concerns regarding the implementation and funding of these services.

The plan calls for “shuttle bus services serving both the Sector Plan area and immediately adjacent commercial properties”; and for “circulator bus routes to provide local service, particularly on the east and west cross streets.”

- a. While they can play a useful role in some settings, local circulators and shuttles can be very costly to operate and can in some cases operate at cross-purposes.
- b. Development within the Sector Plan area should not be contingent on public sector operation of such shuttles/circulators unless a permanent source of funding for them can be provided and their operation can be planned in such a way as not to diminish the operations of public transit in the area.
- c. MCDOT requests greater understanding regarding the recommended transit circulator route, including where it should run and who is served.

11. WMATA Bus Garage: MCDOT strongly recommends that the plan assume the retention of the Metrobus facility and that any FAR that is transferred be used to fund the new station entrance and other transit improvements.

- a. The WMATA site (bus garage) has the greatest potential for future redevelopment and could add a substantial amount of residential uses should the bus facility no longer be needed. If the bus facility remains, the property may be appropriate to transfer density to properties along Rockville Pike.

## Project Specific Comments: Roads

1. Elimination of a section of Executive Boulevard: The draft appears to eliminate a section of Executive Boulevard from Marinelli Road to Old Georgetown Road. MCDOT opposes this, and supports retention of this important existing roadway which not only provides access to such places as the Aquatic Center and Conference Center, but also provides mobility within the planning area. To eliminate a functioning segment of the already master planned transportation public infrastructure seems wasteful, especially given the abandonment processes, utility relocations, vehicular and pedestrian re-routings, and other accompanying actions such elimination will necessitate. If the road is to be eliminated the draft needs to include a more detailed drawing of the replacement "Mid-Pike Spine Street" R/W in relation to the Conference Center building, because it appears that the two would conflict.
2. Executive Boulevard – A segment of Executive Boulevard is proposed to be eliminated in the plan because it has "suburban" characteristics that would disrupt the more urban grid pattern that the plan is trying to achieve. MCDOT opposes this elimination, and urges retention of Executive Boulevard as it exists for all the reasons given in our comments - retention of this important existing roadway not only provides access to such places as the Aquatic Center and Conference Center, but also provides mobility within the planning area; to eliminate a functioning segment of the already master planned transportation public infrastructure seems wasteful, especially given the abandonment processes, utility relocations, vehicular and pedestrian re-routings, and other accompanying disruptions such elimination will necessitate. Retention of that segment of Executive Boulevard in the plan would cause a modification to the urban grid pattern in the Metro West District, and would cause a reassessment of the intersection of Old Georgetown Road (MD 187), Executive Boulevard, and "Old " Old Georgetown Road (aka Hoya Street) extended.
3. Market Street and Promenade: Implementation  
On page 55, the plan recommends initiating a CIP project to identify the alignment and cross-section for Market Street. This should be a MNCPPC planning initiative. It should only be a DOT Facility Planning Study if the intent is to have it be constructed under a CIP project. MCDOT notes that the plan language implies implementation through a private road club.
4. MD 355:  
The plan recommends reconstruction of MD 355 to improve pedestrian access and comfort, increase pervious area, and facilitate BRT treatments. The Plan envisions Rockville Pike within the Sector Plan area as a wider, more pedestrian friendly road with:
  - Additional right-of-way
  - A wide landscaped median
  - 3 through lanes
  - A new, separate curb lane designed for bus-priority treatment during peak periods. This lane may be supplemented with off-peak period parking should adjacent land uses require parking.
  - Wider sidewalks, provisions for bicyclists, tree panels, extensive landscaping and street furniture.

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5. MCDOT comments and concerns regarding MD 355 include:

- a. The Plan must recognize that MD 355 serves a regional purpose to which there are no alternatives. Demand for regional travel along the Pike is only going to increase. A major traffic generator is developing just south of the Policy Area as Bethesda Naval Hospital expands under BRAC.
- b. There must be a balance between travel speeds on major thoroughfares and the frequency and spacing of pedestrian crossings. A wider pike will be harder for pedestrians to cross. Shorter blocks and more signals will slow down the through traffic.
- c. MSHA will need to accept the changes to the Pike.
- d. MD 355 must be constructed as one project segment. The widening of MD 355 would need to be continuous over the entire sector plan to allow the plans recommended pedestrian and bike enhancements.
- e. The ROW expansion may encroach on the Red Line easement and will be subject to Metro analysis.
- f. MCDOT supports wider ROW for priority bus lanes

6. Montrose Parkway

MCDOT recommends that the Plan specifically reference the park and ride facility planned for any future surplus MDOT property from the Montrose Interchange.

- a. Page 43 – reference is made on what to do with any surplus MDOT property from the Montrose Interchange project and it is our understanding that this property is to be used as a park and ride facility. This facility is being funded with federal and state aid. The park and ride facility may be in conflict with the proposed fire/police facility.
- b. MCDOT strongly opposes any loss of the park and ride function; if the land is to be used for other public uses then the park and ride function (including no net loss of spaces) must also be preserved. Also, if the public uses cause negative impacts to the SWM function, then the plan must also proactively address a solution to the potential conflict it calls for.

7. Nebel Street

The recommendation to construct Nebel Street as a 3-lane roadway contradicts the latest PDF and DTE Project Status reports. Both reports call for Nebel Street to be a 4 lane closed section business district road. In any case, recommended lane use and location of pedestrian refuge islands are operational and not appropriate for a Sector Plan document. Those comments should be deleted from the Sector Plan.

8. Old Georgetown Road:

The draft calls for an extended/expanded “Old” Old Georgetown Road as a four lane divided Major Highway intersecting with Old Georgetown Road at Executive Boulevard. It also calls for existing Old Georgetown Road from Executive Boulevard to MD 355 to be reduced from its existing six lane configuration to a four lane divided road. Both ideas are problematic, and therefore opposed by MCDOT.

- a. The extended/expanded “Old” Old Georgetown Road would eliminate a major storm water management (SWM) facility being built as part of the MD 355/Montrose Parkway interchange. Given the importance of SWM, which this plan itself recognizes in its sustainability section, the draft needs to propose a replacement site for the SWM. Experience has shown that where a plan calls for a facility at a location that is environmentally sensitive, implementation of the plan may be frustrated. Therefore, the plan must deal pro-actively with SWM “problems” created by calling for additional infrastructure.
- b. The reduction of Old Georgetown Road from Executive Boulevard to MD 355 does not make sense, because roadway capacity will be at a premium under this plan, so why eliminate capacity which already exists?

9. Randolph Road

Randolph Road is designated as Arterial road “A-90” in the North Bethesda Master Plan, and therefore needs to be similarly referenced in this Sector Plan. At a minimum Figure 43 needs to show Randolph Road so designated, and Table 4 needs to add a listing for Randolph Road. This will also make the road table (Table 4) internally consistent with the bikeway table (Table 5) which does contain a listing for Randolph Road.

10. Woodglen Drive north of Nicholson Lane

On page 57, Woodglen Drive north of Nicholson Lane appears to be redesignated as a private street. MCDOT has worked with MNCPPC and an adjacent developer to establish a compromise typical section, for the portion between Nicholson and Marinelli.

**General Comments on the Street Network:**

1. Improved Street Grid: The Plan envisions an enhanced street grid network to diffuse congestion and to increase pedestrian circulation. The grid includes new business streets and increased local connections, including private streets and alleys. MCDOT supports improvements to the street grid. There are a variety of issues associated with the street grid. These issues are outlined below:
  - a. Who will pay to construct and maintain these streets?
  - b. Regarding the proposal to decrease the width of the streets, one should be conscious of the width of the buses and the ability to provide transit services on local roadways. These same streets must also support emergency vehicles such as fire trucks and ambulances, and commercial trucks to serve businesses.

- c. Several of the new and/or realigned roadways traverse private properties and existing commercial building. Rights-of-way for the new roadway segments are likely to be difficult to acquire, i.e., dependent on total redevelopment of the commercial properties and may occur in piecemeal fashion as to preclude functional roadways.
- d. The proposed street system has many more intersections along Major Roads: MD 355. The short blocks would degrade both travel speeds and capacity to handle traffic volumes.
- e. The approved Executive Regulations notes the purpose of the Context Sensitive Road Design Standards is to:
  - i. “provide for the safety and convenience of all users of the roadway system (including pedestrians and handicapped persons, bicyclists, transit users, emergency service operators, automobile drivers, and commercial vehicle drivers);
  - ii. facilitate multi-modal use;
  - iii. provide for treatment of storm water using Vegetated Integrated Management Practices in the road right-of-way; and
  - iv. accommodate, to the greatest extent possible, street trees as a . . . character element of the right-of-way and associated easements”
- f. As a result, comments such as those on p.20 (“ . . . *loading and service functions should not hinder pedestrian movements. All streets must have ample space for pedestrians, bicyclists and street trees . . .*”) and p.21 (*Pedestrian Priority Streets . . . cross sections must emphasize pedestrian activity, but vehicles will have access at greatly reduced speeds*) are either incomplete and/or inaccurate. They should either be deleted or revised to be consistent with the language in the approved ER.
- g. The Mobility/Street Network Section should include discussions about proposed modifications to the street network in the 1992 Approved North Bethesda/Garrett Park Master Plan. The document should include a discussion about the proposal to remove the existing section of Executive Boulevard between Old Georgetown and Marinelli Roads (note this proposal would require action by the County Council).
- h. The roadway network on Figure 33 (“Existing and Proposed Street Classification”) is dependent upon Council approval of the proposal to designate the entire Sector Plan area as a Metro Station Policy Area. If that proposal fails, it appears several intersections along arterial and major classification roads will not meet the 600 foot spacing requirement in the County Code [Chapter 50, Section 26 (c.2)] – likely necessitating turn restrictions.
- i. A number of approaches to master planned intersections do not align; this should be corrected. What will be the impact of the unnamed proposed street (west side of MD 355 between Marinelli Rd & B-16) on the Conference Center?

- j. On page 23, Figure 13 (and those provided for individual Districts on subsequent pages), the proposed street layout does not agree with that shown on Figure 43 on p. 53.
  - k. Figures 39 and 43 need to reflect consistency in the roadway layout.
  - l. On page 51, second bullet from the bottom, the comment about adding storm water management along Rockville Pike per the Road Code should be reworded to reflect a recommendation that Rockville Pike, even though it is a State Road should conform to the Road Code (and the Context Sensitive Road Design Standard Executive Regulation).
2. Walking Speed and the Street Network
- a. MCDOT notes that the Pedestrian Safety Initiative/Policy calls for 3.5 feet/second walking speed. This comment has been raised to MNCPPC Transportation staff in past discussions.
  - b. The pedestrian recommendations in the Plan appear to be based on 2.5 feet per second walking speed. These recommendations probably cannot be provided if crosswalk distances are long (i.e. 60 feet) and complex signal phasing is required.
3. Conflicts between the Road Code and the Draft: MCDOT recommends consistency between the Road code and the draft regarding ROW widths.
- a. There is a significant disconnect between several of the right-of-way (R/W) widths proposed in the draft, and the standard widths set forth in the Road Code. MCDOT's understanding is that they should be consistent rather than inconsistent. It was agreed that Master Plans should not propose new street standards. New standards should be adopted before they are included in master plans, so that the standards undergo a thorough analysis.
  - b. For example, the draft calls for the "Mid-Pike Spine Street" to be a four lane Business Road with a 90' R/W. The Road Code specifies a 100' minimum R/W for four lane Business District Streets. Table 5 in the Draft must be thoroughly revised and made consistent with the Road Code.
  - c. All references throughout the document should include (or be replaced with) references to the Montgomery County Context Sensitive Road Design Standards, as was done in the recent Gaithersburg West Master Plan. This will ensure the proposed ROW widths, number of lanes and bicycle facilities recommended are compatible with the Road Code.
4. Target Speeds: The draft contains language pertaining to Target Speeds for roads in the planning area. All such language must be deleted. MCDOT continues to maintain that Target Speeds are a roadway design issue governed by the Road Code; they are not a planning issue subject to master/sector plans. Furthermore, the specific Target Speeds recommended in the draft are inappropriately low for the large geographical area (430 acres) covered by this plan. DOT notes that, at a minimum, footnotes stating that target speeds are

expected to be achieved upon the full development of the area, not during the interim stages, be included in the plan.

- a. Page 52 indicates that automobile traffic contributes to greenhouse gas emission and that encouraging transit is beneficial. While this statement is correct, there is new research being used by TPB/COG that related carbon dioxide vehicle emissions to speed. Very slow speeds, less than 10 miles per hour have the worst carbon emissions while speeds in the 20 to 35 mph have the best emissions profile. The report should recognize that any benefit from transit may be offset by increased auto emissions from slower operating speeds. Additionally, traffic standing still due to congestion degrades air quality, economic development and quality of life for individuals and businesses.
- b. PP. 56 & 59 – recommended target speed on all master planned roadways in the Sector Plan area = 25 mph (with the exception of Montrose Parkway). This recommendation is not consistent with the ranges of target speeds approved by the County Council for different classes of roadways in an urban district. We oppose identifying a specific target speed in a Master Plan document; such an approach is contrary to Context Sensitive Design principles.

### **Pedestrian Facilities and Bikeways**

1. Recreational Loop: Page 22 refers to a recreational loop. This loop crosses Rt. 355 three times. MCDOT recommends that the Plan recognize and address the potential for auto/ped/bike conflicts at these intersections.
2. Pedestrian Bridge over CSX Tracks: The CIP Projects section of the Implementation chapter contains some projects that are not discussed in the text of the plan. One example is a “Pedestrian Bridge over CSX Tracks”. This needs to be deleted from Table 7 since no analysis is contained in the body of the plan justifying the need for such a bridge or the benefit for it given its probable significant cost.
3. Bikeway Network on the New Street Grid System  
The lower volume, newly proposed grid street system would make a better bikeway network than the existing major roadways. MCDOT recommends the following routes:
  - a. Boylston St., Citadel Ave., Huff Ct.
  - b. B-7 Route, entire length.
  - c. B-15 to B-16
  - d. Local Street between Old Old Georgetown and MD 355.
  - e. B-10, entire length.
  - f. B-12, entire length.
  - g. Old Old Georgetown Road (M-4a).
4. Marinelli Road  
MCDOT cautions that Marinelli Road may not be an appropriate major bike route. MCDOT recommends providing an alternate route such as B-10.

5. Nicholson Lane Bike Lanes  
MCDOT notes that it will be difficult to gain bike lanes on Nicholson Lane between Woodglen and Nebel Street given the traffic volume and number of turn lanes. MCDOT recommends providing an alternate route such as B-7 – Executive Blvd.
6. Nicholson Lane as a Recreation Loop  
MCDOT notes that Nicholson Lane will not be a good recreation Loop roadway. It is undesirable currently to walk or to bike on Nicholson Lane. MCDOT recommends proposal of an alternate.
7. Shared Use Paths  
Comments from the Montgomery County Bicycle Action Group indicate that bicyclists desire bicycle friendly streets overall and not just shared use paths. Particularly in urban areas such as the White Flint area, it will be difficult for cyclists to share a path with the large amount of pedestrians in the area.
8. Bike Racks  
Bicycle racks should be proposed throughout the White Flint Area.
9. On-Street Parking  
P. 19 – On street metered parking has a detrimental effect upon the safety of bicyclists, especially on narrow private roads.
10. Curb Lanes Serve Bicycles  
Page 56 includes a bullet specifying that Rockville Pike be reconstructed. MCDOT staff recommends that the curb lane should serve bicycles as well as transit vehicles.
11. Bikeway Map Page 57
  - a. How do bikes on DB-14 access SP-50 and SP-41? Map does not show connectivity.
  - b. DB-13 should connect to White Flint Drive and/or Orleans Terrace for neighborhood access.
  - c. DB-13 should have an arrow continuing onto Edson Lane heading west.
  - d. SP-41 should indicate an existing bike corridor instead of an arrow to empty space.

**Specific Comments: Other Transportation Issues**

1. White Flint Urban Design Guidelines
  - a. There is no need for “White Flint Urban Design Guidelines” as they relate to roads when the Road Code, which encompasses design for transportation projects, has just been completed. MCDOT remains concerned that the White Flint Urban Design Guidelines, which will not be specifically approved by Council, will conflict with the Road Code and cause confusion.
  - b. Which agency will be responsible for administering the White Flint Urban Design Guidelines?

## 2. Streetscaping

The Plan recommends providing a streetscape on all existing public roads but does not mention who/how will the streetscape amenities will be maintained. The plan should specify how the streetscape will be maintained.

## 3. Utility Undergrounding

The comment on page 20 that (“ . . . locating . . . “dry” [gas, telephone, electric, & cable TV] utilities under the sidewalk will allow the street tree canopy the space to grow”) is misleading. To properly address this issue, the public utility companies need to be brought into the discussion – to determine the short- and long-term implications of this proposal. MCDOT recommends allowing dry utilities to be located in the ROW only when approved on a case-by-case basis.

In the Bethesda and Silver Spring CBDs, developers are required to install rather costly amended soil panels to facilitate longitudinal root growth between adjacent street trees. The real reason for locating dry utilities in the right-of-way is to allow developers to maximize the area of the building envelope available for development instead of locating their utilities outside the right-of-way in Public Utility Easements. With the likely introduction of café seating in the right-of-way and increased pedestrian activity (due to the increased FARs and greater emphasis on non-auto mobility), sidewalk space will be at a premium for all users. When a utility company needs to close a sidewalk to access/repair their underground facilities under a sidewalk, the users of that sidewalk will be greatly impacted. [This issue is a topic for future discussion on the “Parking Lot List” of outstanding/unresolved items from the Context Sensitive Roads effort.]

## Parking in the Sector Plan Area

MCDOT’s reading of the Plan shows the need for 9,000 new parking spaces, at a cost of approximately \$360 million, excluding land.

1. All parking in White Flint must be provided by Developers as required by Code.
2. Adequate parking accessible to the public must be provided for both long term and short term parking needs. This is to be determined by the parking study that is underway.
3. Publicly accessible parking must be managed by the County through the Department of Transportation.
4. The cost of managing the public parking must be covered by revenues generated by the parking. Free parking should not be permitted as suggested in the proposed CR Zone.
5. Although the Plan indicates that some streets will utilize on-street parking there is a great deal less specificity regarding parking than there is in many other aspects of the Plan. On-street parking is an operational issue that is evaluated based on traffic volumes and safety considerations which can change as traffic conditions change.

## STAGING

The Draft Plan recommends a three-phased Staging Plan with a critical pre-requisite component. Staff does not recommend any changes to the pre-requisites, however, in light of the Partnership's Rockville Pike proposal, more definitive and expanded text is necessary to guide the proposed Boulevard Feasibility Study recommendations on page 74 of the Draft Plan.

### Issues

#### 1: *Rockville Pike Reconstruction*

The proposed reconstruction of Rockville Pike is integral to recreating White Flint as an urban center. The Rockville Pike design concept described in the December 2008 Draft Plan resulted from nearly two years of conceptual alternatives analysis. The Draft Plan concept incorporated bus priority in a "diamond lane" treatment along the curb within a 150' right-of-way. There was a westerly shift in the roadway centerline to avoid any reconstruction conflicts within the Metro tunnel easement and to feature the easement area as part of a promenade treatment, particularly in the southern portion of the Plan area.

In May 2009, the White Flint Partnership proposed an alternative concept for Rockville Pike that would create a barrier-separated "vehicular rapid transit" system in the median within a 162' right-of-way (an additional 20' of sidewalk would be located in an easement). Other features of the Partnership proposal included all-day, on-street parking and independent bike lanes. A key element of the Partnership proposal was their belief that it could be implemented more rapidly than the Draft Plan proposal to reconstruct Rockville Pike reconstruction in Phase 3 of the Staging Plan.

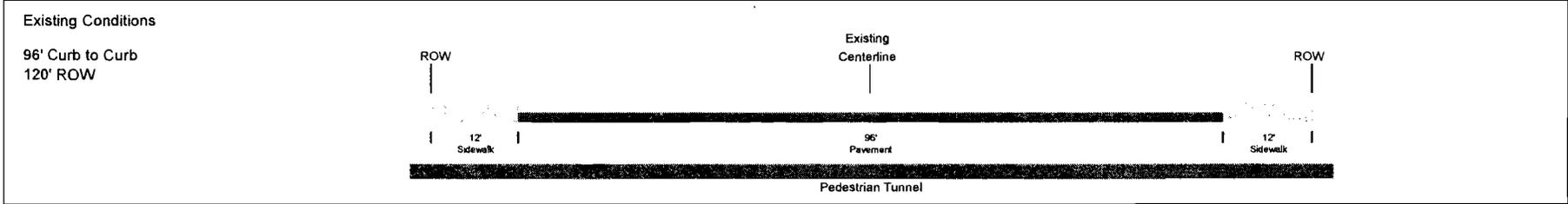
The two alternatives for the Pike were discussed at Planning Board Worksession #10, at which time the White Flint Steering Committee endorsed the Partnership proposal.

Staff convened an interagency meeting on May 18, including MDOT, SHA, Montgomery County DOT, WMATA, and Partnership representatives to review both the Draft Plan and Partnership proposals and develop a strategy for completing the Sector Plan and pursuing subsequent alternatives analyses and design studies. Figure 1 provides a comparison of four alternative Pike sections, using the existing Metro tunnel location as a fixed point of reference:

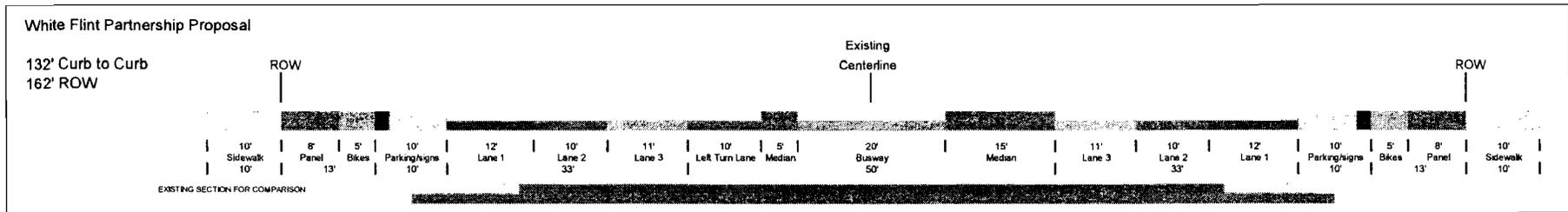
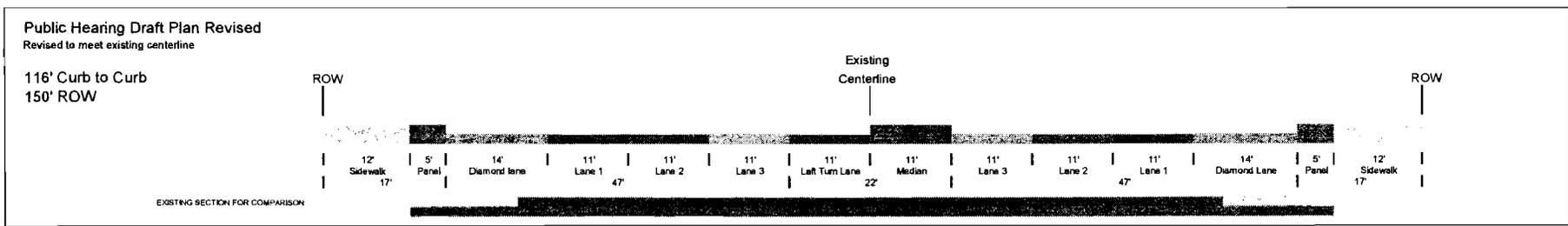
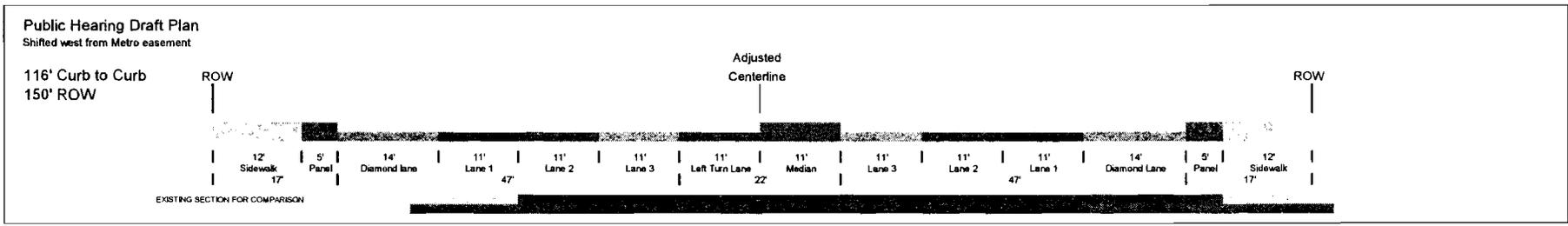
- Existing conditions: 120'-150' right-of-way
- The Draft Plan recommended concept (150' right-of-way, centerline shifted to the west)
- The 150' right-of-way, existing centerline retained
- The Partnership proposal (162' right-of-way and 20' easements, existing centerline generally retained with some shifting – up to 6' – to the east)

# White Flint Sector Plan Alternative Rockville Pike Sections

Metrorail Station South Entrance ~200 feet north of Marinelli Lane Looking North



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Primary conclusions at the May 18 interagency meeting were:

- There are no fatal flaws associated with a 162' wide right-of-way that overlaps with the WMATA easement on the east side of the Pike. Continued coordination between SHA, WMATA, MCDOT, and adjacent property owners is needed to determine structural requirements that will be dependent on the design.
- The value of a median busway in White Flint is dependent upon BRT planning outside the Sector Plan area, a subject of County study during FY 10. The potential to provide a median BRT facility in the Sector Plan should be preserved in the event that the County concludes a BRT network should include a substantially longer median segment (such as between the Rockville Town Center and Medical Center Metrorail stations). If the County concludes a longer BRT segment is not desirable, then transit riders and pedestrians may be better served by the curb lane bus priority concept.
- The provision of all-day, on-street parking is a safety and operational concern for transportation agencies regardless of the operating speed. Further study is needed to evaluate the benefits and problems of all-day parking on roadways carrying at least 50,000 ADT.
- Any alternatives analysis for Rockville Pike should follow the requirements of SHA. The County needs to identify Rockville Pike as a top priority project so that the state delegation will support the study in the state Consolidated Transportation Program. The County needs to determine the proposed study limits, a decision that should be considered in tandem with the results of the pending countywide BRT analysis.

The selection of a preferred concept must consider two basic differences between the Draft Plan proposal and the Partnership proposal:

- Shifting of the center line
- A busway in the median.

a. *Shifting of the center line*

The Draft Plan recommendation to shift the centerline of Rockville Pike in a westerly direction by 15' was influenced by both urban design and feasibility interests. From an urban design perspective, a westward shift was intended to facilitate a consistent cross-section design, uninterrupted by limitations at the Metrorail station and Nuclear Regulatory Commission properties. A westward shift would avoid concerns associated with construction on top of the Metrorail easement. The western shift would require approximately two acres of property from properties along the western edge and would have required development of a revised centerline that tied back to the existing centerline at both northern and southern ends of the Sector Plan. Depending upon the specific alignment of the revised centerline, the Draft Plan recommendations would have resulted in impacts on approved development on the west side of the Pike, including the North Bethesda Marketplace under construction.

Staff recommends that amending the Sector Plan so that it does not include a westward centerline shift, but rather retains the current roadway centerline.

*b. A busway in the median*

Staff does not think that a median busway is needed on Rockville Pike to serve Sector Plan development. However, staff notes that substantial support exists for a median BRT facility travel demand for bus-rapid transit (BRT) service along the Pike will be included in the Countywide BRT study approved in the County's FY 10 budget.

Several factors influence staff thinking regarding the median busway:

- Transportation agency interest in a median BRT system relates to the potential for a BRT network that would extend well beyond the Sector Plan boundary north to south.
- The potential for longer-distance BRT services along the Pike will not be known for about a year.
- The study of Countywide BRT opportunities would need to be followed by a functional amendment to the Master Plan of Highways.
- The Partnership proposal preserves the 150' right-of-way for the Draft Plan concept along the existing Pike centerline and identifies additional right-of-way (up to 6' more on the west side of the Pike and up to 12' more on the east side of the Pike) that could be used to implement median BRT.
- Substantial community and developer support exists for a median BRT system and for the Partnership proposal.
- Preservation of more right-of-way than needed to implement the Sector Plan concept will not have a significant effect on the placemaking characteristics of the Pike and may provide more options for the subsequent SHA feasibility study.

Staff concludes that the right-of-way for Rockville Pike should preserve a 162' cross-section on a revised centerline that shifts the existing centerline in an easterly direction up to six feet in certain locations.

*Staff Recommendation:*

*Amend the Sector Plan recommendation to:*

- *retain the proposed typical section for Rockville Pike,*
- *shift the Pike centerline back to the existing centerline, and*
- *reserve additional right-of-way to accommodate a wider median and to anticipate and preclude an amendment to the Sector Plan resulting from the BRT study results.*

*Add text as follows (p. 56):*

The primary purpose of Rockville Pike is to accommodate the movement of people and goods in all modes in a safe and efficient manner, providing connectivity for travel to, from, and through all Sector Plan neighborhoods and adjacent communities.

The Sector Plan recommends retaining Rockville Pike as a six-lane major highway but stresses the need to redesign and reconstruct the Pike as an urban boulevard with both design elements and adjacent building lines reinforcing the need to lower travel speeds as appropriate for an urban environment.

The reconstruction of the Pike needs to include the following elements:

- Pedestrian elements that provide pedestrian comfort in both sidewalks and crosswalks
- Bicyclist accommodation both provided on-road and facilitated via the east-side sidewalk
- Bus priority lanes located to balance the needs for Metrorail feeder, circulator, and potential new line-haul services along Rockville Pike as would be found desirable to supplement Metrorail.

The design analysis for the Pike should be undertaken during the first phase of the Plan, with the support of the County Executive and Council as a priority study. The design analysis needs to reflect further study of:

- A BRT network beyond the Sector Plan area, to be examined by the County during the next year. In the interim, both barrier-separated median busway and curb-lane busway options should be preserved.
- Transit service concept planning
- Pedestrian demand studies focused on Metrorail access
- Metrorail tunnel structural load analyses
- Coordination with utility companies
- Operational analysis of the effect of on-street parking

## 2. *Parking Management Authority*

The Public Hearing Draft of the White Flint Sector Plan on page 62 recommends establishing a Parking Lot District (PLD) to manage parking demand. This recommendation reflects an emphasis in applying parking management strategies to help affect a modal shift from private auto to transit and non-motorized travel.

The County currently has four PLDs (Silver Spring, Bethesda, Wheaton, and Montgomery Hills). In these PLDs, whose establishment dates to the 1950s, the primary value was to leverage the value in County-owned land to spur economic development. In White Flint, there is not as much publicly owned land and the need to spur economic development is not as compelling.

However, the need to efficiently manage parking supply and demand is of increasing importance throughout the County. Since the publication of the Draft Plan and subsequent discussions with the Executive Branch, staff has pursued a three-pronged approach to managing parking.

- Reduce parking requirements for all new development and encourage private sector parking be made available to the public (at a fee) through both the Comprehensive Zoning Ordinance project and the new CR District.
- A programmed study of appropriate commercial parking requirements (an outcome of OLO Report 2009-6 on travel demand management and the Climate Protection Plan), approved in the FY 10 budget by the County Council.
- Exploration of a new Parking Management Authority concept in Section 60 of the County Code to combine public sector promotion of parking options with private sector construction and operation of garages.

The draft CR District presented to the Planning Board on May 21 included mechanisms to limit parking and incentivize the provision of public parking:

- Section 59-C-15.231 requires that the minimum parking requirements in Section 59-E of the ordinance be considered maximum parking requirements in the CR District and identifies new minimum parking requirements that are a fraction of the Section 59-E requirements based on the distance to transit services.
- Section 59-C-15.264 provides incentive density floor area for on-site provision of publicly accessible parking spaces.

The MCDOT will contract with a consultant in FY 10 to develop a systemic set of formulae to link commercial maximum and/or minimum parking space requirements to match employee commute mode share goals and reflect the presence or absence of a Parking Lot District or other parking management authority. The results of this study, expected in early calendar year 2010, will be used to finalize or amend the CR District.

Staff has coordinated with the Executive Branch and members of the White Flint development community on how publicly accessible parking could be sited, funded, constructed, and operated. A primary tenet of these discussions is the recognition that the construction of structured parking requires property and capital funds. Whoever provides the resources should be able to control the income generated by the parking. Staff believes that it is more practical and efficient to expect the private sector to build parking but that some public parking should be provided.

Encouraging public parking through zoning achieves several objectives:

- Publicly-accessible garages can be located during the development process rather than prescribed by the Plan.
- Provision of publicly-accessible garages will occur in phases as development comes online, rather than requiring public funding to anticipate and stay current with the private sector marketplace.
- Parking garages could be a mix of privately operated or publicly operated garages, based on agreements reached during the development approval process.

*Staff Recommendation:*

*Replace the section on Parking Districts on page 62 of the Draft Plan in its entirety as follows and delete Figure 35:*

Parking Management

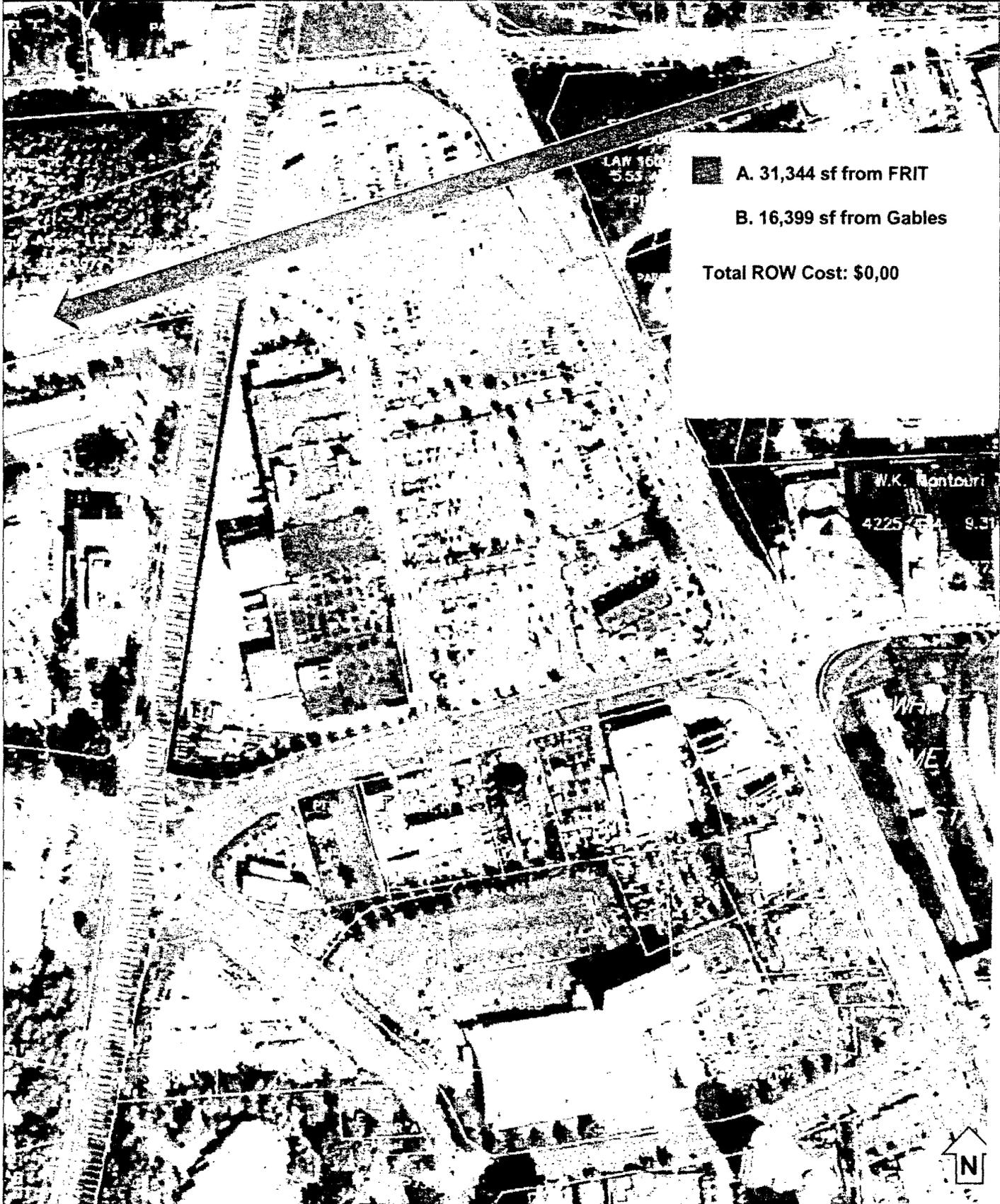
Encourage provision of public parking by private development through incentives in the CR Zone. Establish a Parking Management Authority for the Sector Plan area to assist in the active management of parking demand and promote shared parking efficiencies, particularly relieving the requirement for smaller properties to self-park. Public-private parking agreements should be encouraged as private properties redevelop.

3. *Staging Plan*

The staging plan for the Sector Plan has been revised to clarify those transportation system elements that are required to facilitate Pike reconstruction and those elements (including the development of Market Street) needed to create a civic core. This requires a revised cost estimate (see Table 7) for all staging plan infrastructure without assigning it specific private-sector or public-sector responsibility. The assessment of responsibility will occur during establishment of development districts for the Plan prior to Stage 1.

The implementation and financing scheme developed in 2008 did not include estimates of right-of-way costs, anticipating that properties would dedicate right-of-way during the development process. Staff recognizes that this assumption inadvertently presented a "best-case scenario." On the other hand, the cost estimate included transportation infrastructure that would logically be the responsibility of individual developers (such as master-planned streets on Mid-Pike Plaza or White Flint Mall properties). While staff can make assumptions regarding which properties might choose to develop in any of the three stages, **the Sector Plan staging plan should not be tied to those assumptions.** Therefore, staff must establish a "worst-case scenario" in which the public sector would need to implement all the necessary staging plan elements for Stage 1 or Stage 2 infrastructure needs.

# White Flint Sector Plan: Improvement #2 & #3: ROW Acquisition



- A. 31,344 sf from FRIT
- B. 16,399 sf from Gables
- Total ROW Cost: \$0,00



November 23, 2009

Via: E-Mail

Phil Andrews, President  
Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850

**Re: White Flint Sector Plan–Executive Boulevard and Old Georgetown Road Intersection**

Dear President Andrews and Members of the County Council;

On behalf of five office building property owners on Executive Boulevard (“the Washington Science Center”), who own 700,000 square feet of office space, we would appreciate this letter being placed into the record of the White Flint Master Plan.

The five affected properties include the following buildings:

- A. 6000 Executive Boulevard 125,600 sq. ft.
- B. 6001 Executive Boulevard 203,000 sq. ft.
- C. 6003 Executive Boulevard 110,400 sq. ft.
- D. 6011 Executive Boulevard 134,700 sq. ft.
- E. 6100 Executive Boulevard 126,300 sq. ft.

The Washington Science Center is located at the gateway entrance to White Flint from I-270/Montrose Parkway. In addition, the buildings (over one million square feet) along Executive Boulevard are an extremely important part of our County’s economy. In total, this important employment area provides for thousands of employees.

Crucial to its functioning is the Executive Boulevard / Old Georgetown Road intersection. The White Flint Plan, now under consideration, does not include the Washington Science Center area (White Flint Plan Phase 2), but the Plan proposes significant change to the location and full access of this intersection and the realignment of Old Georgetown Road /at Executive Boulevard. The area’s needs must be considered in any proposal to alter the area’s road system.

We support the general recommendation of the White Flint Plan. However, we have serious concerns about the implication, funding and road staging of its proposals. The County and State Highway Administration should continue to provide a full-movement, signal, high-capacity intersection at Executive Boulevard / Old Georgetown Road. We believe that this is the intent of the Plan, but it is not stated in the White Flint Sector Plan, dated July 2009. We request that the relocation of Old Georgetown Road, (M-4) be staged to provide continuous, direct access to the Metro Station and Rockville Pike services. Any construction at this intersection (Old Georgetown Road and Executive Boulevard) should be coordinated with the property owners.

Please keep us informed regarding the access and functioning of “old” Old Georgetown Road, which we support as recommended by the pending master plan. We believe its future access to North Rockville Pike area is a positive recommendation.

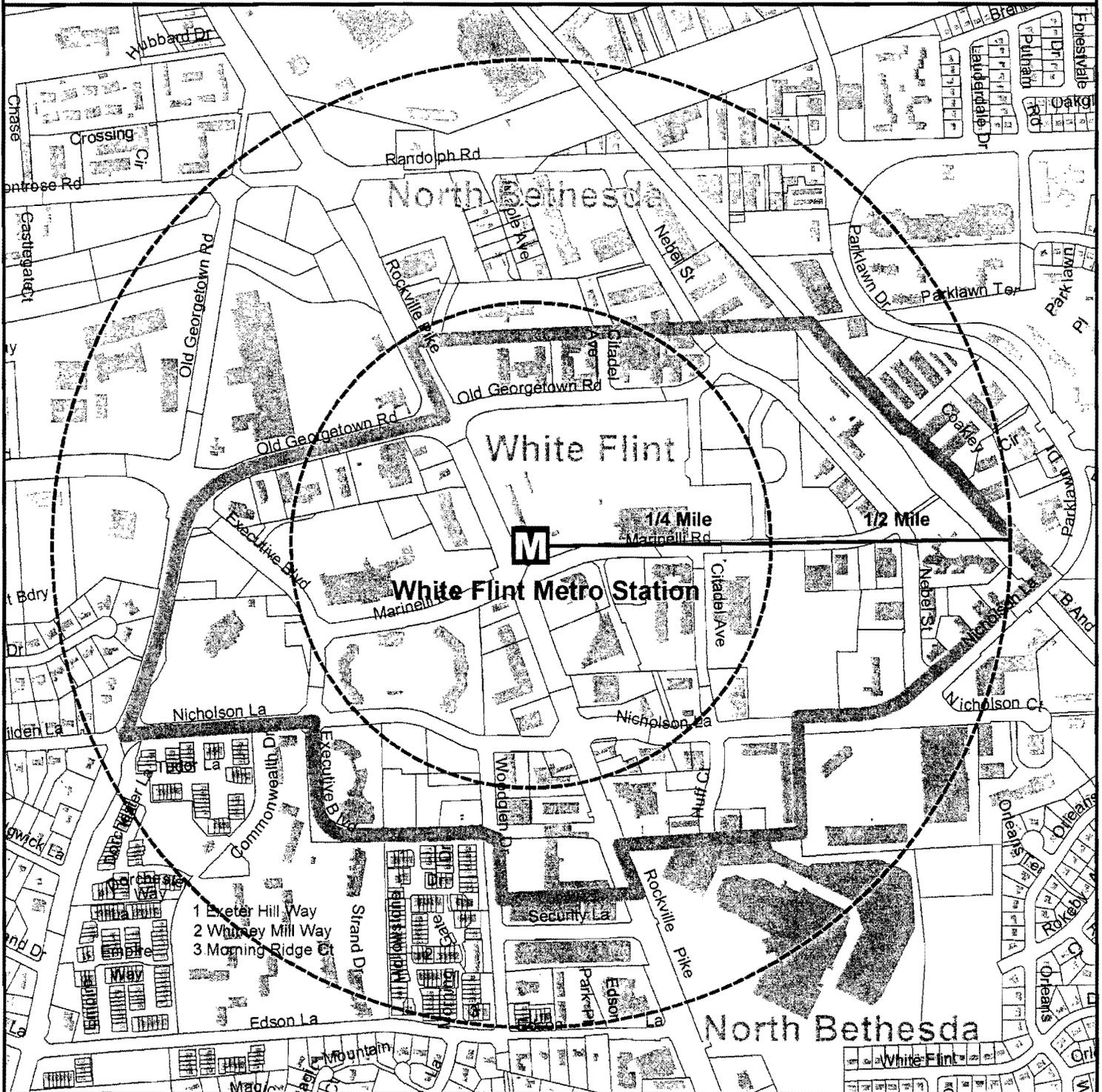
If you have any questions, please do not hesitate to call me.

Sincerely,

*Perry Berman*

Cc: County Executive Ike Leggett  
Chairman Royce Hanson  
Director Art Homes  
Director Rollin Stanley  
Deputy Director Glen Orlin  
Division Chief Dan Hardy

# 2003 White Flint Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
North Bethesda	230,214,264	375,079	0.16%
White Flint	10,011,140	5,097,020	50.91%

**% of Policy Area within Half Mile of Metro Station\*:**

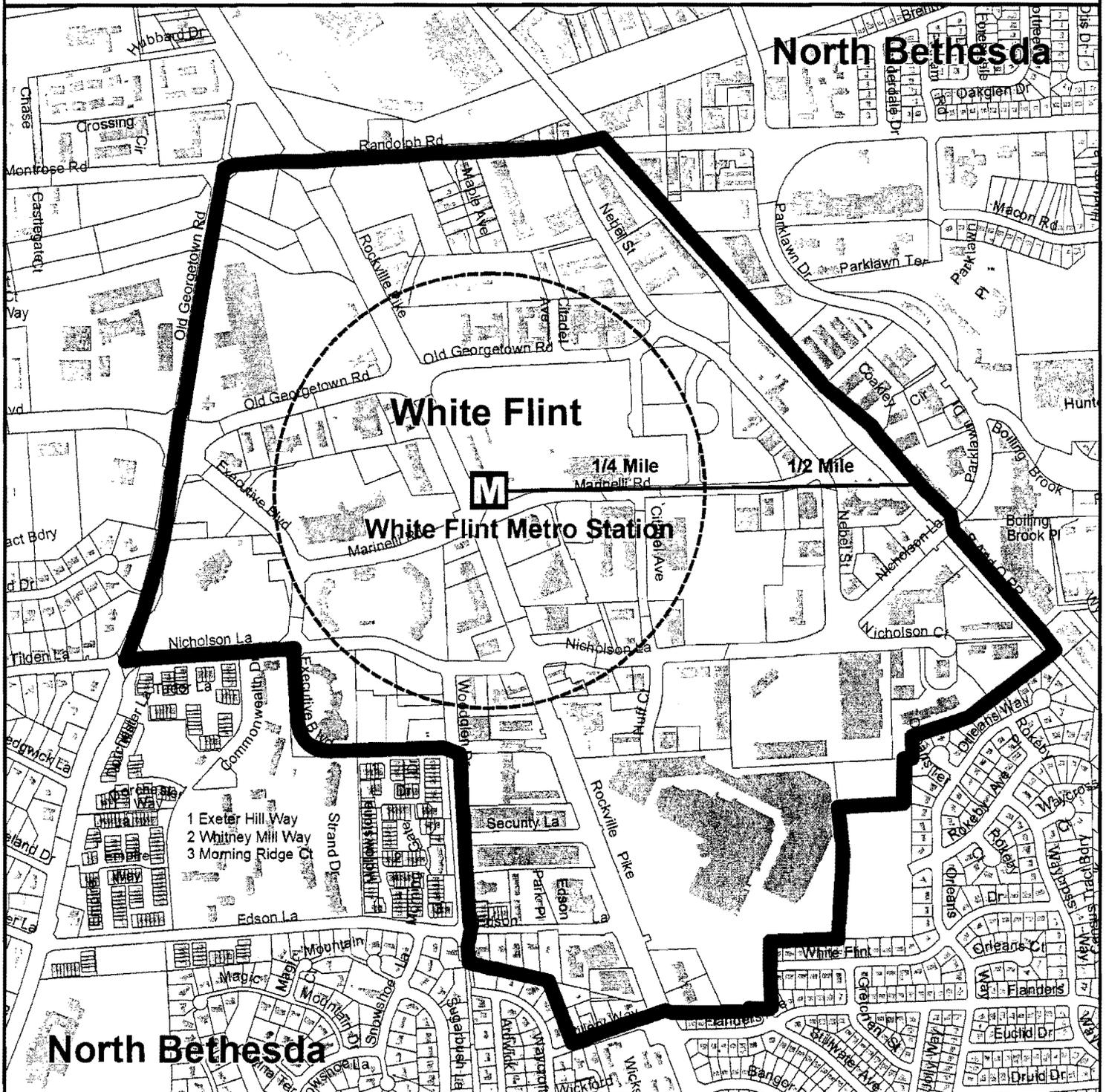
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	230,214,264	11,915,661	5.18%
White Flint	10,011,140	9,976,382	99.65%

\* Formula: (policy area within buffer/policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# White Flint Metro Station Policy Area: Current Proposal



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
White Flint	18,306,761	5,472,100	29.89%

**% of Policy Area within Half Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	221,918,643	6,339,932	2.86%
White Flint	18,306,761	15,552,111	84.95%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# Bethesda CBD Metro Station Policy Area



% of Policy Area within Quarter Mile of Metro Station\*:

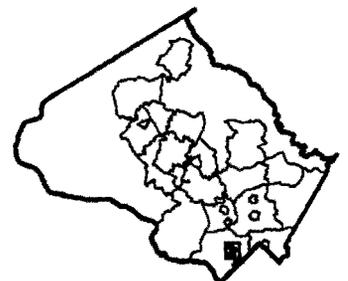
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Bethesda CBD	19,913,142	5,352,511	26.88%
Bethesda/Chevy Chase	566,884,489	119,589	0.02%

% of Policy Area within Half Mile of Metro Station\*:

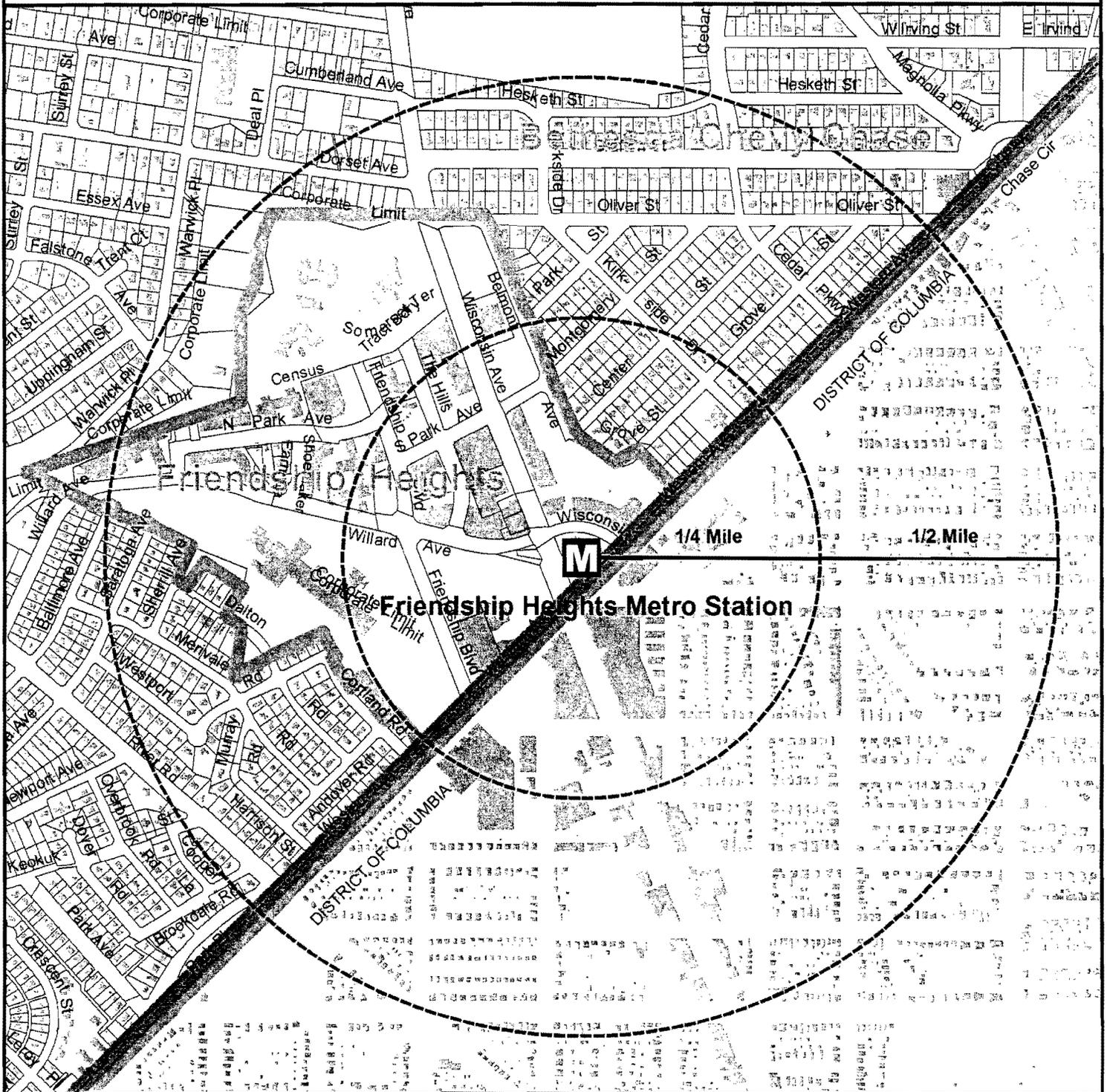
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Bethesda CBD	19,913,142	14,764,596	74.14%
Bethesda/Chevy Chase	566,884,489	7,127,447	1.26%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# Friendship Heights CBD Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Behesda/Chevy Chase	566,884,489	742,153	0.13%
Friendship Heights	5,252,446	2,404,562	45.78%

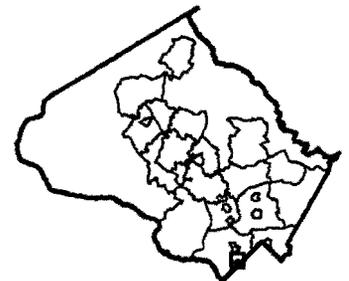
**% of Policy Area within Half Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Behesda/Chevy Chase	566,884,489	6,615,579	1.17%
Friendship Heights	5,252,446	5,162,849	98.29%

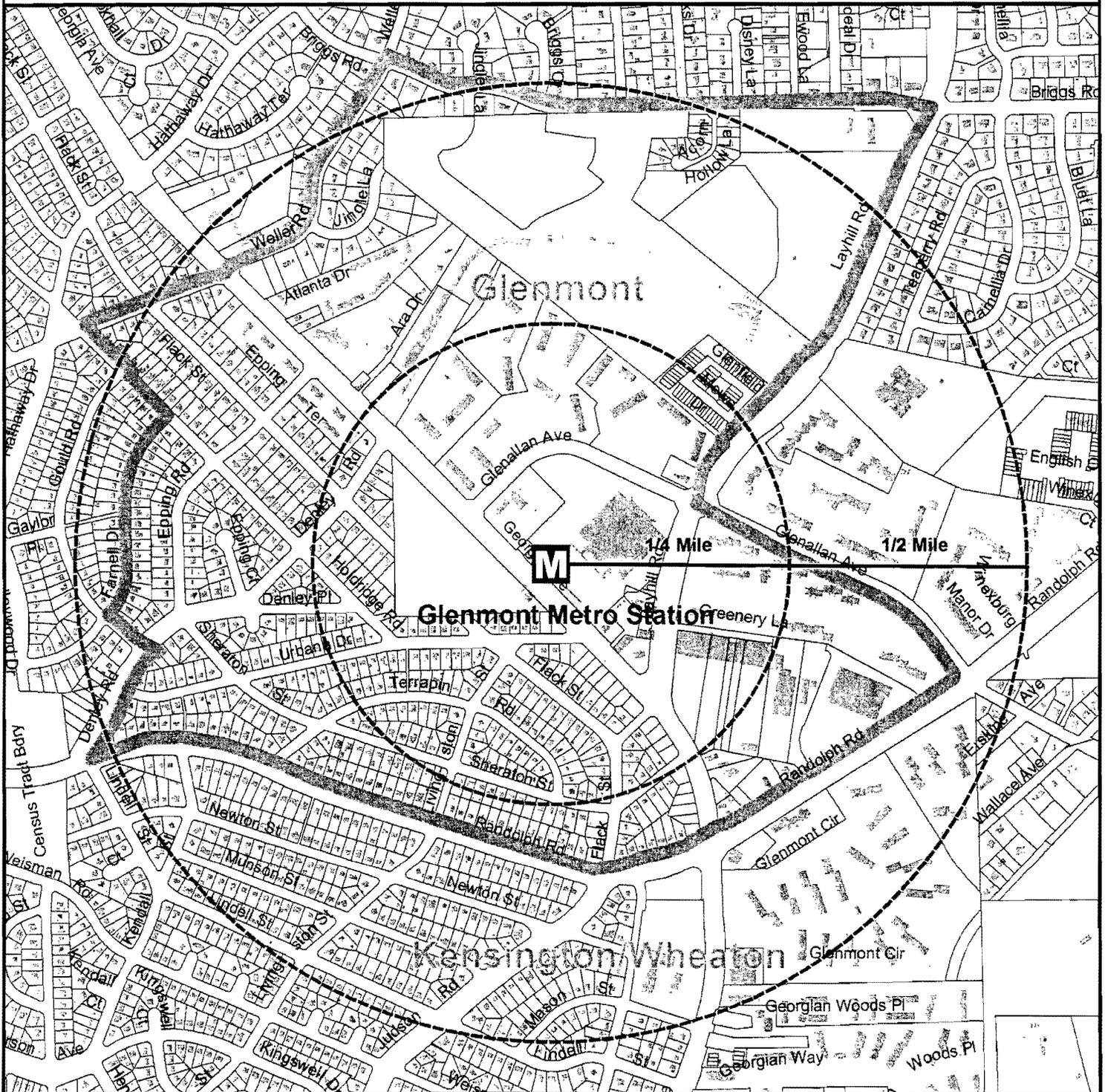
\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009

50



# Glenmont Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Glenmont	14,359,834	5,269,270	36.70%
Kensington/Wheaton	509,602,637	202,830	0.04%

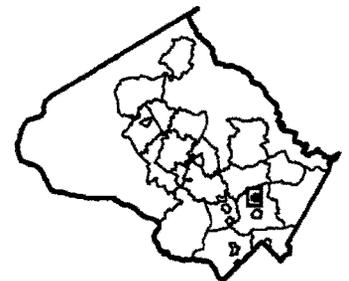
**% of Policy Area within Half Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Glenmont	14,359,834	13,813,519	96.20%
Kensington/Wheaton	509,602,637	8,078,524	1.59%

\* Formula: (policy area within buffer/total policy area) \* 100

Sources: Research and Technology Center, Montgomery County Planning Department, October 2009

51



# Grosvenor Metro Station Policy Area



### % of Policy Area within Quarter Mile of Metro Station\*

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Grosvenor	12,038,540	5,159,512	42.87%
North Bethesda	221,918,643	312,588	0.14%

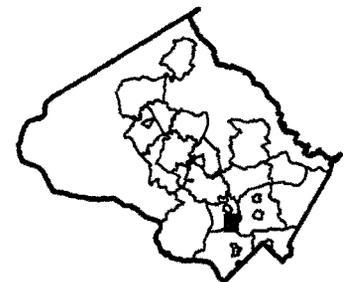
### % of Policy Area within Half Mile of Metro Station\*

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Grosvenor	12,038,540	10,651,104	88.49%
Kensington/Wheaton	508,602,837	898,018	0.18%
North Bethesda	221,916,643	10,342,921	4.66%

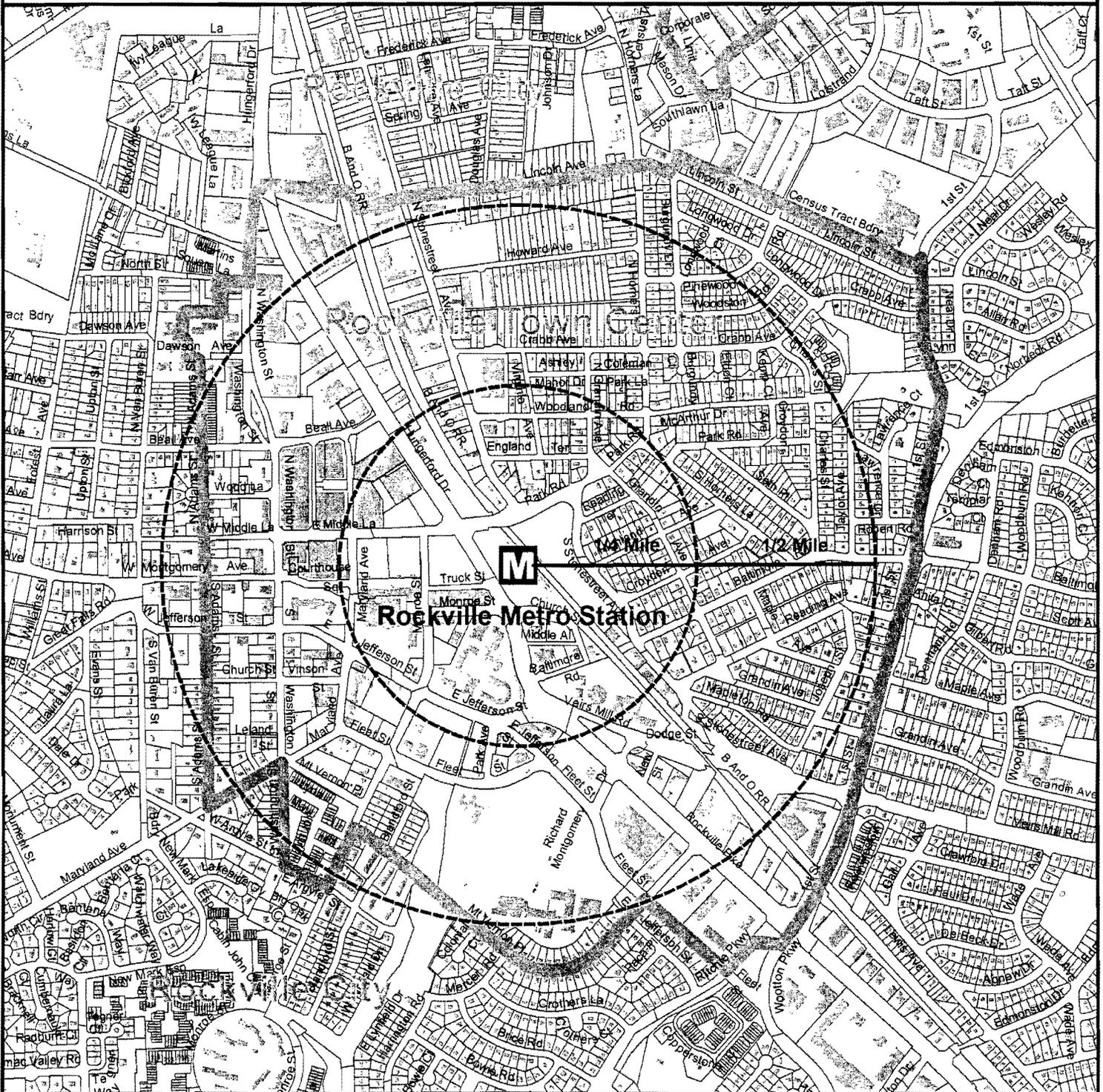
\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009

(52)



# Rockville Town Center Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Rockville Town Center	26,371,737	5,472,100	20.75%

**% of Policy Area within Half Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Rockville City	343,174,610	866,189	0.25%
Rockville Town Center	26,371,737	21,025,854	79.73%

\* Formula: (policy area within buffer/policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# Shady Grove Metro Station Policy Area



### % of Policy Area within Quarter Mile of Metro Station\*:

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Shady Grove	23,469,444	5,472,100	23.32%

### % of Policy Area within Half Mile of Metro Station\*:

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Derwood	208,084,758	1,430,069	0.69%
Rockville City	343,174,610	3,698,162	1.08%
Shady Grove	23,469,444	16,763,812	71.43%

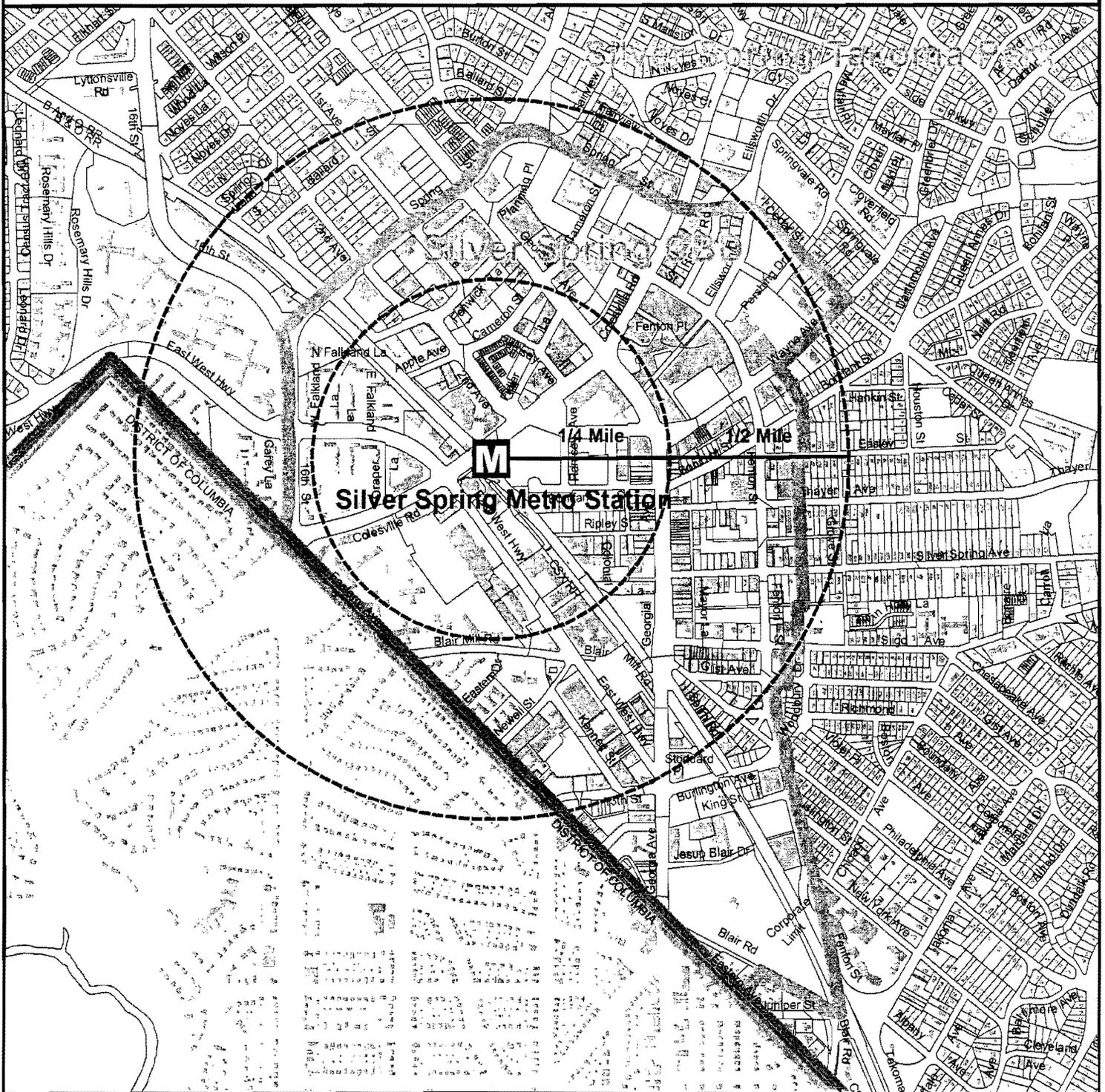
\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009

(54)



# Silver Spring Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Silver Spring CBD	16,616,543	5,472,100	32.93%

**% of Policy Area within Half Mile of Metro Station\*:**

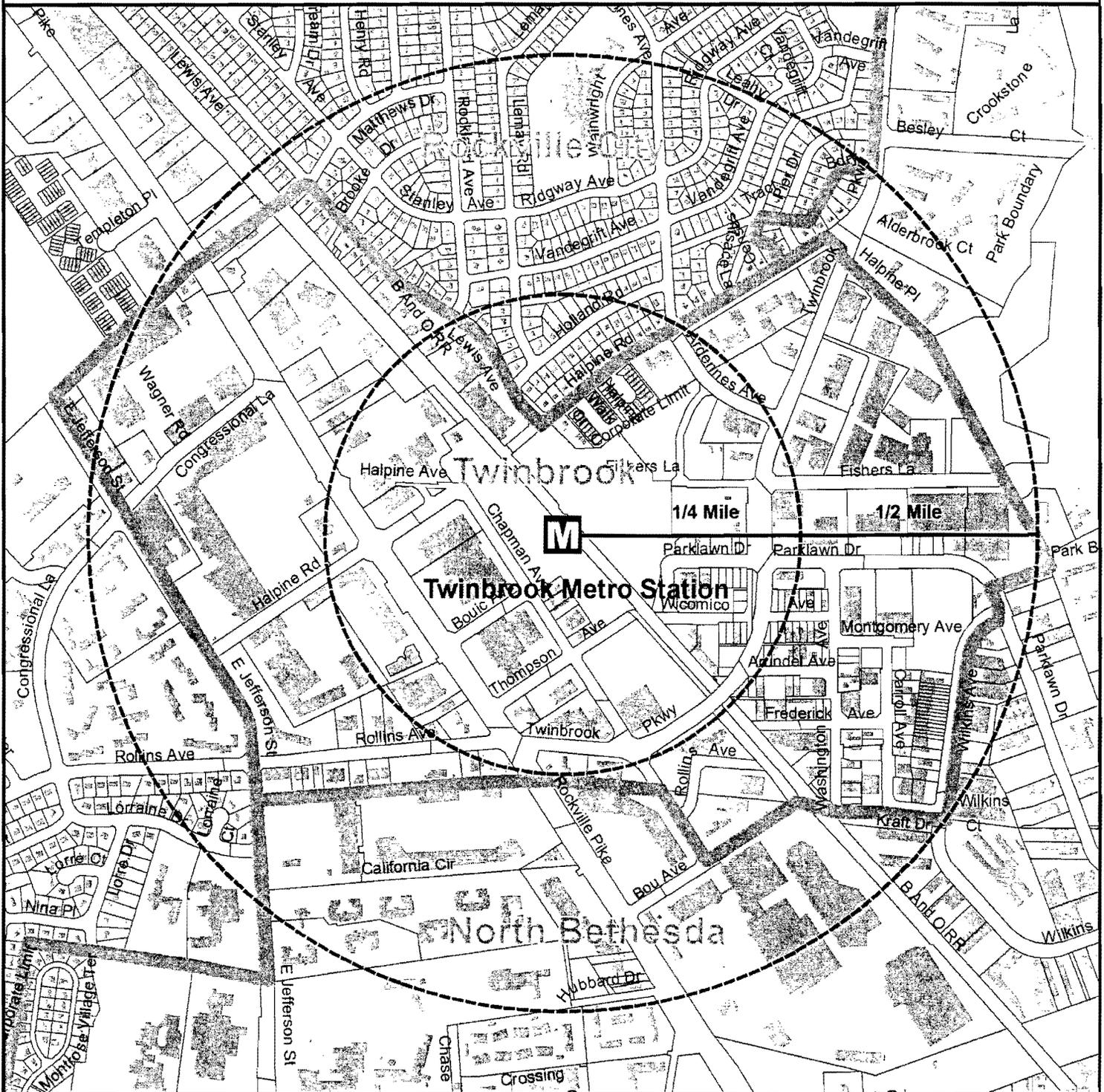
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Silver Spring CBD	16,616,543	14,129,762	85.03%
Silver Spring/Takoma Park	263,687,531	4,349,399	1.65%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# Twinbrook Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Rockville City	343,174,610	447,798	0.13%
Twinbrook	12,656,409	5,024,301	39.70%

**% of Policy Area within Half Mile of Metro Station\*:**

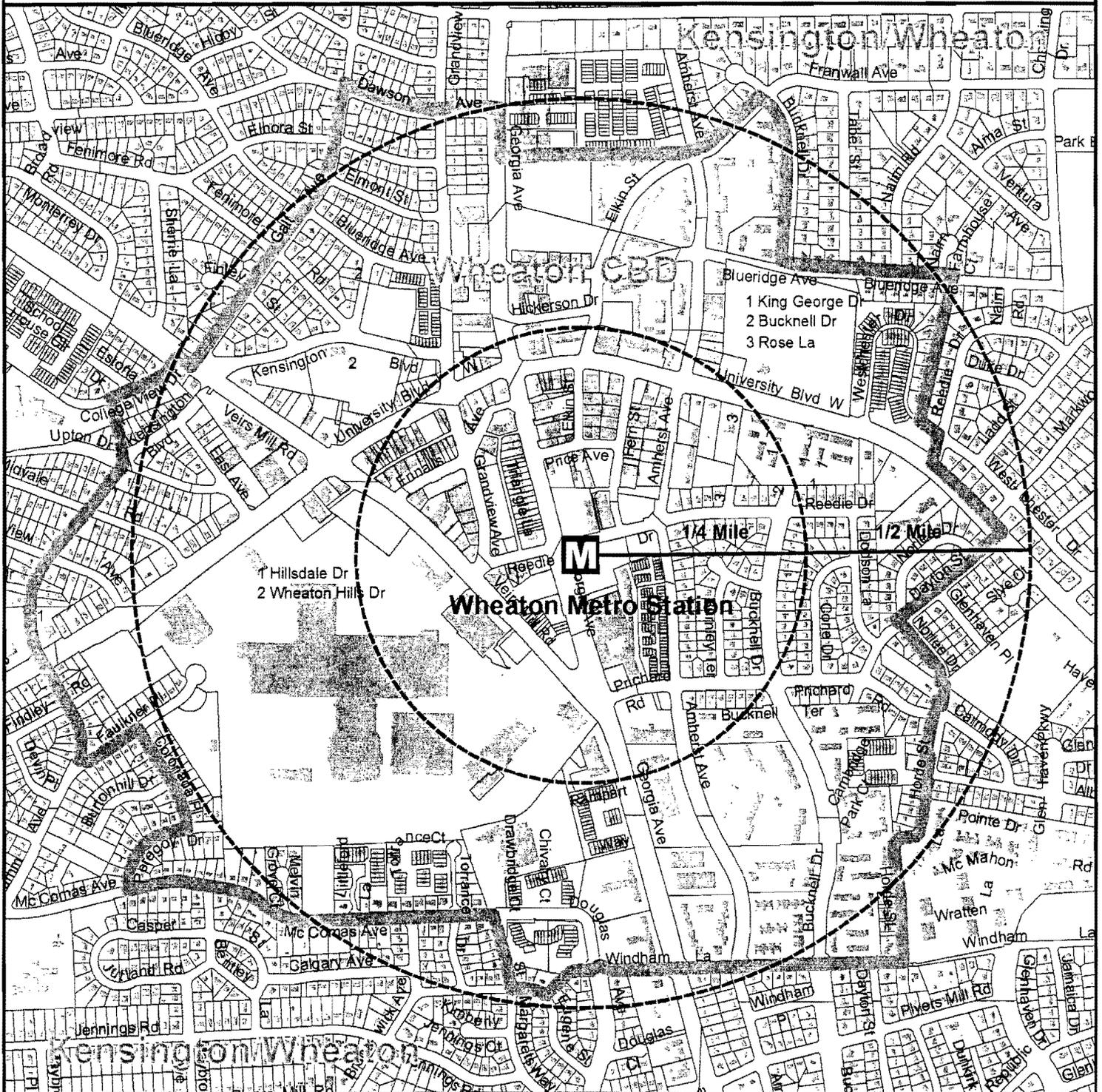
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	221,918,643	4,490,032	2.02%
Rockville City	343,174,610	4,869,941	1.42%
Twinbrook	12,656,409	12,532,069	99.02%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# Wheaton CBD Metro Station Policy Area



### % of Policy Area within Quarter Mile of Metro Station\*:

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Wheaton CBD	20,845,307	5,472,100	26.25%

### % of Policy Area within Half Mile of Metro Station\*:

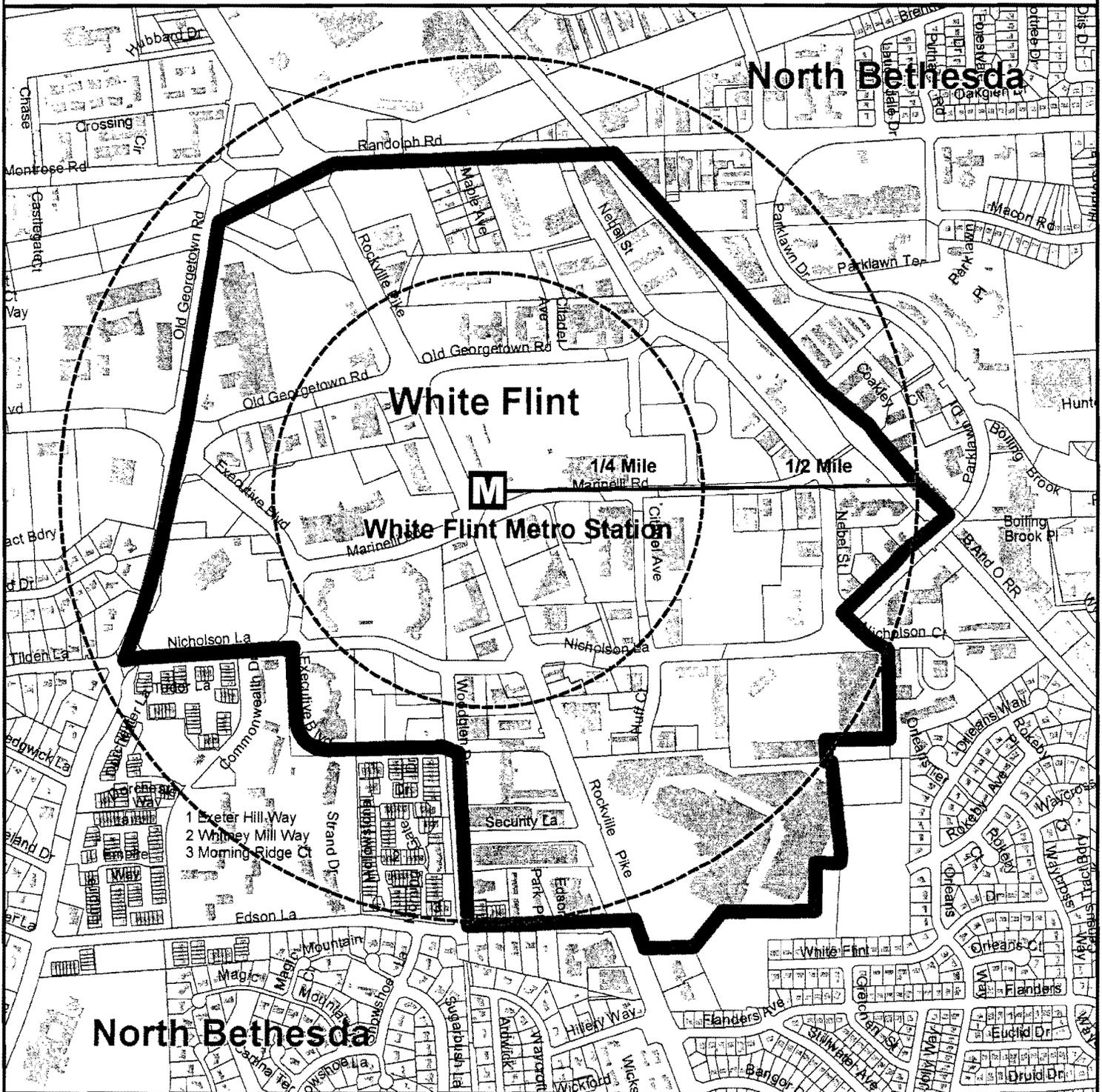
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Kensington/Wheaton	20,845,307	19,264,537	92.52%
Wheaton CBD	509,602,637	2,627,506	92.42%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



# 2007 White Flint Metro Station Policy Area



**% of Policy Area within Quarter Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
White Flint	15,934,989	5,472,100	34.34%

**% of Policy Area within Half Mile of Metro Station\*:**

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	224,290,414	6,742,957	3.01%
White Flint	15,934,989	15,149,086	95.07%

\* Formula: (policy area within buffer/total policy area) \* 100

Source: Research and Technology Center, Montgomery County Planning Department, October 2009



## Evaluate and Select a MARC Station Location

### **Staff Recommendation:**

Establish a MARC station on the Montouri property adjacent to Old Georgetown Road.

### **Background**

The *Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan* recommends that a new MARC station be established at Montrose Crossing (at the northern end of Nebel Street Extended) (Attachment 5). The White Flint Sector Plan recommends relocating this MARC station into the White Flint Sector Plan. The Twinbrook Sector Plan, adopted January 2009, removed the MARC station from the Montrose Crossing site to facilitate its relocation into the White Flint Sector Plan area.

The Draft White Flint Sector Plan identifies two sites indicated on Figure 8. The northern site is on the Montouri property at the east end of Old Georgetown Road and the southern site is located off Nicholson Court south of the Nicholson Lane/CSX overpass. Staff estimates that the MARC station access will require two bus bays for Ride-On and shuttle services and approximately 10 kiss-and-ride spaces. Table 7 provides a comparison of the two sites:

**TABLE 7: COMPARISON OF TWO MARC STATION SITES**

<b>Characteristics</b>	<b>Montouri Property</b>	<b>Nicholson Court</b>
Walking distance to planned Metrorail station entrance	1,800'	3,500'
Proposed FAR without station	2.5	2.0
Proposed FAR with station	2.5	2.5
Proposed adjacent maximum building heights	200'	100'
Distance of station to nearest public (non residential) street for access	Nebel Street, business district street, (500' to west) Parklawn Drive, arterial, (500' to east)	Nicholson Court, proposed business district street, (400' to west) Boiling Brook Parkway, business district street (700' to east)
Distance of station to nearest roadway crossing of CSX tracks	Randolph Road, arterial, 1,100' to north	Nicholson Lane, arterial, adjacent
Current adjacent uses	Vacant, light industrial	Light industrial
Affected property owner support	No	Yes

The Public Hearing Draft Sector Plan recommends 2.5-4.0 FAR within 3/8 mile of Metro, and 2.5 FAR within 1/8 mile of MARC. The Montouri property is within 3/8 mile of Metro and therefore receives a 2.5 FAR with or without the MARC station. The Nicholson Court site is more than 1/2 mile from Metro and further from Rockville Pike than the Montouri property, but gains a 0.5 FAR (up to 2.5 FAR) with the MARC station. These FAR are unchanged in the proposal recommended by staff earlier in this memorandum. The primary advantage to the Nicholson Court property site is that it is bounded on both sides by large properties with active redevelopment interests who support bringing the MARC station to their site.

Testimony (Attachments 6 and 7) from the residential community either favored the Nicholson Court site (Randolph Civic) or opposed it because the location did not provide a good interface with the Metro station (Garrett Park Estates). There has also been concern that the relocation to White Flint will result in the closure of the Garrett Park MARC station.

Table 8 summarizes the advantages and disadvantages of the alternative sites. The Montouri Site is closer to Metro, which may not be critical because transfer between the two systems can occur in Rockville. The major advantage of the Montouri site is that it is suitable because of its proximity to existing transit facilities in the core of White Flint and is more in concert with MTA's long range plan to provide distant commuter service to employment centers.

**TABLE 8: PROS AND CONS – MARC Station Sites**

	Montouri Property	Nicholson Court
Closer to Metro	Yes	No
Closer to MD 355	Yes	No
Close to Existing Communities	No	Yes
Adjacent to Arterial Road	No	Yes
Serves Distant Commuters	Yes	No
Best Serves Existing Residents	No	Yes
Supported by Randolph Civic	No	Yes
Supported by Garrett Park/White Flint Estates	Yes	No

### Coordination with MTA and CSX

The expansion of MARC transit services to Montgomery County communities along the Red Line requires extensive coordination with both the Maryland Transit Administration (MTA) and the CSX Corporation. The CSX owns the tracks used by the MTA and their primary transportation objective is the efficient movement of freight. The MTA provides commuter rail services and their primary transportation objective for the MARC Brunswick line is efficient service for long-distance commuters between job centers in both Washington and Baltimore and distant residential communities.

The MTA prepared a MARC Growth and Investment Plan in September 2007 that identifies their planned system expansion statewide through the year 2035, as shown in Figure 9. The MTA plans for the Brunswick Line include some \$530M of capital improvements and would more than triple the number of daily seats along the line, from 7,000 to 26,000.

The Planning Board discussed this plan with MTA in worksessions on March 27 and July 24, 2008. The MTA plan does not include a station in North Bethesda (or at Shady Grove, per the *2006 Approved and Adopted Shady Grove Sector Plan*) but does include an "Outer Montgomery Station," a third track along portions of the line, a new parking garage at the Germantown station and parking expansion at Metropolitan Grove, Rockville, and Kensington. Further coordination with MTA is needed to align the state goals for MARC station planning with local land use plans. Both MTA and M-NCPPC, however, are interested in expanding MARC services to include mid-day, weekend, and off-peak direction service.

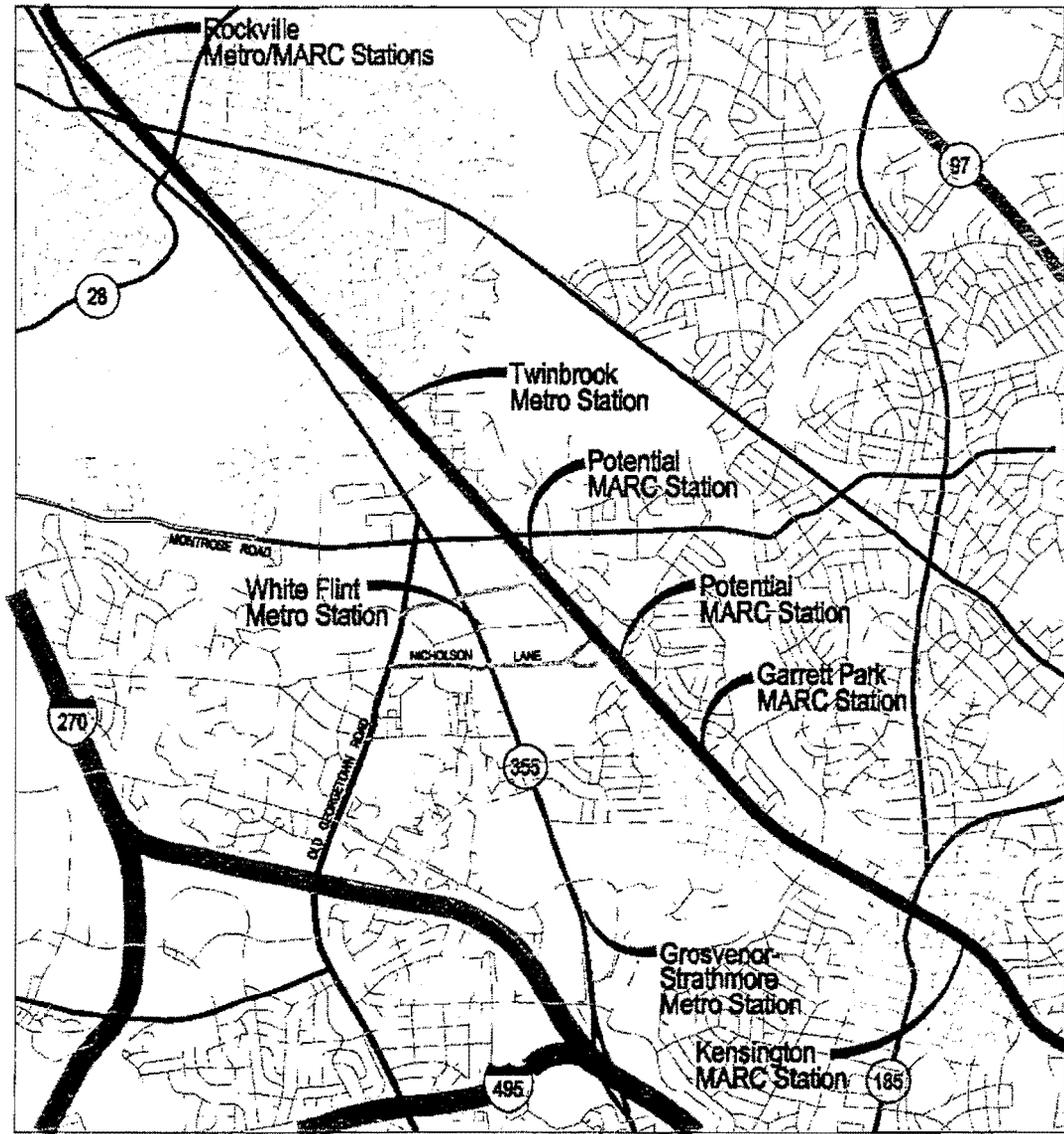
The MTA plan envisions a third track along the eastern side of the CSX tracks adjacent to the White Flint Sector Plan area; an additional 25-foot wide right-of-way should be reserved as part of the "White Flint II" Sector Plan effort for properties adjacent to and east of the CSX tracks (but outside of this Sector Plan boundary).

The MTA conducted an initial feasibility assessment in summer 2008 and found that neither the Montouri property nor the Nicholson Court location was definitively superior to the other from a feasibility perspective, but either site would disrupt service at the Garrett Park MARC station, which is limited to skip-stop services, potentially requiring station closure.

The addition of the MARC station is expected to improve the transit market for long-distance commuters working in White Flint by providing a one-seat ride from Frederick County and points west (rather than requiring a transfer from MARC to Metrorail at Rockville). The White Flint market would also benefit from the more direct rail connection to Union Station provided by MARC.

FIGURE 8: MARC and Metro

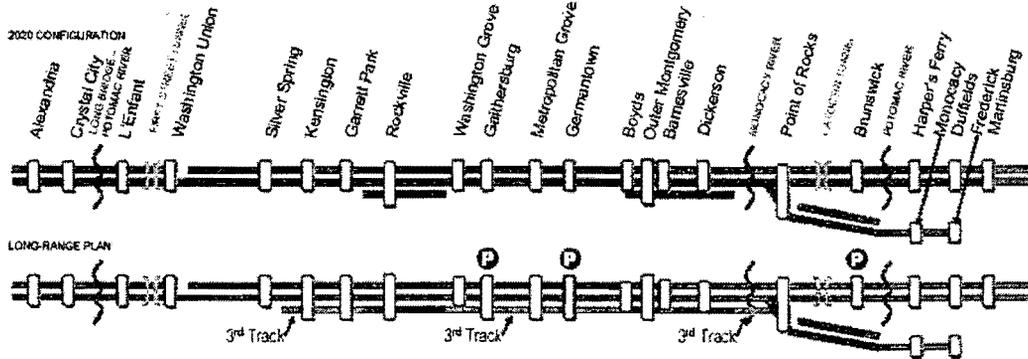
### MARC and METRO in WHITE FLINT AREA



**FIGURE 9: MARC Plan**

## 2035 Plan – Brunswick Line

- Incremental Seating Capacity  
+7,000 daily seats
- Rail Service Improvements  
Increased peak and off-peak service  
Reverse-commute service  
Weekend service
- Continued reliability improvement –  
95% on-time performance
- Incremental Capital Investments – ~\$190m+  
Additional triple tracking  
Additional station parking expansion at Brunswick, Germantown, Gaithersburg  
Additional rail cars and locomotives
- Incremental Operating Cost –\$5m/yr. +



TRAIN



HAVE

GO  
CC  
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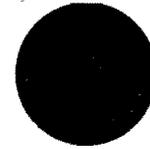
Town of Garrett Park

Incorporated 1898

February 1, 2010

The Honorable Nancy Floreen, President  
Montgomery County Council  
100 Maryland Avenue  
Rockville, Maryland 20850

054103



RECEIVED  
MONTGOMERY COUNTY  
COUNCIL  
2010 FEB -5 AM 9:51

RE: White Flint Sector Plan / MARC station location

Dear ~~President Floreen~~ *Nancy*:

The Town of Garrett Park is pleased to ally itself with our neighbors in Randolph Hills to endorse the Nicholson Court location for a potential MARC commuter train. As you know, the Town of Garrett Park and Randolph Hills have a common boundary along the mainline tracks of CSX; the same tracks serve the Brunswick line of MARC. Randolph Hills, as represented by the Randolph Civic Association, and Garrett Park thus share a mutual interest in a number of issues brought about by our proximity to the CSX tracks; the Town and RCA are engaged in what we hope will be a long-term and mutually beneficial dialog to address an number of issues of common interest.

Of immediate concern is the location of a potential additional MARC station associated with the White Flint Sector Plan. The Town's interest is both pragmatic – as a number of residents use MARC – and historic – the Garrett Park station has been an integral part of the Town since its inception in the 19<sup>th</sup> Century. For those reasons, and the purposes more fully articulated in the RCA letter of even date, the Town strongly endorses placement of a future MARC stop at the Nicholson Court location.

On behalf of the citizens of Garrett Park, and with the concurrence of the Garrett Park Town Council, I ask your support for placing the MARC stop at Nicholson Court. I would be pleased to discuss this issue further with any interested party. Thank you for your consideration of our views.

Sincerely,

Christopher W. Keller, Mayor  
Town of Garrett Park

cc: All members of the Montgomery County Council

(64)

# Holland & Knight

3 Bethesda Metro Center, Suite 800 | Bethesda, MD 20814 | T 301.654.7800 | F 301.656.3978  
Holland & Knight LLP | www.hklaw.com

Patricia A. Harris  
301.215.6613  
patricia.harris@hklaw.com

January 22, 2010

## VIA ELECTRONIC MAIL

Councilmember Michael Knapp, Chair  
Planning Housing and Economic Development Committee  
Montgomery County Council  
100 Maryland Ave, 6th Floor  
Rockville, MD 20850

Re: White Flint Sector Plan -- Recommended Right-of-Way Width for Woodglen Drive

Dear Councilmember Knapp:

On behalf of the Green Acres Metro Limited Partnership, an affiliate of the Holladay Corporation ("Holladay"), which owns the Metro Pike project, we request a minor modification to Table 4 "Roadway Facility and Segment", (pp. 56-57) of the White Flint Sector Plan, which was recently revised by M-NCPPC Staff. As explained herein, the requested minor modification is consistent with an agreement Holladay, M-NCPPC and the Montgomery County Department of Transportation ("DOT") reached regarding the appropriate right-of-way width for that portion of Woodglen Drive located immediately to the west of the Metro Pike property, between Nicholson Lane and Marinelli Road.

Revised Table 4 provides for a 70-foot wide right-of-way for Woodglen Drive between Nicholson Lane and Old Georgetown Road. An accompanying footnote (footnote \*\*\*\*) provides that:

New Streets B-18, B-19, Huff Court Extended and the portion of Woodglen Drive north of Nicholson may be constructed as private streets subject to use easements meeting the requirements described in the Sector Plan text.

We recommend that footnote \*\*\*\* be modified to add the following language to the end of the footnote:

The right-of-way for Woodglen Drive between Nicholson and Marinelli shall be 60 feet in width.

(65)

As explained below, a 60-foot right-of-way for the subject portion of Woodglen Road is the maximum width that may be accommodated without seriously adversely affecting the development potential of the Metro Pike property, as a result of the surrounding existing conditions.

By way of background, The Grand property, currently owned by Forest City and located to the west of the Metro Pike property, was required to dedicate land to accommodate the extension of Woodglen Drive as recommended in the 1992 North Bethesda Sector Plan as a condition of their Site Plan approval. While the approved Site Plan for The Grand provided for a 35 foot wide dedication measured from the property line to accommodate a portion of the Woodglen Drive extension, this dedication never occurred. Subsequent to Site Plan approval and as part of the development of The Grand, a significantly sized transformer which services The Grand was located within the area identified on the Site Plan for dedication.

In connection with the Metro Pike Development Plan, and as a result of the existing conditions on The Grand property, Holladay spent more than a year meeting with M-NCPPC Transportation Staff and DOT Staff in an effort to identify a reasonable accommodation of Woodglen Drive, which would not significantly impact the future development potential of the Metro Pike property. In the end, DOT, M-NCPPC Transportation Staff and Holladay agreed to a 60-foot right-of-way for the subject portion of Woodglen Drive, which resulted in approximately 41 feet of the right-of-way being located on the Metro Pike property and the balance of 19 feet located on The Grand property. The agreed upon right-of-way section is reflected on the Certified Development Plan. In reaching this agreement, DOT noted that the proposed standards, which included a 32-foot wide paving section, met the standards of a commercial travel street. The Holladay Corporation secured a deed of dedication from the owners of The Grand for their portion of Woodglen Drive, which is to be recorded within 30 days of the recordation of the Metro Pike Record Plat.

The northern portion of the Metro Pike property is relatively narrow and thus any further reduction in this width beyond that necessary to accommodate the previously agreed to 60-foot right-of-way will adversely affect the development potential of the property and, in turn, the economic incentive to tear down the existing center. This issue is only further exacerbated by the proposed White Flint Sector Plan which would require those properties along the west side of Rockville Pike to dedicate all the necessary frontage to accommodate at a minimum, the proposed 150-foot Rockville Pike right-of-way, and potentially additional dedication to accommodate a 162-foot right-of-way.

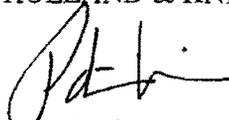
For these reasons, we strongly encourage that the Sector Plan reflect the agreement reached between Holladay, M-NCPPC and DOT for the Holladay property to provide for a 60-foot right-of-way for that portion of Woodglen Drive extending north of Nicholson Drive to Marinelli Road.

Councilmember Michael Knapp, Chair  
January 22, 2010  
Page 3

We appreciate your consideration of this matter. Please do not hesitate to contact me if you have any questions regarding this matter.

Sincerely yours,

HOLLAND & KNIGHT LLP



Patricia Harris

cc: Councilmember President Nancy Floreen  
Councilmember Marc Elrich  
Mr. Edgar Gonzalez  
Mr. Glenn Orlin  
Mr. Shahriar Etemadi  
Ms. Rita Bamberger

# 9114932\_v1

Montgomery Bicycle Advocates  
7121 Thomas Branch Dr.  
Bethesda, Md. 20817

October 30, 2009

Montgomery County Council  
100 Maryland Ave.  
Rockville, MD 20850

Re: MoBike written testimony on the White Flint Sector Plan

Members of the County Council,

Please accept the following written testimony from Montgomery Bicycle Advocates (MoBike) regarding the White Flint Sector Plan.

- We are pleased that the Planning Board responded to bicyclists concerns and made significant revisions to the initial draft. The initial draft did not strike a good balance between on-road and off-road bikeways and provided almost exclusively off-road (path) bikeways. The plan correctly recognizes the "[new county] Road Code emphasis on bike accommodation on all streets", and should itself emphasize this policy by designating more streets as shared roadway bikeways and by identifying a more detailed approach to making business district streets comfortable for bicyclists. Single lane business district streets with narrow lanes should be avoided
- The plan appears to call for the outside lanes of Rockville Pike to be shared by buses, bicyclists and off-peak parking. To facilitate this the outside lanes should be at least 14' wide (not counting the gutter). The plan should formalize this design (if adopted) by designating the Pike as a shared roadway or dual bikeway. We also expect a shared use path (or cycle tracks – see below) to be provided along the Pike.
- As an alternative to the Rockville Pike proposal in the plan, we also support a new innovation called "cycle tracks" as proposed by Glatting-Jackson. These are a hybrid path/bike lane solution, consisting of a one-way path or track for bicyclists on each side of the street, separated from the roadway by a buffer of some sort. They are placed within or next to the sidewalk and typically bounded by low mountable curbs. While cycle tracks may not be appropriate for many streets and are the subject of continued study, Rockville Pike is a promising application of the concept due to high vehicle speeds and volumes.
- For any street where bike lanes are called for next to parallel parking, we strongly recommend that 14' total width be provided for the two uses together. We recommend dividing this into an 8' wide parking area and a 6' bike lane.

- Street by street comments can be summarized as follows:
  - Rockville Pike – See the above comments.
  - Woodglen Drive should be a dual bikeway for its entire length rather than dual bikeway just for the portion south of Nicholson Lane and shared use path for the rest. North of Marinelli there appears to be a north-south local street extending Woodglen. Its likely key role as an on-road bikeway should be formalized by designating it as a shared roadway bikeway.
  - Marinelli Road should be a bikeway of some type for its entire length, and furthermore should connect to a path through Wall Park to Old Georgetown Road. A previous draft did call for this (as a path). It's important that either bike lanes or shared use path (not just a sidewalk) be provided to serve less experienced bicyclists given the street's role as a connection to Metro. Bike lanes are preferred due to likely pedestrian volume, but a path combined with reasonable on-road conditions may be suitable.
  - Executive Boulevard east/south of Old Georgetown Road – This should be a shared roadway route, even if not officially designated as such. We are currently seeking more bike-friendly striping on the existing portion of Executive. Executive may be needed to fill a gap in north-south connectivity for bicyclists (depending on how Woodglen is extended).
  - Market Street – The plan calls for a path on this "promenade" street. Traffic must be slow for the road to serve most bicyclists without any special accommodation or width.
  - Recreation Loop – This circuit of paths is a superb idea. It includes a path along Nicholson Lane. Therefore Nicholson Lane can be referred to in the plan as a dual bikeway instead of just bike lanes.

Thank you for considering this testimony. Sincerely,

Jack Cochrane  
Chair, Montgomery Bicycle Advocates (MoBike)  
7121 Thomas Branch Drive, Bethesda, MD 20817

Contact: Casey Anderson  
(202) 487-0877 (cell)

## **White Flint Sector Plan Hearing**

### **Testimony of the Washington Area Bicyclist Association**

**October 20, 2009**

WABA strongly supports the White Flint plan. Our interest in this sector plan is not limited to the specifics of the bicycling accommodations, although we are pleased that the Planning Board and its staff were responsive to our requests for more on-road bike lanes along with the shared use paths included in the original draft.

The larger significance of this plan is that it represents a major step away from the land use and transportation policies that have left many Montgomery County residents with no practical alternative to driving to work, driving to their homes, driving to go shopping, and driving to do just about anything. Our county has been developed in ways that make many residents feel that transit, walking, or riding a bike would be too unsafe, time-consuming, or just plain inconvenient to be a practical alternative. By overhauling Rockville Pike and other major arterials in the sector to create tree-lined boulevards with reduced traffic speeds and accommodations for transit, bicyclists, and pedestrians, this plan offers a chance to break from the assumptions that have led us to try to pave our way out of every traffic problem at tremendous cost in both dollars and quality of life.

The Council could improve on the Planning Board draft dramatically by incorporating the cross section for Rockville Pike developed by the consulting firm Glatting-Jackson and supported by local developers. The Glatting-Jackson proposal to include a dedicated transit way along with a separated "cycle track" and numerous pedestrian improvements along Rockville Pike is a big improvement over previous designs and will greatly encourage more use of transit, walking, and of course bicycling throughout the sector.

The Montgomery County Department of Transportation, among others, has expressed skepticism about whether encouraging transit, walking, and bicycling will be enough to avoid creating major traffic congestion along Rockville Pike. This skepticism is understandable, but misplaced. Other neighboring jurisdictions have achieved much larger mode share splits for non-automobile forms of transportation -- in DC, more than half of residents commute by means other than a car, and in Arlington the share is one-third -- and traffic in the Orange Line corridor is about the same as it was in the mid-nineties before the addition of 40 million square feet of development.

So where do bikes fit in? They won't be the whole solution, but they can be a part of the answer. For example, the debate over how far people can be expected to walk to Metro -- a quarter mile or half a mile -- does not account for bicycles. If we make bicycling easy, safe, and convenient, we can take advantage of higher density and make the most of our investments in transit in a way that makes our communities more attractive and livable. Even if you never ride a bicycle again in your life, you will benefit from a more bikable White Flint, because the kinds of places where bicycles are a realistic transportation option are the kinds of places all of us want to live, work, and play.

Comments of the Washington Area Bicyclist Association and Montgomery  
Bicycle Advocates on the Revised White Flint Sector Plan  
May 4, 2009

We are writing today to offer our comments on the White Flint Section Plan that was recently revised by the Planning Board. While we greatly appreciate the improvements in on-road accommodations for cyclists in the latest plan, we strongly urge the Planning Board to consider the cross section for Rockville Pike that was recently developed by the consulting firm Glattig-Jackson and supported by local developers. In addition to a dedicated transit way and numerous pedestrian improvements, the proposed plans call for a cycle track along Rockville Pike that we feel is a big improvement over previous designs and will greatly encourage more cycling throughout the sector.

Again, we are very pleased that the Planning Board and planning staff have heard and responded to the comments of bicyclists and community members regarding the White Flint Sector Plan. The 2008 public hearing draft of the plan featured too few on-road bike routes given the stated bike goals of the plan. The routes it did identify did not adequately connect to bike routes outside the sector.

The revised plan calls for the following additional streets to have bicycle lanes, a change we fully support:

- Nicholson Lane
- Woodglan Drive
- Old Georgetown Road east of Executive Blvd.

It is unclear whether the revised plan calls for bike lanes or a shared use path or both or neither on Executive Blvd.

One needed accommodation missing from the new plan (apparently) is bike lanes along Executive Blvd. between Nicholson Lane and Old Georgetown Road (roads B-15 and part of B-7 in Fig. 33 in the public hearing draft). Adding bike lanes there would provide north/south on-road connectivity on the west side of the sector where it is otherwise very lacking. Otherwise the east-west routes of Old Georgetown Road, Marinelli Road and Tilden Lane would not connect well to one another.

The shared use path options are fewer in the revised plan. One comment is that the path along Marinelli Road is shown ending at the west end of Marinelli with no direct path connecting through to Old Georgetown Road. A path heading south from Marinelli along Executive Boulevard and then west along Nicholson Lane would be the best way to fill this gap (more so than a path north of Marinelli; but both could be added). Even better would be a shared use path along the entire length of Nicholson Lane in the sector, in addition to bike lanes there. Nicholson is slated to be one of the higher volume streets in the sector, so off-road bike accommodations are appropriate (in addition to, not instead of, bike lanes).

Where bike lanes are called for next to parallel parking, we are firm in requesting at least a combined 14' width for parked cars and bikes. We recommend dividing this into an 8' wide parking "lane" and 6' bike lanes. That is consistent with the county road. In some tight retrofit situations we have accepted 13' (in which case we may recommend measures such as diagonal painted "door lines" to warn bicyclists of opening car doors), but White Flint is not a retrofit situation and should be done right from the beginning.

While the revised plan appears to state that Rockville Pike will be bike-friendly on-road, we are concerned that the plan calls for outside lanes to be used by buses and right turning cars during rush hour, and for parking at other times. The plan states that the outside lanes would accommodate bicyclists in either case, but given the high volume of vehicles and higher speeds to traffic, we feel that a separated facility for cyclists is required. The lack of dedicated facilities along Rockville Pike will greatly limit its use by cyclists. The Glatting-Jackson plan has proposed innovative separated bikeway design that combines cycle tracks along the road and more traditional bike lanes at the intersections. Cycle tracks, which are widely used in Europe and are increasing being built in the US, can make intersection crossings difficult since cyclists and pedestrians may be hidden from view by parked cars or street amenities. By moving the cycle track to street level at the intersections we hope that crossing conflicts can be reduced. We are a bit concerned that the median between parked cars and the cycle track is too narrow, and should be reexamined as more detailed drawings are created, but we feel overall that the design should move forward.

Again, the new draft is a great improvement over the public hearing draft and we appreciate all the work Planning staff has done to respond to bicyclists' comments and make this a better plan.

Thank you.



Eric Gilliland  
Executive Director, Washington Area Bicyclist Association

/s/

Jack Cochrane  
Chair, Montgomery Bicycle Advocates (MoBike)

**MEMORANDUM**

February 19, 2010

TO: County Council

FROM: Marlene Michaelson, Senior Legislative Analyst *MM*

SUBJECT: White Flint Sector Plan

This memorandum presents the Planning, Housing, and Economic Development (PHED) Committee's recommendations on the White Flint Sector Plan, with the exceptions of those related to transportation (which are addressed in a separate memorandum), staging, and financing (which will be addressed at the March 2 Council meeting). Attached on © 1 to 11 are memoranda provided to the Committee by Planning Department staff on issues covered in this memorandum.

**Councilmembers should bring a copy of the Sector Plan to the meeting for reference.**

The PHED Committee supported the Planning Board vision for the White Flint Sector Plan and most of the specific recommendations for individual properties. The Committee significantly changed the public facilities recommended in the Plan (including recommending a new elementary school and community recreation center, and increasing the size of the civic green), changed zoning in some cases to more appropriately reflect the Sector Plan intent, and changed the zoning, density, and/or height at the southern edge of the planning area to provide a better transition to existing residential neighborhoods.

**BACKGROUND**

The Sector Plan covers only 430 acres and is bounded by the CSX tracks, Montrose Parkway, Old Georgetown Road, and the White Flint Mall. All of the Plan area is within a ¾ mile radius of the White Flint Metro Station. Page 17 of the Plan describes 6 key concepts developed in the plan:

- **Core:** A core with the highest densities will form an identifiable center.
- **Mobility:** Rockville Pike will be transformed into a boulevard and a new grid system will provide new options for pedestrians, vehicles, and bikers.

- **Buildings:** Architectural details will add interest at ground level and towers that articulate the skyline.
- **Public Use Space:** The compact development pattern will include a system of public use spaces.
- **Compatibility:** New development will provide compatible transitions to surrounding neighborhoods.
- **Sustainability:** New development should incorporate environmentally sensitive design.

**Building Density and Heights**

The Sector Plan significantly increases the amount of development allowed in White Flint, with properties within ¼ mile of Metro recommended for a 4.0 floor area ratio (FAR) and heights of up to 300 feet. While few individuals (other than property owners) commented on the recommended FAR, several individuals and groups expressed concern about the number of additional residents and square footage of commercial development that would be allowed by the Plan. Many focused on the impact on traffic congestion and whether Metro has the capacity to serve the additional riders. An equal, if not greater number of residents expressed enthusiasm about the redevelopment that would be spurred by the increased density and recommended that the Plan be adopted with the recommended densities.

A comparison of current densities, development allowed under the 1992 Plan, and development levels proposed in this Plan are as follows:

	<b>Existing and Approved</b>	<b>Total Allowed under the 1992 Plan</b>	<b>Recommended in the Sector Plan</b>
Residential Units	4,541	7,041	14,341
Non-residential SF	7,290,000	9,530,000	12,980,000
Non-residential converted into jobs	29,500	34,300	48,600
Jobs/Housing Ratio	6.5 to 1	4.9 to 1	3.4 to 1

While the Plan allows a measurable increase in commercial density (approximately 36% increase in commercial square footage over the 1992 Plan), it more than doubles the allowed residential units, creating a new focus on residential development and significantly reducing the jobs to housing ratio for the Sector Plan area. The goal of decreasing the jobs to housing ratio in the MD 355/I-270 corridor was endorsed by the Council during its review of the Transportation Policy Report several years ago.

The Council received significant testimony on the Plan recommended height limits, which range from 300 feet at Metro to 50 feet in certain areas adjacent to lower density residential neighborhoods. Several of those who testified were concerned that the tallest heights were not confined to the area that is ¼ mile from Metro. **The Committee discussed this with Planning Department staff, who indicated that the highest heights are all within ¼ mile except where existing building heights are already above 250 feet.** The Committee also reduced heights on some specific properties on the southern edge of the planning area. Heights are addressed further in the description of specific properties that follows below.

## COMMUNITY FACILITIES

**Committee Recommendation: Identify land for all needed community facilities and remove recommendations that are the purview of other agencies. Co-locate public facilities to create an attractive destination for area residents.**

The Sector Plan recommendations for Community Facilities and Cultural Resources appear on pages 60 to 65. The purpose of this section of a master plan is to determine whether there is sufficient land to serve projected community facility needs based on population changes as a result of the plan, or whether new sites need to be identified in the master plan. This determination must be made in conjunction with the relevant agency/department that operates the community facility. The sole issue the master plan should address is **the land** needed for new facilities. It is not appropriate for the master plan to address operational issues that should be determined by another agency (and can change over the life of a master plan). For example, the School Board is responsible for redistricting decisions, and no recommendations should be made for redistricting in a master plan.

**The Committee believes that where there is any ambivalence about the need for a new facility, the Plan should identify a potential location** that can be dedicated or acquired during the development process. Without the master plan recommendation, it is entirely possible that the site will be lost to development and there will be no opportunity to acquire a site if it is needed at a later time. Without a master plan recommendation, it is impossible to use the Maryland-National Capital Park and Planning Commission (M-NCPPC) Advanced Land Acquisition Revolving Fund (ALARF) to purchase a site. If, however, a site is identified in a master plan that is not needed in the future, the agency can easily decline the dedication or opportunity to acquire the property at the time of development.

Several individuals testified that the Council should increase the community facilities in the Plan, with most suggesting that the library should be full-sized and that the planning area should also have a community center, theater, senior center, child-care facility, and be designated an arts and entertainment district. These issues are addressed below with the exception of the theater and arts and entertainment district designation. Staff is hesitant to include a recommendation for a theater in the Sector Plan, given the lack of any analysis showing that there is unmet demand for a theater and that existing nearby performance venues are insufficient to meet the needs of the existing and new residents. In Staff's opinion, developing more theaters than can be supported by likely attendees threatens the financial viability of both existing and new theaters. The State is the entity to designate an area as an arts and entertainment district and generally will do so only after there is a critical mass of arts and entertainment uses in an area.

The Committee was sympathetic to the desire of residents to create a "sense of place" in White Flint and a destination for area residents. It is possible that some of their objectives can be met by co-locating the recommended public facilities and increasing their function as a gathering area. For example, if the satellite regional services center was co-located with the library and supplemented with a comfortable seating area and coffee shop or café, this could provide a community destination point that might otherwise be provided by the facilities requested in testimony.

## Schools

**Committee Recommendation: Add recommendation for school sites with a first choice at the southern area on the White Flint Mall site and a second choice of the Lutrell property. Delete the recommendation to reopen a closed school and delete recommendation to explore redistricting.**

Page 64 of the Sector Plan provides the recommendations related to public schools. The Sector Plan identifies the need for a new elementary school. Since there is no site large enough for a typical 10 to 12 acre elementary school within the Plan area, the Planning Board Draft Sector Plan recommends that Montgomery County Public Schools (MCPS) consider reopening Rocking Horse Center, a closed elementary school, or one of the other closed elementary schools in the area. It also recommends that MCPS explore redistricting to accommodate the new students.

The Council received more testimony on this issue than any other in the Sector Plan, with numerous groups and individuals firmly believing that the Sector Plan should identify a school site (but with mixed recommendations on the location). The School Board testified that they believe there is the need for a new elementary school **in the White Flint planning area**. They originally supported the Planning Department staff recommendation for a site on the eastern side of White Flint Mall, but subsequently supported an alternative location identified by Planning Department staff located south of White Flint Mall. The School Board also suggested that the Council include a number of potential alternative sites in the Sector Plan.

The Committee disagrees with the decision of the Planning Board to reject the School Board's opinion on this issue and **believes that the Sector Plan should identify one site for a new school, as well as an alternative location**. First, as noted above, whenever there is ambivalence about the need for a site for a public facility, the master plan should identify a potential location. The School Board could decide, at a later date, not to use the site because the increase in students is less than anticipated or because they believe it is preferable to reopen a closed school or redistrict, but that will be in their sole discretion. The Planning Board has no role in this decision and overstepped its authority by making these recommendations in the Sector Plan.

**The Committee agreed with the School Board's recommendation for a school site on the southern portion of White Flint Mall property (the current location of a parking lot).** The Committee recommends only identifying one alternative potential school site on the Lutrell property, because each of the other potential sites appeared to have significant disadvantages. The property owner has objected to this recommendation and is concerned that the School Board will delay development by asking that the property be placed in reservation, even when there is no chance they will buy it before the reservation expires. To help address this concern, Staff recommends that the following **language be added to the Sector Plan**:

At the time an applicant submits 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 this finding cannot be made, development should be permitted to proceed.

## **Parks**

**Committee Recommendation: Support the Sector Plan’s recommendations for parks but indicate that the civic green should be one to two acres with the size maximized to the extent feasible.**

Pages 60 to 63 of the Sector Plan provide the recommendations related to parks and the recreation loop. Appendix 3 (pages 11 to 18) provides the Department of Parks assessment of the need for parks in the White Flint Sector Plan area. The Plan recommendations for parks include the following:

- for the Corridor: an active park for White Flint and surrounding areas at Wall Local Park
- for all of White Flint: a central civic green
- for each neighborhood: a neighborhood green
- for each block: an urban square
- for each building: recreation space
- for each residence: private outdoor space

The Council received testimony from several individuals concerning that the total parkland was insufficient for the planning area, and from at least two civic organizations suggesting that the civic green was not large enough and should be 2 acres. Some suggested that the park space should be at least 5% of the total land area (the total area designated as parkland is approximately 3.5% of the land area – see © 4). Although some individuals cited standards on the amount of parkland per resident, Staff does not believe that these statistics are meant to apply to such a small area; instead, parkland needs to be considered in a broader context.

The Committee considers the civic green to be an important element of the Sector Plan and recommends that the Sector Plan language be revised to indicate that the civic green should be one to two acres, with the size maximized to the extent feasible. The final size will be determined by a number of factors, including the alignment of surrounding roads, the amount and type of private development that can be accommodated, and how best to enhance the design and use of the civic green.

## **Recreation**

**Committee Recommendation: The Committee supports the County Executive’s recommendation to add a community recreation center to White Flint. The Plan should not specify an age group to be served.**

The Sector Plan did not address the issue of community recreation centers because the Department of Recreation had originally taken the position that the area would be adequately served by an approved CIP project for a North Bethesda Community Recreation Center, which is planned to be sited less than 2 miles from the planning area. At the Committee’s direction, they reconsidered this position and subsequently determined that it would be appropriate to local a recreation center in the planning area (although it would probably be designed in a more urban form and may not be as large as most typical suburban community recreation centers). Wall Park would be an appropriate location, but there may be

other sites that would be viable as well. The Committee concurred with the Executive's revised recommendation for a community recreation center.

The Council received testimony asking that a senior center be recommended in the Sector Plan. It is the County's policy, as previously approved by the Council, not to develop individual Senior Centers in the future. The Recreation Facility Development Plan indicates the following:

The philosophy of the Department is not to promote specialized facilities to serve specific age groups, but to develop a sufficient number of facilities that are sized and designed with proper versatility to serve all age groups near the communities where they live.

Moreover, the County, at the urging of the Council and the Commission on Aging, determined that the best approach was to have senior programming at facilities that serve the entire community rather than serving seniors in single purpose facilities and contributing to the isolation experienced by some seniors.

### **Fire, Rescue, and Emergency Medical Services and Public Safety**

**Committee Recommendation: Move the location for the proposed Fire and Police station to a site owned by the Maryland State Highway Administration (SHA) near the southeast intersection of Rockville Pike and Montrose Road, west of Maple Avenue.**

Page 64 of the Sector Plan provides the recommendations related to Fire, Rescue, and Emergency Medical Services and Public Safety. The Plan recommends locating a new fire, rescue, and emergency medical services (EMS) station and police substation on the excess right-of-way for the Montrose Parkway owned by the State Highway Administration (SHA) west of Rockville Pike. The County Executive originally preferred an alternative location in Mid-Pike Plaza, but subsequently supported a location at the southwest intersection of Rockville Pike and Randolph Road on property owned by the SHA. The Committee concurred.

### **Satellite Regional Services Center**

**Committee Recommendation: Co-locate a new Satellite Regional Services Center with the Library in Metro West (near the civic green) or in Metro East.**

Page 65 of the Sector Plan includes a recommendation to locate a new Satellite Regional Services Center in the Metro East, Metro West, or Mid-Pike Districts. The Council received testimony in support of this recommendation from the Western Montgomery Citizens Advisory Board. The Committee supports placing a satellite regional services center in the planning area and recommends that it be co-located with the library with shared common space to create a center for government services and a destination for area residents. Based on an analysis by Planning Department Staff the Committee determined that the best location for these facilities would be in Metro West (near the civic green) or in Metro East. The City of Rockville asked that language be added to the Plan to indicate that the Center would serve an area "beyond the Plan area". Since the Sector Plan does not imply that the Center would only serve residents of the Sector Plan area, Staff does not believe this language is necessary.

## Libraries

**Committee Recommendation:** Delete the term “express” from the description of the library. Co-locate the Library with a new Satellite Regional Services Center in Metro West (near the civic green) or in Metro East.

Page 65 of the Sector Plan provides the recommendations related to libraries. The Plan recommends an **express** library and the Council received testimony from numerous individuals and groups requesting a full service library. Although the Library Department initially defended this decision to the Committee, they subsequently determined that a larger library (although maybe not a full size library) would be appropriate in the White Flint planning area. The Committee concurred with this recommendation and does not believe that the master plan needs to specify the size of the library or satellite regional services center, but believes the site should be large enough to accommodate whatever size facility the departments ultimately believe are needed.

## Farmers’ Market

Page 65 of the Sector Plan provides the recommendation to locate a site for a farmers’ market with the Metro West District, possibly at Wall Park. Since farmers’ markets are located in places with other uses on non-market days, this recommendation does not require new space but is worth highlighting as the Department of Parks begins to plan for the redevelopment of Wall Park.

## Art and Child Day Care

Page 65 of the Sector Plan provides the recommendations related to art and child care, recommending that art be incorporated into public use space and child care in new office and residential development. The Commercial/Residential (CR) zones, as drafted, provide incentives for both public art and child care.

## Application of the CR Zone

**Committee Recommendation:** Revise CR zoning where possible to better reflect the recommendations in the Sector Plan regarding the mix of uses and heights or amend height and density maps. Seek ways to clarify the zoning and land use maps (e.g., put a separate key next to existing and proposed zoning maps).

Many of the properties in the Sector Plan are recommended for the proposed Commercial-Residential (CR) zone, which the Council is in the process of reviewing. This zone allows the Sector Plan to designate the overall floor area ratio (FAR) for each property, as well as the commercial and residential FAR and the height. Planning Department Staff consider each combination of these four factors to create a different zone. In an effort to minimize the number of zones used in the Plan, they did not

always select the optimal CR zone for each property. While the overall FAR always represents their best judgment regarding total density, they limited the combinations of residential and commercial densities and height, sometimes selecting a zone that does not appear to be the best option for implementing the Sector Plan objectives. (For example, the goal of the Plan for the Strathmore Court in the NRC District is to encourage residential development, but the zone is CR 4: C 3.5, R 3.5, and H 300, which could result in a development that is primarily commercial. The Plan did not recommend a lower amount of commercial development to minimize the number of CR zones.) Unless the zoning reflects and will implement the Plan's land use recommendations, it is impossible to determine whether the Plan will achieve its objectives. In particular it is impossible to predict whether at build out there will be the desired residential focus for the planning area with 60% residential development. To address these concerns, the Committee recommends changing the zoning to more clearly reflect the Sector Plan's land use goals where possible, even if it means using additional CR combinations in White Flint. Staff is also recommending changing the staging provisions to require the Planning Board to assess whether the Sector Plan is meeting its goals related to housing before moving to the next phase of development. (The Committee has not yet decided whether to endorse this Staff recommendation.)

Another issue related to the use of CR zone is whether the zone or the master plan should set the building height. It was Staff's assumption that the goal of having the building height in the zone was to prevent the need to set it in the master plan. While this is generally true in White Flint, in some cases, the Sector Plan limits the height to less than allowed in the zone. For some of these properties, the only way to know that the height is less than the amount allowed by the zone is by checking the diagrams. For example, the Rockwall property in NoBe (North Bethesda) is zoned CR 4: C 3.5, R 3.5, H 300. The only way to know that the height is intended to be limited to less than 300 feet is through Figure 27 (page 36) and other figures that display height. As the Committee reviewed the specific properties in the Sector Plan, it changed the zoning to better reflect the Sector Plan recommendations and provide greater clarity where possible. The Committee also determined that in some cases it is difficult or impossible to know where to draw a zoning line at this time (e.g., because existing development straddles likely zoning lines or a future road alignment will determine the boundaries).

For the properties where it is not possible to draw zoning lines to reflect the Sector Plan's height recommendations, the Committee recommends that the following actions be taken:

- Where zoning and height recommendations are inconsistent, the Sector Plan should indicate this in text and briefly explain why an alternative zone was not used. (Otherwise, Staff is concerned that future readers of the Sector Plan will be confused as to why height is limited by the zone for some properties and by the Sector Plan for other properties.)
- The height recommendations in text must be consistent with height limits shown in figures so that the Sector Plan's intent is clear. Refinements will be included in the resolution adopting the Plan.

As the Committee reviewed the Sector Plan maps, it made suggestions for generally improving the maps and map keys to add clarity.

## **METRO WEST DISTRICT**

The Metro West District is discussed on pages 30 to 31. This 54-acre district bounded by Old Georgetown Road, Nicholson Lane, and Rockville Pike forms the western part of the Sector Plan and includes the Aquatic Center, Wall Local Park, and the Bethesda North Conference Center and Hotel, as well as the Metro Station entrance.

### **Block 1: Conference Center**

**Committee Recommendation:** Support the Sector Plan recommendations. Amend the Sector Plan to indicate that road alignments and locations of public facilities are not meant to show specific final locations and could shift.

**Page in Plan:** 30 and 31

**Existing Zoning:** TS-R Zone and C-2

**Proposed Zoning:** Rezone to CR 4: C 3.5, R 3.5, H 300 fronting on Rockville Pike. The remainder of the block should be CR 4: C 2.0, R 3.5, and H 250.

**Summary of recommendations:** This block includes the North Bethesda Conference Center and is surrounded by automobile sales and other commercial uses. The block includes a Metro Station entrance. The properties closest to Rockville Pike will have the greatest FAR (4.0) and highest heights (300') recommended in the Sector Plan. New road alignments will create small blocks, and one of those blocks will be the location of the civic green.

**Testimony:** Steve Robins testified on behalf of JBG affiliated properties in support of the Sector Plan's recommendations.

Todd Brown testified on behalf of the Rockville Pike Partnership, owners of 2.26 acres of land located at 11610-11620 Rockville Pike (known as White Flint Station). He notes that 3 proposed rights-of way will significantly impact the property and that a 4.0 FAR is not likely to provide sufficient incentive for redevelopment. The size of the property makes it unlikely that it can achieve the recommended building height (300 feet). They also want to achieve the full density as a commercial, rather than mixed-use project. Finally, they recommend that the CR zone contain a provision to allow density to be shifted between properties, provided the owners submit a unified sketch plan.

Montrose Associates Limited Partnership owns the southwest corner of Old Georgetown Road and Rockville Pike. (Popeye's and an Arby's restaurant at 11710 and 11720 Rockville Pike) They also note the impact of required rights-of-way on all 4 sides of their property and also believe that a 4.0 FAR would not provide incentive for building heights to exceed 6 stories. They believe a higher FAR is required to justify a high rise building, and request an FAR of 5.5 or 6.0. They also object to the limits on commercial density and believe that mixed-use is not practical for small sites. Density transfers between parcels should be encouraged for parcels within the same district. (They also requested that the alignment of Market Street and Woodglen Road be placed so as to minimize the dedications required from the site, in order to avoid aggravating the reduction of the footprint.)

Scott Wallace testified on behalf of Old Georgetown SAAB Property, LLC and Old Georgetown Nissan Property, LLC, the owners of approximately 3.25 acres of land. The owners generally support the Draft Sector Plan's recommendations for possible mixed-use redevelopment in the future but are concerned about the impact of the recommended road improvements. They recommend that an explicit statement be added to the Sector Plan indicating that "the recommendations regarding the design, size, and location of public improvements and amenities, including right-of-way widths, are illustrative guides only, and the requirements for specific public improvements may be modified if necessary to make redevelopment economically feasible."

The Council also received significant testimony regarding the civic green proposed for this area. This issue was discussed at the last worksession and Staff will propose revised language related to the civic green at a future worksession.

**Staff Comments:** Redevelopment of a higher density area cannot guarantee that smaller property owners will be able to redevelop their properties to the maximum allowed under the zone unless they are assembled with other properties or take advantage of the density transfer provisions in the proposed CRR zone. In fact, master plans frequently encourage such assemblage. The 300 foot limit is a maximum, not a recommended height, and zoning should not be changed to ensure that the property owners will reach the maximum height. The increased densities requested by 2 of the smaller properties are not appropriate and Staff recommends against increasing the FAR beyond 4.0. Staff supports the Master Plan strategy of encouraging, but not requiring, mixed-use development on these properties. While Staff is sympathetic to the concerns of property owners regarding the impact of new rights-of-way on their properties and has no objection to indicating that alignments may be modified, Staff does not recommend language be added to Plan to indicate that alignments should be adjusted to ensure the economic feasibility of property.

## **Block 2: Wall Local Park and Aquatic Center**

**Committee Recommendation:** Support the Sector Plan recommendations and maintain a mix of uses on all properties.

**Page in Plan:** 30 and 31; Block 2

**Existing Zoning:** PD-9, C-2, R-90 and O-M

**Proposed Zoning:** Confirm the PD-9 and R-90 zones on Wall Local Park. Rezone the rest of the block to CR 3: C 1.5, R 2.5, H 70.

**Summary of land use recommendations.** A 3.0 FAR with a height limit of 70 feet is recommended to ensure a transition in height and density between Block 1 at the Metro station and the existing residential development across Old Georgetown Road. The area is intended to be primarily residential. The Sector Plan also recommends the redesign of Wall Park with more active outdoor facilities (see page 62).

**Testimony:** Stephen Kaufman testified on behalf of Gables Residential. They support CR and a maximum FAR of 3.0 but request the flexibility to build an entire residential development at 3.0 FAR (CR 3.0, C 1.5, R 3.0 H 70), especially since it is a small site. They support the Sector Plan recommendation for shared parking with Wall Park and the Montgomery Aquatic center.

**Staff Comments:** The request to allow full density via a single use instead of the mix of uses recommended in the Plan is not unique to the Gables property, and Staff believes the Sector Plan should support the mixed-use vision of the Plan. By not allowing property owners to achieve full density under a single use, an incentive is created for mixed-use development. The recommended zoning allows the Gables to achieve 2.5 FAR of residential development and does not require commercial development. Staff supports the Sector Plan recommendations.

### **Block 3: Holladay**

**Committee Recommendation: Support the Sector Plan recommendations.**

**Page in Plan:** 31

**Existing Zoning:** TS-M, TS-R, and C-2

**Proposed Zoning:** Confirm existing TS-R zoning (the Grand and Wisconsin). Rezone the TS-M zoned Holladay property and the C-2 property at the corner of Nicholson Lane and Rockville Pike to CR 4: C 3.5, R 3.5, H 300.

**Summary of recommendations:** The recommended rezoning would allow for a higher density mixed-use development at this important location near the Metro Station. The Holladay property is currently subject to a development plan with a maximum 2.2 FAR. If the owners choose to take advantage of the greater potential FAR of the CR zone, the new plan will be subject to the requirements of the CR zone.

**Staff Comments:** Staff supports the Sector Plan recommendations.

## **METRO EAST DISTRICT**

Metro East forms the eastern half of the core area and contains the North Bethesda Center project, the Washington Metropolitan Area Transit Authority (WMATA) property and the Forum, an older residential high rise. Along Old Georgetown Road, between Rockville Pike and Nebel Street, are the recently built Sterling, Gallery, and White Flint Station mixed-use, high-rise developments.

### **Block 1: North Bethesda Center**

**Committee Recommendation: Support the Sector Plan recommendations. Concur that the CR zone should have grandfathering provisions and that the selected financing mechanism will need to address the contribution from developments recently approved with significant infrastructure requirements that will be paid for by the property owner. Change the demarcation of height limits to reflect approved development.**

**Page in Plan:** 32

**Existing Zoning:** TS-M

**Proposed Zoning:** CR 4: C 3.5, R 3.5, H 300 on the western portion of area closest to Rockville Pike. CR 4: C 2.0, R 3.5, H 250 on the land between Citadel Road Extended (Chapman/Oak Grove) and

Wentworth Place. CR 3: C 1.5, R 2.5, and H 200 for the remaining TS-M area and the I-1 parcels. This will allow for assembly or independent redevelopment.

**Summary of recommendations:** The North Bethesda Center development is a planned mixed-use development with high rise multifamily residential, child daycare, office, and retail development. The recommended zoning may provide for additional density, which is appropriate given the proximity to Metro. The land use and zoning strategy allows the highest densities and heights closest to Rockville Pike and then transitions to a reduced height and then density as the distance from Rockville Pike and Metro increases.

**Testimony:** Steve Robins testified on behalf of JBG affiliated properties in support of the Sector Plan's recommendations. Jolles Property (11720 Nebel Street) supports the Sector Plan recommendations.

Stephen P. Elmendorf and Mike Smith, testifying on behalf of LCOR, supported the Plan recommended land use and zoning but believe it is critical to appropriately grandfather properties with approved plans and consider how to address financing for property owners who have committed to paying for infrastructure through previous approvals (by making that infrastructure eligible for any new financing mechanism).

**Staff Comments:** The CR zone includes grandfathering provisions. Staff concurs that the financing strategy will have to address how to treat previously approved projects that required significant infrastructure contributions, and this issue should be addressed when the Committee discusses financing options. During the Committee discussed the property owner indicated that the height limits shown on page 32 of the Sector Plan are less than the approved development in some areas. Planning Department staff should adjust the height limits shown in Figure 21 and the zoning to reflect approved development with no change in FAR.

## **Block 2: Sterling**

**Committee Recommendation:** Support rezoning of the Forum property to CR 3: C 1.5, R 2.5, H 200 to make the zoning more comparable with surrounding properties and allow for mixed-use redevelopment potential.

**Page in Plan:** 33

**Existing Zoning:** TS-M, O-M, R-H, and I-4

**Proposed Zoning:** Confirm TS-M Zone on properties along the north side of Old Georgetown Road. Confirm the O-M Zone on the existing office buildings and the R-H Zone on the Forum property. Rezone the I-4 properties to CR 3: C 1.5, R 2.5, and H 200.

**Summary of land use recommendations:** The Sector Plan recommends the confirmation of existing zoning on properties that are built-out where there is an assumption that redevelopment will not occur in the life of the Sector Plan. Rezoning to the CR zone is recommended for properties that may develop in the life of the Sector Plan. The Plan recommends confirming the TS-M Zone on properties along the north side of Old Georgetown Road since the mixed-use development is recent and there is little likelihood of redevelopment over the Plan's lifetime. Confirm the O-M Zone on the existing office

buildings and the R-H Zone on the Forum property. The Plan recommends rezoning the I-4 properties to CR 3. This will allow existing properties to continue in their current uses, but if future redevelopment is desirable, mixed use is possible.

**Testimony:** Anne C. Martin spoke on behalf of the Forum Condominium. This property is currently zoned R-H and at 1.28 FAR is built to the maximum allowed by the zone, which is significantly less than recommended for surrounding properties. Although they have no immediate plans for additional development, they request the same zoning strategy as surrounding properties to allow for longer term additional development. Specifically they request CR zoning: CR 3.5: C 0.5, R 3.0, H200. The Council also received testimony from residents of the Forum Condominiums supporting the CR 3.5 zone. Residents note that the Forum has an underdeveloped area of approximately 2 acres in the northeast corner that is adjacent to the planned and funded extension of Maple/Chapman Avenue.

**Staff Comments:** Staff supports the rezoning to the CR zone, but agreed with the Planning Board that an FAR of 3.5 is too dense for this property. Staff agrees with the Planning Board that the appropriate zoning for this property is CR 3: C 1.5, R 2.5, H 200.

## **MID-PIKE DISTRICT**

The Mid-Pike District is described on pages 34 to 35 of the Sector Plan. It is located west of MD 355 and contains the Mid Pike Plaza and the property owned by the State Highway Administration (SHA). Redevelopment in the district should retain its regional marketplace function and include residential and civic uses.

### **State Highway Administration property**

**Committee Recommendation:** Support Planning Board recommendation to change the zoning on this property to CR 2.0; C 1.5; R 0.75; H 100 since the police and fire stations will no longer be located there.

**Page in Plan:** 34 and 35

**Existing Zoning:** C-2

**Proposed Zoning:** C-2 (north of Montrose Road); CR3: C1.5, R 2.5, and H200 (SHA property south of Montrose Road)

**Summary of land use recommendations** (see pages 50 and 51): The property north of Montrose Road is recommended for public uses such as fire and rescue and police and, therefore, the Plan recommends retaining the C-2 zoning. The area south of Montrose Road is recommended for the same zoning as Mid-Pike plaza to allow assemblage of properties.

**Testimony:** The County Executive opposed the Plan's recommendations to site a fire and police station on the SHA property north of Montrose Road, due to access concerns. (See discussion in public facilities section above.)

**Staff Comments:** Since the Committee recommends an alternative location for the fire and police stations, it is appropriate to reconsider the zoning for this property to allow it to redevelop consistent with the location and surrounding uses. The Committee asked the Planning Department to reconsider whether C-2 is the correct zone. Their answer appears on © 9. They now recommend CR 2.0: C 1.5; R 0.75; H 100 and the Committee concurred with this recommendation.

### **Mid-Pike Plaza**

**Committee Recommendation:** Support the Sector Plan recommendation but delete the reference to a community playhouse or theater since it is unclear whether there will be demand for such a facility.

**Page in Plan:** 34 and 35

**Existing Zoning:** C-2

**Proposed Zoning:** CR 4: C 3.5, R 3.5, H 300 at the corner of Rockville Pike and Old Georgetown Road; the remainder should be zoned CR 3: C 1.5, R 2.5, H 200.

**Summary of land use recommendations** (pages 34 and 35): This area should be developed with a mix of uses, but with a greater nonresidential focus at the highly visible corner of Rockville Pike and Old Georgetown Road. Provide a minimum of one-acre public use space that can be divided into smaller areas, such as urban plazas or neighborhood greens.

**Staff Comments:** While Staff supports the overall zoning strategy, it is unclear how CR 4: C 3.5, R 3.5 H 300 will achieve the Plan's goal for nonresidential development at this corner. Since one of the goals of the Sector Plan is to place a focus on residential development, the Committee was not concerned about the potential for this site to end up with more residential than commercial development.

## **NOBE DISTRICT**

The NoBe District is discussed on pages 36 to 39. This area contains office buildings, commercial properties, and the North Bethesda Market mixed-use development. The western edge adjoins existing residential development. The land use recommendations are intended to provide new opportunities for mixed uses and public use space while ensuring a buffer for existing residential communities.

### **Block 1: Water Tower**

**Committee Recommendation:** Support Sector Plan recommendations, including the recommendation for parkland on the Luttrell property. Identify this site as an alternative site for an elementary school.

**Page in Plan:** 37

**Existing Zoning:** TS-R and R-90

**Proposed Zoning:** Confirm the TS-R Zone on the existing Fallswood residential property. Rezone the R-90 properties along Nicholson Lane to CR 3: C 1.5, R 2.5 and H 200 on the northern portion along

Nicholson Lane. The southern portion closer to Executive Boulevard should be zoned CR 3: C 1.5, R 2.5, and H 100.

**Summary of land use recommendations:** This block should be primarily residential. The height difference in this block is intended to allow taller heights opposite the Metro West District to the north and lower heights to the south where there is lower scale residential development. If the Washington Suburban Sanitary Commission (WSSC) site is no longer needed, it should be considered for public parkland. Locate a one-half-acre neighborhood green on the Luttrell property.

**Testimony:** Steve Robins testified on behalf of JBG supporting the zoning but objecting to the Plan's recommendation for a ½ acre green, noting that the Luttrells previously dedicated their land for Wall Park and the property for the WSSC water tower and should not be required to make an additional dedication.

**Staff Comments:** Staff supports the zoning for this block. Parkland will be an essential element to accompany increased development and Staff does not support any reduction in recommended parkland. All property owners required to provide parkland will either achieve the density elsewhere on the site or be compensated through acquisition. As noted earlier, the Committee recommends this site as an alternative site for an elementary school. (See language earlier in this memorandum suggesting that MCPS should not delay development of this site if they are not likely to acquire the property for a school.)

## **Block 2: North Bethesda Market**

**Committee Recommendation:** Support the Sector Plan recommendations but change the zoning on the property northeast of Executive Blvd. and Woodglen Drive from CR 3: C1.5, R 2.5, H 100 to CR 3: C 1.5, R 2.5, H 150 with an indication that the height may be limited to less than 150 feet to achieve compatibility with the residential development on the southwest corner.

**Pages in Plan:** 37 and 38

**Size of Property:** 10 acres

**Existing Zoning:** TS-M and C-2

**Proposed Zoning:** Rezone properties fronting Nicholson Lane, Rockville Pike, and Security Lane to CR 4: C 3.5, R 3.5, and H 300. Rezone the remaining area closest to Woodglen Drive Extended to CR 3: C1.5, R 2.5, H 100.

**Summary of land use recommendations:** The Plan recommends rezoning the property closest to Rockville Pike (and the location of a signature 289-foot tall building on Rockville Pike in the North Bethesda Market project) to the highest densities and then decreases overall density and height closest to the lower scale residential development located west along Woodglen Drive.

**Testimony:** The Council received testimony from Steven Robins on behalf of JBG affiliated properties generally supporting the Plan recommendation but requesting that the properties north of Executive Boulevard closest to Woodglen Drive Extended have a height limit of 150 feet rather than the 100 feet

recommended in the Sector Plan. They have asked for zoning of CR 3: C 1.5, R 2.5, H 200 since the Plan does not include any recommendations for CR 3: C 1.5, R 2.5, H 150.

**Staff Comments:** Staff supports the land use and zoning recommendations for this area, but would be willing to consider the change in density recommended by the property owner for the property at the northwest corner of Executive Blvd. and Woodglen Drive if the height in the zone was limited to 150 feet. In addition, language should be added indicating that the height limit could be less than 150 feet to achieve compatibility with the existing development south and west of this property.

### **Block 3: Security Lane**

**Committee Recommendation:** Rezone the Rockwall property to CR 4: C 3.5, R 3.5, H 250 on the eastern portion of the site and CR 4: C 3.5, R 3.5, H 150 on the western portion of the site.

**Page in Plan:** 38

**Existing Zoning:** C-O

**Proposed Zoning:** Rezone the 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 Cascade property on the south side of Security Lane to CR 3: C 2.5, R 1.5 and H 150.

**Summary of land use recommendations:** Two office buildings, Rockwall and Cascade, are the primary uses along Security Lane between Rockville Pike and Woodglen Drive. The recommended rezoning will accommodate the highest densities and heights along Rockville Pike at a location where there are currently existing office buildings in excess of 3.0 FAR. The new zone will allow for some additional square footage if buildings are converted to mixed uses. The Plan indicates that 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. (Figure 27 on page 36 shows a height limit of 200 feet.) The Plan recommends rezoning the C-O zoned Cascade property on the south side of Security Lane to CR 3: C 2.5, R 1.5, H 150 to continue to transition from the higher densities north to the lower densities south.

**Testimony:** The Council received testimony from Steven Robins on behalf of JBG affiliated properties generally supporting the Plan recommendation and the zoning but requesting that the properties closest to Rockville Pike have a height limit of 250 feet rather than the 200 feet shown in various figures in the Sector Plan (e.g., Figure 27 on page 36).

**Staff Comments:** Staff supports the substantive request for a higher height on Rockville Pike, but would prefer not to have a master plan set a height different than allowed by the zone. The Committee recommends rezoning the Rockwall property to allow greater height along Rockville Pike and reflect the Sector Plan recommended height limits on the western part of the site. It therefore recommends that the Rockwall property be rezoned to CR 4: C 3.5, R 3.5, H 250 on the eastern portion of the site and CR 4: C 3.5, R 3.5, H 150 on the western portion of the site.

#### **Block 4: Edson Lane**

**Committee Recommendation:** Change the zoning on the properties south of Edson Lane to decrease densities and heights to better transition to the nearby lower-density residential neighborhoods (see details below)

**Page in Plan:** 39

**Existing Zoning:** C-0, R-90/TDR, R-90, O-M, C-2

**Proposed Zoning:** Rezone the C-0 and O-M properties north of Edson Lane to CR 2.5: C 2.0, R 1.25 and H 150.<sup>1</sup> 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 and C-2 properties in Block 4 south of Edson Lane to CR 2.5: C 2, R 1.25, H 150.

**Summary of land use recommendations:** Office buildings, residential townhouses, a religious institution, and commercial properties comprise the Edson Lane block. This block is surrounded by the Crest of Wickford and old Georgetown Village residential communities. This block provides a transition between the higher density properties to the north and the lower density residential communities to the south.

**Testimony:** The Crest of Wickford Condominium Association and Wickford Homeowners Association object to 150 foot height limits 100 feet from their single family community and support lowering building heights to a maximum of 50-75 feet. (Although their correspondence indicates that a previous draft of the Sector Plan showed a lower height, Planning Department staff indicate that the Public Hearing Draft had a higher height.)

**Staff Comments:** The Committee believes that the properties south of Edson Lane, which are both the furthest from Metro and the closest to single family residential development should have lower densities and heights. The Committee asked Planning Department staff to reexamine this area and recommend alternative densities and the Committee concurred with the alternative zones they recommended. The Committee recommends the following changes to the last two bullets under the heading Block 4 on page 39 of the Sector Plan:

- 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.
- Rezone the C-2 property to CR [2.5] 1; C [2] 0.75, R [1.25] 0.5 and H [150] 50.

#### **Block 5: Hillery Way**

**Committee Recommendation:** Reduce the density and height on the eastern portion to better transition to the nearby lower-density residential neighborhoods (see details below). *Staff notes that the Committee did not consider a Staff recommendation to change the zoning on the western portion from RT-12.5 to a comparable TDR zone.*

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<sup>1</sup> Figure 28 on page 37 and the first bullet on page 39 **incorrectly** describe the recommended zoning for this area and the text above shows the intended zoning.

**Page in Plan:** 39

**Existing Zoning:** C-2 and R-90

**Proposed Zoning:** Recommend RT 12.5 Zone as suitable for the R-90 zoned properties. Rezone the C-2 property to CR 1.5: C 0.75, R 1.5, H 50.

**Summary of land use recommendations:** This block transitions to residential communities to the immediate south and west. Hillery Way provides the only access to the residentially-zoned areas. Townhouse development will allow a transition to the existing community. Rezone the C-2 property at the corner of Rockville Pike to CR 1.5 to complete the density transition to the Plan's southern boundary. This zone allows for all residential development if desirable.

**Staff Comments:** The Committee was concerned about the height and density on the eastern portion of this block and asked Planning Department staff to recommend an alternative lower density and height. The Committee supports the Planning Department alternative to change the recommended zoning from CR 1.5: C 0.75, R 1.5, H 50 to CR 0.5: C 0.25, R 0.25, H 50. The Plan recommends increasing the density on the western portion of this block from R-90 to RT-12.5. Staff believes that any increase in residential density should be accomplished via Transferable Development Rights (TDRs) and therefore recommends changing the RT 12.5 recommendation to an equivalent TDR zone. The Committee did not have the opportunity to consider the staff recommendation.

## **MAPLE AVENUE DISTRICT**

The 30-acre Maple Avenue District is discussed on pages 40 to 41. This area includes State of Maryland property for the Montrose Road Interchange, an area with low-scale industrial and commercial uses unlikely to redevelop in the short term, and the Montrose Shopping Center.

**Committee Recommendation:** Clarify the graphic and text to indicate that the signature building on the WRIT property can be up to 200 feet in height. Rezone the State of Maryland property at the intersection of Randolph Road and Rockville Pike to CR 3: C 2.5, R 1.5, H 200 to allow a greater percentage of commercial development near the intersection.

**Pages in Plan:** 40 to 41

**Existing Zoning:** I-4, C-2, O-M and R-90

**Proposed Zoning:** Confirm the O-M, R-200, and RMX/3C zoned properties. Confirm the I-4 zoning on the three properties located on the north side of Randolph Road; redevelopment of these small properties is unlikely. Confirm the C-2 Zone on the historic Montrose School property. Rezone the remaining I-4 properties (Montrose Shopping Center and the properties on Maple Avenue) to CR 3: C 1.5, R 2.5, H 200.

**Summary of land use recommendations:** The Plan recommends reconfirming existing zoning of properties built out or unlikely to redevelop. For much of the area south of Randolph Road, the Plan recommends CR zoning and notes that residential uses are unlikely at the intersection of Randolph and Montrose Roads. The density map indicates that lower heights (150 feet) are generally intended for this

area. Building heights should transition from the core, but it may be desirable to have a taller building define the corner of Randolph Road and Nebel Street.

**Testimony:** The Council received testimony from the Washington Real Estate Investment Trust (whose property straddles the Maple Avenue and Nebel Districts) in support of the Sector Plan's land use recommendations.

**Staff Comments:** Staff supports the land use recommendation in the Sector Plan but questioned the zoning choices. Staff was confused as to why a CR zone that allows a height of 200 feet was selected when the entire area is shown in Figure 40 as having a 150' height limit. Planning Department Staff clarified that it was their intent to allow a signature building of up to 200 feet, but this would be inconsistent with Figure 40 and therefore Staff recommends revising the figure and text to make the Sector Plan's intent clear. Given the Plan's assertion that residential development is unlikely near the intersection of Rockville Pike and Montrose Parkway, Staff also questions the use of a zone that allows more residential development than commercial and limits commercial development to 50% of total FAR. Staff recommends rezoning the property at the intersection to a different CR zone at the intersection that allows greater commercial development. The Committee concurred and supported CR 3: C 2.5, R 1.5, H 200.

## **NEBEL DISTRICT**

The Nebel District is discussed on pages 42 to 43 of the Sector Plan. The Washington Gas facility and the Montgomery County Pre-Release Center are two public uses in this district which lies alongside the CSX tracks. Some properties in this district, including the Randolph Shopping Center, have redevelopment potential.

**Committee Recommendation: Support Sector Plan recommendations.**

**Pages in Plan:** 42 to 43

**Existing Zoning:** I-4 and C-2

**Proposed Zoning:** Retain the I-4 zoning on the County Pre-Release Center and Washington Gas facility. The I-4 zoned Montouri and Washington Real Estate Trust (WRIT) properties north of the Washington Gas facility should be rezoned CR 3: C 1.5, R 2.5, H 200. Rezone the five C-2 properties at the southern end of Nebel Street and Nicholson Lane to CR 3: C 1.5, R 2.5, H 100 to allow for mixed uses.

**Summary of land use recommendations:** The northern portion of the site is recommended for CR 3 zoning with a 200' height limit to encourage as much residential development as possible. Signature buildings between 150 and 200 feet tall may be located at the terminus of Old Georgetown Road and Nebel Street or at the intersection of Randolph Road and Nebel Street, in conjunction with development in the Maple Avenue District. The southern tip is also recommended for CR 3, but with a lower height limit.

**Testimony:** The Council received testimony from the Washington Real Estate Investment Trust (whose property straddles the Maple Avenue and Nebel Districts) in support of the Sector Plan’s land use recommendations.

**Staff Comments:** While Staff might have suggested rezoning the Washington Gas and Pre-Release Center to a CR zone to allow redevelopment if these properties ever choose to relocate, Staff does not believe the Committee should increase densities and negatively impact the balance between land use and transportation. Therefore, Staff supports the Sector Plan recommendations.

## **NRC DISTRICT**

The Nuclear Regulatory Commission (NRC) District is discussed on pages 44 and 45. This area includes the headquarters of the NRC, Strathmore Court, a Housing Opportunities Commission (HOC) multifamily residential development, and a WMATA bus facility.

**Committee Recommendation:** Support Sector Plan recommendations but add language acknowledging the presence of the bus depot. Revise grandfathering provision in CR zone to indicate that grandfathered properties need only comply with the CR zone requirements to provide amenities in exchange for density for the portion of the density that is above the approved grandfathered density. Indicate that there are approved development plans consistent with similar references for other properties.

**Pages in Plan:** 44 and 45

**Existing Zoning:** TS-M, I-1, and C-2

**Proposed Zoning:** Rezone Strathmore Court on the west side of Citadel Avenue to CR 4: C 3.5, R 3.5, H 300. Rezone properties south and east of the NRC and west of Citadel Avenue as C 4: C 3.5, R 3.5, H 300. The western portion of the WMATA property (currently zoned TS-M) should be rezoned CR 4: C 2.0, R 3.5, and H 250. The remaining WMATA property (zoned I-1 and C-2) should be rezoned CR 3: C 1.5, R 2.5, and H 200.

**Summary of land use recommendations:** The land use strategy is to confirm zoning on properties unlikely to redevelop and place the highest densities closest to Rockville Pike and the Metro station and lower densities and heights in the eastern portion of the District. The WMATA property has the greatest potential for redevelopment.

**Testimony:** Steve Robins testified on behalf of JBG affiliated properties in support of the Sector Plan’s recommendations. Jack Fitzgerald and B. F. Saul support the Sector Plan recommendations. The Council received testimony from WMATA asking to retain their existing zoning because they are concerned that the CR zone “may impose limitation on Metro’s current and future operating flexibility, potentially hampering Metro’s ability to provide high-quality service to the routes served by the Montgomery County Division.”

William Kominers testified on behalf Naples Commercial, LLC/White Flint View, located on the northeast corner of Nicholson Lane and the extension of Citadel Avenue. This property is currently zoned C-2, with an approved preliminary plan for a mixed-use, high-rise residential building with retail

uses along Nicholson Lane (2.4 FAR). Naples wants to preserve the option to develop under the existing preliminary plan, the new CR zone, or a combination of the two. Specifically, they would like to increase the size, but not the number of units, allowed under the existing preliminary plan (increasing average unit size from 900 square feet to 1,400 square feet). They also request specific language in the Sector Plan to grandfather the existing plan and allow them to build to the 3.5 FAR. Naples also requests that language be added to the Sector Plan that no additional contributions for infrastructure should be required for this Property because of the dedication of right-of-way for the extension of Citadel Avenue.

**Staff Comments:** Staff is somewhat perplexed by WMATA's position regarding the recommended change in zoning for this property since it significantly increases development potential (and value) while not creating new limitations. Should Metro continue to operate its bus facility, the change and zoning itself would not impact their ability to continue operations (although new surrounding residential development could place pressures on WMATA to limit activities that adversely impact surrounding residents, irregardless of the zone on the WMATA property). Should they decide to relocate the bus facility, the recommended change in zoning would significantly increase the value of the land they sell. Staff supports the Sector Plan recommended zoning and densities.

While Staff supports the larger units proposed by Naples, Staff does not support providing the additional density (approximately 50% more than the amount approved) without requiring the property owner to provide the public benefits required under the CR zone in exchange for additional density. Staff does support requiring them to only provide the public benefits under the CR zone for density that is above that already approved. Staff does not support specific grandfathering provisions for individual properties, since grandfathering should be set in the zone, not a master plan. (Moreover, if it were to be set in a master plan, the Sector Plan would need grandfathering provisions for each property in the Plan.) The Sector Plan can mention the existing approved plans consistent with references to other similar properties. Staff does not support adding language to the Sector Plan exempting them from future contributions for infrastructure. If they decide to develop under the current approved plan, no future infrastructure will be required. If they develop at a higher density under the CR zone, it would be appropriate to reconsider the infrastructure contribution.

## **WHITE FLINT MALL DISTRICT**

The White Flint Mall District is discussed on pages 46 to 49. This District is the largest district in the Sector Plan (88 acres) and includes office, commercial, and industrial uses, including White Flint Mall. Single family residential neighborhoods border this area on the south and east. Almost the entire district is recommended for CR zoning to promote mixed-use development.

The Council received testimony generally objecting to the height of development for properties close to the single family residential neighborhoods to the south and east, with one person suggesting that the Sector Plan recommends densities of 150 feet adjacent to the lower density neighborhoods. Staff recommends that the Committee ask the Planning Department to address this issue at the worksession, but it appears from Figure 39 on page 46 that the properties directly adjacent to lower density residential neighborhoods are all limited to 50' or 70', some with additional buffering.

### **Block 1: Fitzgerald and Eisinger**

**Committee Recommendation: Support the Sector Plan recommendations.**

This block contains commercial properties located at the northwestern and northeastern 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 northeastern intersection of Nicholson Lane and Huff Court. Uses include an automobile sales center, office buildings, and a commercial shopping center.

**Page in Plan: 47**

**Existing Zoning: C-2**

**Proposed Zoning:** Rezone land west of Huff Court (Fitzgerald property, a closed gas station, and some smaller properties) to CR 4: C 3.5, R 2.0, and H 250. Rezone land east of Huff Court (Eisinger property and two lots owned by Lerner/Tower) to CR 3: C 1.5, R 2.5, and H 200.

**Summary of land use recommendations:** The Plan supports a mix of uses for the entire area but notes that residential development may be less feasible at the corner of Nicholson Lane and Rockville Pike, but should be encouraged to the east. Affordable housing, especially Workforce Housing, may be appropriate at this location in conjunction with redevelopment of western portion of Block 1.

**Testimony:** Jack Fitzgerald and B. F. Saul support the Sector Plan recommendations.

**Staff Comments:** Support the Sector Plan recommendations.

### **Block 2: White Flint Plaza**

**Committee Recommendation: Support the Sector Plan recommendations.**

White Flint Plaza is a commercial shopping center. The shopping center has surface parking and several single-story buildings. There are some long-term leases in this shopping center that may affect the timing of redevelopment. A new neighborhood green up to one half acre is proposed when the shopping center is redeveloped. The block is under single ownership.

**Page in Plan: 47**

**Existing Zoning: C-2**

**Proposed Zoning:** A proposed local street will divide the property. Rezone the western portion to CR 3: C 1.5, R 2.5, and H 200. Rezone the eastern portion to CR 2.5: C 1.25, R 2.0, and H 70.

**Summary of land use recommendations:** The C 1.5 and C 1.25 designations will accommodate the existing shopping center. As shown on the Density and Height map, development on this property should transition between Block 1 and Block 3. Development on the western half should have 150-foot heights to ensure a transition between Block 1 and the eastern portion. The eastern portion should have a density of 2.5 and a maximum height of 70 feet to ensure compatibility with Block 3.

**Testimony:** Combined Properties, owners of White Flint Plaza (and their attorney Erica Leathem) generally support the Plan but oppose the split zoning (CR 3.0 and CR 2.5) for the White Flint Plaza and believe it would “create a jarring transition at an arbitrary zoning line. They prefer that the entire property be rezoned to the CR 3 zone.

**Staff Comments:** Since Planning Department Staff considers any combination of the four elements of the CR zone to be a different zone, many, if not most of the properties are split zoned. Staff supports the Sector Plan recommended zoning, which provides an appropriate transition to the lower densities to the east and south. The Planning Board review of sketch plans will prevent any jarring transactions. Staff will accept property owner comments on the exact location of the zoning boundary.

### **Block 3: Nicholson Court**

**Committee Recommendation:** Maintain the I-4 zoning and indicate that the zoning was not examined during this Plan review and should be considered as part of the White Flint II Sector Plan.

**Page in Plan:** 48

**Existing Zoning:** I-4

**Proposed Zoning:** 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.

**Summary of land use recommendations:** 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 C 1.25 will accommodate existing commercial FAR on individual properties. 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.

**Staff Comments:** The Committee discussed the zoning for this property and recommends retaining the I-4 zoning. Given the Countywide shortage of I-4 zoning and the distance of the property from Metro, Staff questioned the merit of the Sector Plan’s recommendations for CR zoning, especially once the Committee decided to no longer locate a MARC station at this location. The area is directly adjacent to the area that will be considered during the White Flint II Plan and therefore the zoning can be reconsidered at that time.

### **Block 4: White Flint Mall**

The White Flint Mall is the Plan area’s largest property and has been home to premier department stores for 40 years. Two of the stores, Bloomingdale’s and Lord & Taylor, own their buildings, which has implications for redevelopment. There are two medical office buildings along Rockville Pike south of

the mall. White Flint Neighborhood Park is to the immediate east and Garrett Park Estates is to the immediate south.

**Committee Recommendation:** Change mix of zoning at the southern edge of the site to focus more on residential uses and decrease heights to provide a better transition to existing residential neighborhoods (see details below). Identify an area south of Nebel Street Extended as the first choice for a new elementary school.

**Page in Plan:** 49

**Existing Zoning:** R-90, C-2, C-T, and C-O

**Proposed Zoning:** Rezone four C-2 acres adjacent to Block 1 to CR 4: C 3.5, R 2.0, H 250. Rezone the existing R-90 and C-T portions to CR 1.5: C 0.75, R 1.5, and H 50. Rezone the central portion to CR 3.0: C 1.5, R 2.5, and H 200. Confirm the C-O zoning on the medical office building properties.

**Summary of land use recommendations:** New vertical residential and nonresidential uses are intended to transform this property. New public amenities and facilities, public uses, neighborhood greens, and an expanded road network will create walkable blocks. Using the WMATA tunnel as a pedestrian promenade will enhance this block and improve pedestrian access. Development along Rockville Pike should be denser and the buildings taller than the eastern segment of the property. The White Flint Mall property will be split zoned to provide appropriate transitions between Rockville Pike, the expanded White Flint Neighborhood Park, and residential communities to the south and east. The Density and Height map indicates height bands across the central portion, with taller buildings to the north (200 feet), lower buildings in the middle (150 feet) and the southern portion (100 feet) as shown in height and density maps. The heights shown on the map demonstrate this Plan's intent that heights decline as buildings move from the north and west of the site toward the southern and eastern edges of the zone.

**Testimony:** Robert Brewer testified on behalf of Lerner Enterprises and The Tower Companies (Abramson family), owners of White Flint Mall. They supported the Sector Plan's land use recommendations but expressed concerns about the CR zone and the potential to locate a school on their property.

Natalie Goldberg expressed concern regarding the portion of the area directly abutting the single family residential neighborhoods and recommended CR 1.5: C 0.75, R 1.5, H 50. She expressed concern about allowing 0.75 commercial FAR and believes the commercial FAR should be capped at 0.25 and also questioned whether the dedication of a school site could result in higher density on this portion of the property.

**Staff Comments:** As noted earlier in this memorandum, the Committee recommends that an area on this property south of Nebel Road Extended is the most appropriate location for a new elementary school. Community representatives have raised concerns as to whether the Sector Plan provides an adequate transition to the neighborhood to the south. In response to these concerns, the Committee agreed to extend the small band of property capped at 70 feet along the northern side of Nebel Road (Extended) west to Huff Court and add language to the Plan recommending a greater mix of residential development on the southern portion of the site. The Committee also recommends limiting the height on the southeast block adjacent to the proposed park to 100 feet, instead of the 150 feet currently shown

in the plan on page 46. Finally the Committee recommends decreasing the amount of commercial development allowed at the southeast edges while retaining the total density (see page 48). The Committee recommends shifting the zoning from CR 1.5: C 0.75, R 1.5, H 50 to CR 1.5: C .25, R 1.5, H 50.

While the dedication of a school or park site could result in higher densities elsewhere on the site, the density would most likely be transferred to a more dense area and not in areas meant to serve as transitions to residential neighborhoods. The community has also expressed concern about the interim condition of the school site. While Staff does not believe that the County has any ability to require a change in these sites before the mall redevelops, the Sector Plan could indicate that, if the mall site redevelops before Montgomery County Public Schools (MCPS) is ready to redevelop, the County should consider potential interim uses for this site that would provide an appropriate transition to the neighborhood.

## **AMENITIES AND OPEN SPACE**

**Committee Recommendation: Amend the list of projects eligible for Amenity Fund Support to include the recreation center, the library, and regional services center. Add description of the benefits of co-locating County facilities.**

The Sector Plan's recommendations related to Public Use Space Requirements and Amenity projects are on page 68 of the Sector Plan. The description of priority projects eligible for Amenity Fund Support should be amended to include the recreation center, the library, and regional services center. The Sector Plan should also indicate that the co-location of two or more public facilities (with ancillary facilities such as seating areas or cafes) can serve as a destination and meeting place for area residents.

## **ENSURING HOUSING GOALS ARE MET**

**Committee Recommendation: Support recommended changes to call greater attention to housing goals (except those that relate to staging which the Committee has not yet endorsed).**

The Sector Plan states a goal of significantly increasing housing in the Sector Plan area. The Council received testimony questioning whether the Sector Plan will achieve this goal, given the flexibility allowed by the Commercial-Residential (CR) zones. Council staff has received recommended changes in language that will call greater attention to the Council goals without changing the zoning or land use goals of the Plan (see suggested language prepared by Pam Lindstrom on © 12 to 17). The Committee supports these changes, but has not yet made any decisions regarding staging.

## **SUSTAINABILITY**

**Committee Recommendation: Support Sector Plan but amend to reflect amendments to the CR zone.**

Pages 50 to 51 of the Sector Plan address Sustainability. The Council received testimony suggesting that this section of the Plan needed to be stronger; however, Staff does not believe this would have the impact intended by those who testified. Most environmental protections are addressed in County laws and regulations or in the zoning ordinance. The Sector Plan provides information on the current state of the environment and identifies opportunities to improve the environment, but these opportunities need to be implemented through other venues and, therefore, stronger sector plan language would have little, if any, impact. In addition, Staff believes it is inappropriate for master plans to address in any depth issues that are County-wide in nature, rather than specific to a planning area (e.g., strategies to reduce air or water pollution should apply throughout the County). The only changes the Committee recommends to this section of the Sector Plan would be to update it for any changes related to the CR zones.

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November 10, 2009

**MEMORANDUM**

TO: Marlene Michaelson, Senior Legislative Staff

FROM: Piera Weiss, Vision Division, Montgomery County Planning Department

SUBJECT: Response to County Council Public Hearing Testimony Regarding Public Facilities in the White Flint Sector Plan

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**Schools**

*Issue: MCPS testified that an elementary school site within the Sector Plan boundaries is necessary and requested that the elementary school site recommended in the earlier Public Hearing Draft White Flint Sector Plan be included in the final version.*

The Public Hearing Draft (page 66) contains the following recommendation:

If MCPS is unable to claim a former school site or expand an existing school within the cluster, an elementary school should be located on approximately five to six acres on the properties owned by White Flint Plaza and White Flint Mall. . . Dedication from each property should be proportional to the net land area, but, in the aggregate, total five-six acres. The new school site should have access to a primary road.

This recommendation was based on staff's analysis of an urban elementary school prototype discussed with the MCPS staff during meetings prior to the publication of the Public Hearing Draft. The urban elementary school prototype was derived from an analysis of existing elementary schools located on four or fewer acres. Staff developed a set of criteria from this study and examined seven sites within the Sector Plan area. Staff presented the analysis at the April 23, 2009 Planning Board worksession.

The White Flint Sector Plan Appendix, "Appendix 7- Schools Analysis" contains a complete description of the school needs analysis and the sites considered.

### **Joint Fire Station/Police Substation**

*Issue: The Department of Fire and Rescue Services provided testimony in support of the new fire-rescue station in the excess right-of-way for Montrose Parkway, but recommended that the location be on the south side, and not the north side, as recommended in the Planning Board Draft.*

The southern versus northern location was raised during the Planning Board worksessions. The Planning Board discussed the relationship between redevelopment of Mid-Pike Plaza and the proposed facility if it were located south of Montrose Parkway. The Planning Board, after hearing testimony from Federal Realty, the owners of Mid-Pike Plaza, concluded that the facility could be located in either location but chose the northern site, because the possibility of the northern location being used for a commuter surface parking lot was inconsistent with one of the central tenets of the Sector Plan, which is to reduce reliance on surface parking lots.

### **Community Recreation Center**

*Issue: There was public testimony as to why a community recreation center was not included in the Draft Plan.*

Planning staff conferred with Department of Recreation staff during the development of the plan to determine if an additional full service community recreation center was needed. It was determined that the North Bethesda Recreation Center, identified in the *1992 North Bethesda Garrett Park Sector Plan* and located in Rock Spring Center, could adequately serve the entire North Bethesda Sector Plan area, which includes the White Flint Sector Plan area. The recommended improvements to Wall Park and the Aquatic Center, as recommended by the Parks Department staff in consultation with Department of Recreation staff, would provide additional outdoor facilities to serve the new population.

### **Public Parks**

*Issue: There was public testimony questioning the amount of public parkland in the Planning Board Draft Plan.*

Parks Department staff prepared the Parks needs analysis for the Draft Plan, which is included in its entirety in Appendix 3 - Parks, Open Space, Trails and Cultural Resources.

*The 2005 Land Preservation, Parks and Recreation Plan, A Parks Recreation Open Space Plan (LPPRP/PROS Plan) sets the policies and goals countywide for public parkland, land preservation and recreation. This Master Plan mostly concerns facilities that are not necessarily appropriate to locate in an urban environment because of the sizes required, such as ball fields. It estimates demand by planning areas, not smaller geographies such as White Flint.*

There is a second document, *Parks for Tomorrow* (1998), which supplemented the previous 1998 *PROS Plan* that addressed possible solutions to meet park and recreation needs in urban areas by

using a combination of public parkland and privately provided and maintained public open space such as using non-park public space in innovative ways to meet recreational demand.

Staff used this guidance to develop the park and recreation recommendations in the Draft Plan. Public parkland and public use spaces were recommended to achieve an integrated system of open space that is distributed throughout the plan area, to provide convenient access to recreation for all members of the plan area. The public use space requirement under both the standard and optional methods of the proposed CR Zone (also required in the TMX Zone, which was considered prior to the development of the CR Zone) was used to determine how much public use space could be provided in White Flint in conjunction with public parks. Parks staff determined that there were needs for two types of spaces, one with recreational facilities and a public gathering place, that should be met with public park land. This resulted in the recommendations to provide more recreational facilities in Wall Park and to provide the one-acre Civic Green. The required public use spaces would be linked to the public parks via a Recreation Loop so that residents could reach a public use space or park within a few minutes' walk.

Figure 12 (Open Space Plan), Figure 45 (Existing and Proposed Community Facilities and History Sites) and Figure 46 (Proposed Open Space System and Recreation Loop) in the Planning Board Draft Plan depict the proposed public parks and open space system.

Staff has found some discrepancies between the figures and text and has included a Revised Figure 12 to show the locations discussed in the text. Staff prepared a tabular summary (Table 1) for the recommended public parks and public use space. Table 1 is keyed to the sites shown in the Revised Figure 12 and identifies the District, property and acreage. In total, the Draft Plan recommends 12.8 acres of parkland and 15 acres of public use space. An additional 2.75 acres of public use space will be generated from the properties identified in the Table 1 consistent with the proposed CR Zoning. That estimate is indicated in the last column of Table 1.

TABLE 1: White Flint Sector Plan: Parkland and Public Use Space

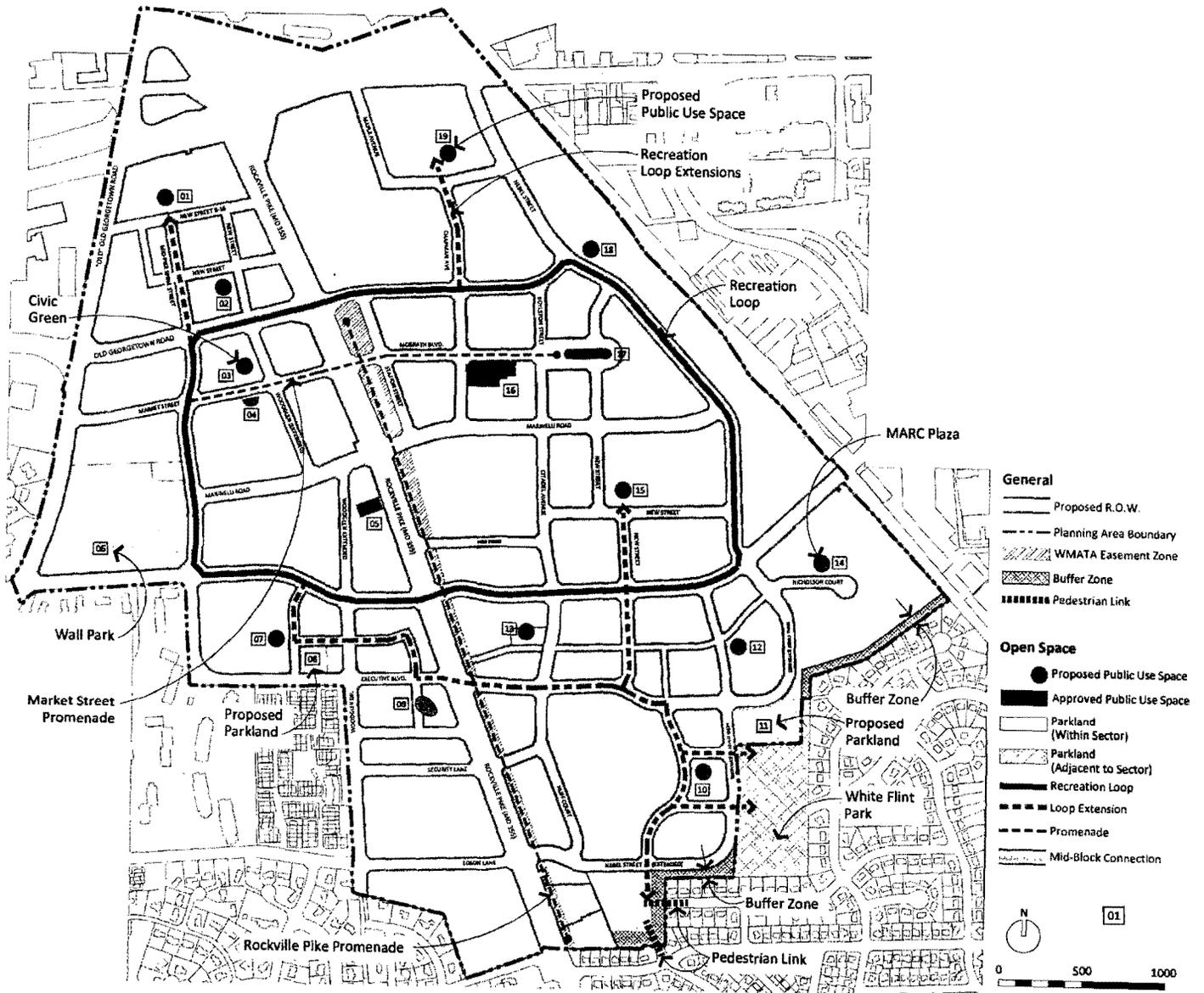
<i>Key</i>	<i>District</i>	<i>Property</i>	<i>Property Size</i>	<i>Acres Public Use Space or Conservation</i>	<i>Acres for Public Parks</i>	<i>Additional Acres CR zone**</i>
01/2	Mid-Pike	Mid-Pike *	20.0	1.0	0	1.0
03	Metro West	Civic Green	1.0	0	1.0	0
04	Metro West	Opposite civic green*	0	.25	0	0
05	Metro West	Holloday (DP)	4.48	1.0	0	0
06	Metro West	Wall Park	11.0	0	11.0	0
07	NoBe	Lutrell	5.3	0.5	0	0
08	NoBe	WSSC site	.71	0	.71	0
09	NoBe	NB Market (DP)	5.9	.43	0	0
10/11	White Flint Mall	White Flint Mall * Exp.of WF Neigh. Park	40.7	1.7	2.3	0
12	White Flint Mall	Fitzgerald/Eisinger*	11.16	0.6	0	.5
13	White Flint Mall	White Flint Plaza	15.0	0.5	0	1.0
14	White Flint Mall	Nicholson Ct *	16.5	1.65	0	0
15	NRC	WMATA *	13.0	1.3	0	0
16/17	Metro East	LCOR (DP)	32.4	3.2	0	0
18	Nebel	Montouri*	2.5	0	0	.25
19	Maple Avenue	Montrose Shopping Ctr.*	6.75	.675	0	0
	TOTAL			12.805	15.01	2.75

\*Sites identified in plan, no acreage specified. Acreage determined by proposed CR Zone requirement at 10%

\*\* Sites not identified in Plan. Acreage would be required in proposed CR Zone

(DP) means an approved Development Plan in conformance with TSM or TSR local map amendment. These sites were previously approved.

Revised Figure 12 Open Space Plan



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**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
January 11, 2010  
Agenda Item #4

**MEMORANDUM**

**TO:** Montgomery County Planning Board  
**FROM:** Piera Weiss, Planning Department  
**SUBJECT:** White Flint Sector Plan Outstanding Issues - PHED Worksession

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**Outstanding Issues**

1. Co-location of Community Facilities

The Planning, Health and Economic Development (PHED)) Committee discussed the issue of co-locating community facilities. During the PHED worksessions, the Department of Recreation decided that a new recreation center was warranted to serve the proposed development in the White Flint Sector Plan and should be included in the co-location discussion. Executive Branch staff has not yet determined what the amount of square feet or any specifics regarding which community facilities should be included in the co-location program.

Planning Staff has assumed that the community facilities are an Express Library, a Recreation Center and a County Services Center and offers the following regarding possible locations in the sector plan area. If all these facilities were located in one structure or at one location, it should be located in the core area, which the sector plan defines as the Metro West and Metro East Districts. These two districts are at the Metro Station and at the center of the sector plan area. While both districts are suitable because of proximity to Metro and centrally located, there are considerations which make one preferable over the other.

The Metro East District has four different properties, but one party, LCOR, owns the majority of the district. There are approved Development and Subdivision Plans that cover most of the LCOR holdings. The Nuclear Regulatory Commission recently chose the site for the headquarters expansion. The Metro West District has 11 different properties and a number of owners. The County owns the largest parcel (the Conference Center Site); MNCPPC owns the second largest parcel, Wall Park. A number of road realignments and new roads are necessary to

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create developable parcels within a new road grid. The sector plan recommends that a civic green, a public park of more than one acre, be located in this district to create a civic core linked to the Conference Center and Wall Park. Additional public facilities organized or related to the civic green would reinforce this District as the civic core for the sector plan area. It is also possible for the Recreation Center to be incorporated in the Wall Park expansion.

The realignment of public roads and the acquisition of the civic green will require significant upfront public costs. The road projects must be completed in the first stage in order to create the circulation work-around for Rockville Pike. The road realignment can be accomplished in conjunction with acquisition of the civic green more efficiently than if done separately. Costs incurred by the County could be offset through a special fund created for White Flint to which all new development could contribute as part of CR zoning requirements.

For these reasons, staff suggests that the Planning Board recommend that the PHED Committee add the following italicized wording to the Sector Plan on page 60, after the second paragraph under a new title: Co-Location of Community Services:

*Co-Location of Community Facilities*

*Community facilities, such as an express library, a new recreation center, and a county services center can help create an important civic presence in the Metro West District. Two locations, both in public ownership, offer exceptional opportunity for the co-location of facilities--the Conference Center property, adjacent to the civic green, and Wall Park. The Conference Center property has the greatest 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. This building could front on the green. If it is selected, 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. 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 optional method of development of a large private tract.*

2. More CR Zones

Council staff has noted that discrete CR zones can be applied over a small or large area, depending on the intent of the land use plan and to specific certain desired outcomes. For example where a difference height was desirable, a CR zone with the same FAR as adjoining CR zones but different height could be applied to property or part of a property. The Planning Board discussed this with respect to White Flint, especially the issue of how many different CR zones were necessary to achieve the goal and intent of the sector plan and simultaneously address specific issues on individual properties or groups of properties. The Planning Board was mindful

of split zoning individual properties The Planning Board concluded that it was wiser to use as few zones as possible and that height and density maps could serve as a guide where changes in height and density should occur within a particular CR zone. After lengthy debate, the Planning Board concluded that it wanted flexibility at the time of development to be able to consider issues that may not have been anticipated and for that reasons limited the number of different combinations of CR zoning and split zoned properties only where it was deemed necessary. The Planning Board included Height and Density Maps to delineate key areas where heights should be less than the maximum and stated in the Draft Plan the Height and Density Maps are to be used in conjunction with the Zoning Maps and the Design Guidelines to guide the distribution of density and height during the development approval process.

Council staff's issue is whether or not there should be more CR zoning categories to memorialize the intent of the Height and Density Maps or would additional language clarify the intent and avoid future confusion or issues of sector plan interpretation.

Planning staff thinks that adding language rather than more CR zoning categories is preferable. Zoning lines are inflexible. More explanatory wording language can detail the intent and limit the scope of future interpretations. Staff suggests the following underlined language be added to the existing language on page 28, third paragraph, after the third sentence.

*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.*

*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.*

*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.*

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3. Appropriate zoning for the SHA ROW north of Montrose Road in the Mid-Pike District.

The Draft Plan recommended retaining the C-2 zoning since the site was identified as suitable for a fire station. However, the PHED Committee is now considering alternative locations for the fire station and has asked what the appropriate zoning should be: confirm, the C-2 or consider a CR zone. If the PHED Committee is considering CR zoning, Planning staff believes that CR 2.0 with more emphasis on commercial than residential FAR and building height of 100 feet is suitable. CR 2 would transition between the CR densities the sector plan proposes for properties south of Montrose Parkway (CR 3) and existing high rise development north of Montrose Parkway outside the sector plan area.

Staff suggests that the Planning Board consider recommending the CR 2.0; C 1.5; R 0.75 H 100 Zone for the property identified as SHA ROW on Figure 23 and as having C-2 Zoning confirmed in Figure 25.

4. CR Zone options for Properties south of Edson Lane

The PHED Committee requested more detailed information regarding existing development between Nicholson Lane and the southern edge of the sector plan area within the NoBe District. The Committee was interested in applying the CR zone but was not convinced that the Draft Plan proposals were appropriate and asked what combination of CR zones would more closely match existing development, especially south of Edson Lane. Table 1 indicates the Draft Plan recommendations from north to south along Rockville Pike. The last column contains alternative CR zoning that more closely follows existing conditions south of Edson Lane. Italics indicate those properties south of Edson Lane.

5. Relationship of Zoning Envelope and Recommended Staging Capacity

Council Staff requested more detailed information regarding the relationship between the proposed zoning envelope and the staging ceiling. Staff has reviewed the proposed and zoning envelope and has recalculated the holding capacity based on changes discussed during the PHED work sessions in Table 2. The changes include: adding CR zoning for the Forum Property, confirming the I-4 zoning at Nicholson Court and assuming no mixed-use redevelopment for the WMATA site and the Fire Station site at Maple Avenue. The total holding capacity for the sector plan is approximately 41,000,000 SF. The staging capacity (existing and proposed development that can be accommodated by the transportation network) is approximately 30,500,000 SF. The staging capacity is a little more than 73% of the zoning capacity.

**TABLE 1: CR Zone Options for the NoBe District along Rockville Pike**

Property	Existing Height	Proposed Height	Existing FAR	Proposed Alternative FAR	Draft Plan	Proposed Alternative CR Zones
N. Bethesda Market	285	300	2.29	4	CR 4.0 C 3.5 R 3.5 H 300	No changes
Rockwall East * Rockwall West**	120	150* 250**	3.11	4	CR 4.0 C 3.5 R 3.5 H 300	CR 4.0 C 3.5 R 3.5 H 150*/250**
Cascade	100	150	2.26	3	CR 3.0 C 2.5 R 1.5 H 150	CR 3.0 C 2.5 R 1.0 H 150
Prim McShea	60+	130	1.63	2.0	CR 2.5 C 2.0 R 1.25 H 150	No changes
<i>Dynamics</i>	<i>60+</i>	<i>100</i>	<i>0.81</i>	<i>1.25</i>	<i>CR 2.5</i> <i>C 2.0</i> <i>R 1.25</i> <i>H 150</i>	<i>CR 1.25</i> <i>C 1.0</i> <i>R .75</i> <i>H 100</i>
<i>Shopping Center</i>	<i>20</i>	<i>50</i>	<i>0.6</i>	<i>1.0</i>	<i>CR 2.5</i> <i>C 2.0</i> <i>R 1.25</i> <i>H 150</i>	<i>CR 1.0</i> <i>C .75</i> <i>R .50</i> <i>H 50</i>
<i>Dietles/Addies</i>	<i>15</i>	<i>50</i>	<i>0.06</i>	<i>.50</i>	<i>CR 1.5</i> <i>C 0.75</i> <i>R 1.5</i> <i>H 50</i>	<i>CR 0.50</i> <i>C .25</i> <i>R .25</i> <i>H 50</i>

**TABLE 2: Zoning Envelope and Staging Capacity**

<b>Capacity from CR zoning assuming 60% residential and 40% non-residential split</b>	
• 17,052 DU @1,200 SF/unit	20,462,400
• Non-residential SF	8,420,886
Zoning density remaining for non CR properties (includes I-4 for Nicholson Ct per PHED)	2,460,000
<b>Sub-Total A</b>	<b>31,343,286</b>
<b>Existing and Approved Development</b>	
• Existing and Approved 4,544 DU @1,200 SF/unit	5,452,800
• Existing and Approved Non-residential SF	7,290,000
<b>Sub-Total B</b>	<b>12,742,800</b>
<b>Sub-Total A</b>	<b>31,343,286</b>
<b>Sub-Total B</b>	<b>12,742,800</b>
<b>Zoning Envelope</b>	<b>44,086,086</b>
<b>Difference between new CR zoning and previous TSR/TSM approvals</b>	<b>2,960,000</b>
<b>Zoning Envelope</b>	<b>44,086,086</b>
<b>Minus Difference</b>	<b>2,960,000</b>
<b>Revised Zoning Envelope</b>	<b>41,126,086</b>
<b>Sector Plan Staging Capacity</b>	<b>30,100,000</b>
<b>% Staging Capacity of Zoning Envelope</b>	<b>73.2%</b>

[Problem addressed: There is an existing shortage of transit-proximate housing relative to jobs in the I-270 Corridor. There are housing statements in the Vision section of the plan, though the housing statements should be made more visible in a separate paragraph.]

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This Sector Plan vision establishes policies for transforming an auto-oriented suburban development pattern into an urban center of residences and businesses where people walk to work, shops and transit. Offices and plazas are full of workers during the day. At night and on weekends people attend the theater, visit galleries, and eat out. In the summer, people are out enjoying evening activities. Rockville Pike will be transformed from a traffic barrier dividing the center into a unifying multi-modal boulevard. White Flint will be a place where different lifestyles converge to make urban living interesting and exciting. The proposed cultural and retail destinations in and around the civic core, the open space system, and the walkable street grid unite to energize White Flint. From this energy, White Flint will become a vibrant and sustainable urban center that can adapt and respond to existing and future challenges.

There are few locations remaining in Montgomery County where excellent transit service and redevelopment potential coincide. The MD 355/I-270 Corridor (Figure 1) is a historic travel and trade route that links communities in Montgomery County to those in Frederick County. In the last 30 years the corridor has emerged as a prime location for advanced technology and biotechnology industries with regional shopping and cultural destinations. White Flint fits squarely into Montgomery County's General Plan and long range policies as the place to accommodate a substantial portion of the region's projected growth, especially housing. [insert paragraph break to call attention to housing goal]

This Plan recommends adding more residential capacity near existing transit facilities to balance land uses in the MD 355/I-270 Corridor. A substantial housing resource at White Flint is well situated to support the planned expansion of federal facilities in White Flint (Nuclear Regulatory Commission) and Bethesda (Walter Reed National Military Medical Center) and provide a sufficient supply of housing options to serve County residents throughout their stages of life.

White Flint was first proposed as an urban, mixed-use community at the center of North Bethesda more than 30 years ago with the extension of Metrorail service. Over the decades, the envisioned transformation from a suburban, car-oriented series of strip shopping centers into an urban, transit-oriented, mixed-use area has occurred slowly and in scattered pockets. The White Flint Mall, a regional shopping destination with three floors of shops and ample structured parking, was one of the early attempts to blend urban form with suburban needs. But, the automobile still dominates, especially along Rockville Pike and the pedestrian experience in most of White Flint is barely tolerable. Recent projects (the Conference

Center, The Sterling, and the North Bethesda Center) have created urban block patterns with buildings oriented toward the streets, destination uses and an improved pedestrian experience. More needs to be done to connect these urban pockets, to introduce civic functions and open space, and to reduce conflicts between vehicles and pedestrians.

Given the reality of future energy constraints and the effects of climate change, growth must take advantage of existing infrastructure, especially transit, to create compact new communities where reliance on the automobile is unnecessary. Growth should be directed to those places where a reduction in the carbon footprint is possible, like White Flint, and where the infrastructure can support a sustainable, culturally diverse urban center outside the well-established central business districts.

This vision furthers the 2003 Ten-Year Transportation Policy Report [title?], which supports land use policies that promote new opportunities for living closer to work, especially near Metrorail stations. Furthermore, this vision is consistent with regional planning efforts to improve the jobs-housing ratio. This Plan recommends the approval of 9,800 new units (Table 1), which is a substantial increase in housing resources in the I-270 Corridor. The projected jobs to housing ratio in White Flint will be about three jobs to one dwelling unit, an improvement over existing conditions.

It is very important that this housing be achieved as the master planned development is carried out. Development under the flexible CR zone must be monitored to assure that the planned job/housing balance is achieved.

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### Staging Plan

A staging plan addresses timing of new development and public facilities within the lifetime of a sector or master plan. A successful staging plan should be elastic enough to respond to market forces without losing the plan's vision or requiring amendments. It must also make realistic assumptions about the facilities needed to support development while minimizing negative impacts on surrounding development. In White Flint, staging must include increasing transit ridership as a means to reduce traffic congestion.

The White Flint staging plan is guided by the following.

- Ensuring fiscal responsibility. Timing and sequence of development should be matched to capital improvement funding.
- Funding for the capital improvements required by new growth will come from a variety of public and private sources. Private development should provide for those public facilities needed to support the new development and not burden existing facilities.
- Coordinating development with public infrastructure. Public facilities should be provided in conjunction with private land development, including dedication of land for public use in order to reduce the costs to the public.
- Promoting balance. The Plan recommends substantial residential development to create neighborhoods in White Flint. Nonresidential development should not preempt residential development by absorbing available capacity or land.
- Promoting a sense of place. The reconstruction of Rockville Pike as a boulevard and the creation of a civic core area are both fundamental to creating a sense of community and place in White Flint. The sequence in which these projects are developed, especially the construction phases for Rockville Pike, is critical to traffic management and to minimizing disruption to commerce and impacts on surrounding communities.

The proposed zoning envelope contains more potential density than will be used over the life of the Plan. The Mobility chapter outlined the requirements for accommodating new development, such as the desired mode split, the enhanced street network, and more emphasis on multifamily residential development since it generates less traffic than nonresidential development. The Plan recommends a staging plan that meters development approvals to ensure that the transportation infrastructure is in place when needed. It will also meter development to assure that the planned housing is achieved in each stage.

The amount of development that can be accommodated by the proposed infrastructure and transit is approximately 75 percent of the recommended zoning envelope capacity. Of primary importance is managing traffic congestion, which can be accomplished by building the proposed street grid and improving and enhancing access to transit. The realignment of Old Georgetown Road and Executive Boulevard is the critical part of the road network that will provide an alternative for through traffic on Rockville Pike and diffuse traffic through the Plan area.

Second is ensuring that proposed civic uses, intended to create vitality within the urban core, are built and constructed early in the life of the Plan.

Finally, reconstruction of Rockville Pike will require additional right-of-way, which cannot be obtained all at once, since development will occur property by property. The Plan recommends dedication to the 150 foot right-of-way and an additional reservation to 162 feet to accommodate the design of the multi-modal cross section. An interim solution may be necessary, such as locating a drive-aisle in the setback area or setting aside vaults for the undergrounding of utilities outside the limits of the future reconstruction. Regardless of when the reconstruction occurs, there will be disruption to adjacent businesses. Efforts should be made to address that disruption, such as local bus shuttles and an evening construction schedule. 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. •

Council resolution to expand the Metro Station Policy Area to encompass the entire Sector Plan boundary, which:

- o requires workforce housing

- o proposes legislative changes to allow impact fees to be captured in a Metro Station Policy Area

- o reduces Transportation Impact Tax

- o 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. •

Create public entities or financing mechanisms necessary to implement the Sector Plan within 12 months of adopting the •

sectional map amendment. These include, as appropriate, the following:

- o parking management authority

- o urban service district

- o redevelopment office or similar entity

- o tax increment financing district

- o special assessment district.

Develop a transportation approval mechanism and monitoring program within 12 months of adopting the sectional map amendment.

- o Planning Board must develop biennial monitoring program for the White Flint Sector Plan area. This program will include a periodic assessment on 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 should conduct a regular assessment of the staging plan and determine if any modifications are necessary.

- o The Planning Board must establish an advisory committee of property owners and interested groups that support the redevelopment of the Plan area, 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, 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. •

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#### 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.

Phase 1: 3,000 dwelling units and 2.0 million square feet nonresidential development

During Phase 1, the Planning Board may approve both residential and nonresidential development until either of the limits above is reached. 80% of housing capacity must be approved for development before moving to phase 2.

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.

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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 within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.

*Phase 2: 3,000, dwelling units and 2.0 million square feet nonresidential 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 nonresidential development until either of the limits above is reached. 80% of housing capacity must be approved for development before moving to phase 2.

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

- Construct streetscape improvements, sidewalk improvements, and bikeways for all streets 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.
- Conduct a North Bethesda residential areas circulation study.
- Increase non-auto driver mode share to 35 percent.
- Limit long-term parking spaces to capacity established in the Annual Growth Policy.