

**MEMORANDUM**

November 25, 2009

TO: Planning, Housing, and Economic Development Committee  
FROM: <sup>60</sup> Glenn Orlin, Deputy Council Staff Director  
SUBJECT: White Flint Sector Plan—transportation issues

**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.

*Most of the elements discussed in this memo are those about which there is some disagreement with the Final Draft expressed by the Executive, public testimony, or Council staff. 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 37% RAM, which falls in the Level of Service (LOS) 'E' range by 3% (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. Therefore, Council staff has worked with Planning staff to develop a set of transportation actions that would bring RAM up to 40%. For this exercise we held the land use recommendations constant; that is, we assumed the same land use as is recommended in the first three stages of the Plan.

The following four actions would be needed to bring RAM to 40%:

- *Increase 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. DOT believes even the 39% assumed currently in the Plan is too optimistic, suggesting that 33% would be more reasonable. The Planning staff, in its discussion of alternatives evaluated but not incorporated in the Plan (Appendix, pp. 180-185) noted that 50% is the goal for Silver Spring, but it has much higher levels of bus

service, is 3 miles closer to the regional core and is thus more accessible by transit, and has a greater amount of transit-dependent households.

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.

- *Increase the NADMS for residents from 48% to 53%.* 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.
- *Remove the median on Montrose Road between I-270 and Montrose Parkway and replace it with a reversible lane.* The most direct way to improve RAM is to add road capacity, especially at choke-points: not in White Flint proper, where there would be an intensive grid of streets to spread out the traffic, but at the gateways, which are few. This segment of Montrose Road is one such gateway. There are no houses that front onto this segment of Montrose Road, but a reversible lane would mean introducing overhead lane indicators such as those over Georgia Avenue in Montgomery Hills and over Colesville Road north of Silver Spring, and could mean peak-period left-turn prohibitions at Tildenwood Drive and at Hitching Post Lane/Farm Haven Drive.
- *Widen Rockville Pike from 6 to 8 lanes between Edson Lane and the Beltway.* A more significant choke point is the segment of Rockville Pike between White Flint and the Beltway. Adding a Bus Rapid Transit Line in this segment would already widen the cross-section by two lanes, so this means the cross-section might be widened to as much as 10 lanes. It may be possible to limit it to 8 lanes if all the Pike's buses—express *and* local—would be assigned to these lanes, both to produce faster transit travel times but also to keep the local buses (which frequently stop and start) from consuming a large share of capacity on the general-use lanes. To free up more even more capacity on the general-use lanes, carpools and vanpools might be allowed on the new lanes.

As noted, these elements, especially the latter two, were evaluated but not incorporated in the Draft Sector Plan. Should the Council include the latter two, it could employ a caveat similar to that used in the 1997 Cloverly Master Plan. When that plan was evaluated for land use/transportation balance, it was found that the transportation capacity fell somewhat short of achieving balance. So the Council amended the plan to show an ultimate widening of Norwood Road to 4 lanes, but with the caveat that the widening would not occur only if its need were confirmed in a subsequent update to the Cloverly Plan. In the meantime sufficient right-of-way

was reserved for 4 lanes just in case it were ever needed. The Council could use the same approach for the reversible lane on Montrose Road and the additional two lanes on the Pike.

There are at least two other approaches the Council could take to achieve balance. One is to reduce the land use by the end of Stage 3 to the point where 40% RAM is achieved. Note the reduction is likely to be substantial, since—even with the build-out development proposed in the White Flint Plan—*56% of the vehicle-miles of travel in North Bethesda will neither originate in nor be destined for White Flint.* The other approach was suggested by Councilmember Berliner during the Growth Policy deliberations: that RAM be allowed to fall below 40%—to LOS ‘E’—once RTM achieves LOS ‘B.’

**Council staff is agnostic on these three approaches—increasing transportation capacity, reducing land use, or defining a different balance point, as long as the Council chooses one of them or a combination of them that will produce balance.**

DOT commented that the Plan needs to be explicit regarding both the employment and residential mode share percentages, and whether they refer to peak-hour, peak period—morning or evening?—or all-day (©26). **Council staff concurs with DOT.**

**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 BRT 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 will soon be 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 ©36-40.) **Council staff 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 Woodglenn 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.

**Council staff concurs with the Draft Plan.** This is a close call, because DOT's concerns are valid. However, 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 FARs exist or 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. **Council staff concurs with the Draft Plan, as long as the lanes are not reduced until the supporting grid is open to traffic.**

**5. Size of the White Flint MSPA.** This is a reprise of the issue recently 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).

**Council staff recommends expanding the White Flint MSPA to its Sector Plan boundary.** Any change to the MSPA boundary would be implemented in a Growth Policy amendment running concurrent with—or shortly following—adoption of this Plan.

If this is not acceptable, a secondary recommendation is to expand 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 main advantage of the Nicholson Court site is that the property owner is willing to accommodate it; the Draft Plan calls for a higher FAR 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 at one of these locations without closing Garrett Park's station. If that were ever to occur, however, the Montouri station would sit nearly equidistant between the Rockville and Kensington stations and so better serve the corridor than the Nicholson Court site.

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.

**Council staff recommends relocating the MARC station to the Montouri property, as was proposed by Planning staff.** Although the property owner is not currently in favor of a station there, it is not needed in the near- or mid-term: the Planning Board recommends it as a condition for the third (last) stage of development (see page 73 of the Draft Plan).

**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.

Exhibit 1 of a private street is Chapman Avenue Extended between Bou Avenue and Randolph Road through the Montrose Crossing Shopping Center. The 1992 North Bethesda/Garrett Park Master Plan called for it to be part of a 4-lane Business District Street within a minimum 70’ right-of-way, but was:

envisaged as very long term, possibly beyond the time frame of the Master Plan, only being constructed if and when the Montrose Crossing site is comprehensively redeveloped. The precise alignment for the segment north of Randolph Road should be determined at the time of this redevelopment, and also whether the segment should be a public or private street.

The purpose of Chapman Avenue [here described as the segments from Bou Avenue to Randolph Road, but also from Randolph Road to Nicholson Lane] is to provide a framework for local circulation vehicle trips, including shuttles, and not to compete with Nebel Street for north-south internal trips. The intersection configurations would allow for but not emphasize through movement, the alignment of the street could contain some curvature, and the streetscaping would emphasize the more local nature of the street. The location of the exact alignment should be flexible, as it will be dependent upon future development plans for the large parcels served by this proposed street. [page 178 of the 1992 Plan]

Montrose Crossing was built later in the 1990s, and Chapman Avenue Extended constructed through it was built as a private road. It is extremely circuitous—in fact one cannot drive it southbound without being diverted from it to part of Montrose Crossing’s parking lot in front of Barnes & Noble. It more than de-emphasizes through movement between Randolph Road and Bou Avenue, it discourages and nearly prevents it.



Therefore, any of the “local streets” that are needed for circulation, even for only from one block to the next, should be a public road and classified as such. A note on page 57 of the Draft Plan indicates that Woodglen Drive north of Nicholson Lane is needed for connectivity *but will be constructed as a private street because site constraints limit the availability of needed right-of-way* [emphasis mine]. This would be an unacceptable result.

After sharing these concerns with Planning staff, they advise that three of these “local streets” were included in the model for traffic circulation and should be classified as 2-lane public business district streets (©64):

- 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; and
- The one-block, north-south connection between Nicholson Lane (A-69) and the eastern extension of Executive Boulevard (B-7), essentially where there is now a private access road serving the west side of White Flint Plaza and the north side of White Flint Mall.

**Council staff recommends classifying these roads as 2-lane public business district streets. Subsequently, DOT should work with Planning staff and affected property owners to strive to reach a mutually acceptable cross-sections for these roads, whether they exist in the Road Code standards or not. If not, the Executive Regulation should be revised to incorporate the new cross-sections.**

**8. 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. This matter should be postponed until a subsequent worksession, after the Planning staff completes its analysis of alternative sites for the elementary school.

**9 Bikeways.** DOT’s comments on bikeways and pedestrian facilities are on ©33-34, and the comments from Montgomery Bicycle Advocates (MoBike) are on ©65-66.

**Council staff recommends approval of the bikeway elements in the Draft Plan.** They 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.

**10. Parking.** DOT has provided some general comments on ©35, noting that new development must provide what is required in the County Code, that the amount of parking to be required is currently under review as part of the study of parking requirements in MSPAs, that the cost of managing parking must be covered by revenue generated by the parking, and that DOT should manage public parking. The Draft Plan’s recommendation is to:

Establish a parking management authority for the Plan area to assist in the active management of parking demand and promote shared parking efficiencies, particularly relieving the requirements for smaller properties to self-park. Public/private parking arrangements should be encouraged as private properties redevelop. [page 55 of the Plan]

The location and supply of parking spaces, their allocation between long-term (for commuters) and short-term, their fees and their financing are arguably the most important matters that will determine whether White Flint's transportation will "work" or not. These matters are certainly more important than the planned improvements to transit, bikeways, sidewalks, and many roads.

**The provision and management of parking needs to be a major part of the infrastructure financing plan for White Flint. If the outlines of a financing plan—including parking—are developed before the conclusion of the Sector Plan, the Council should take the opportunity to beef up the Plan's language on parking management.**

**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). **Council staff 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). **Council staff 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. **Table 4 should 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). **Council staff 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. **Council staff 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.



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

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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
Total Upcounty Urban District	\$1,653,290

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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>

MultiCap, Inc.

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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>

Tax			Public School Operating and Capital Costs <sup>2</sup>			Department of Transportation <sup>2</sup>			Total Projected
Year Ending	Year Beginning	Inflation Factor	Operating Costs	Amortized Capital Costs	Total School Costs	County Road Amortized Costs			Total Capital
						Stage 1	Stage 2	Stage 3	DOT Costs
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
31-Dec-15	1-Jul-16	119%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-16	1-Jul-17	123%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-17	1-Jul-18	127%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-18	1-Jul-19	130%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-19	1-Jul-20	134%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-20	1-Jul-21	138%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
31-Dec-21	1-Jul-22	143%	\$0	\$0	\$0	\$2,675,793	\$0	\$0	\$2,675,793
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
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
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
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
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
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
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
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
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
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-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-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-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
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
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
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
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
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
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-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-Dec-42	1-Jul-43	265%	\$3,275,634	\$0	\$3,275,634	\$2,675,793	\$3,231,614	\$0	\$5,907,407
31-Dec-43	1-Jul-44	273%	\$3,373,903	\$0	\$3,373,903	\$2,675,793	\$3,231,614	\$0	\$5,907,407
31-Dec-44	1-Jul-45	281%	\$3,475,120	\$0	\$3,475,120	\$0	\$3,231,614	\$0	\$3,231,614
31-Dec-45	1-Jul-46	290%	\$3,579,374	\$0	\$3,579,374	\$0	\$3,231,614	\$0	\$3,231,614
31-Dec-46	1-Jul-47	299%	\$3,686,755	\$0	\$3,686,755	\$0	\$3,231,614	\$0	\$3,231,614
31-Dec-47	1-Jul-48	307%	\$3,797,358	\$0	\$3,797,358	\$0	\$3,231,614	\$0	\$3,231,614
31-Dec-48	1-Jul-49	317%	\$3,911,278	\$0	\$3,911,278	\$0	\$3,231,614	\$0	\$3,231,614
31-Dec-49	1-Jul-50	326%	\$4,028,617	\$0	\$4,028,617	\$0	\$3,231,614	\$0	\$3,231,614
Total			\$77,861,201	\$47,135,578	\$124,996,779	\$80,273,797	\$90,485,191	\$0	\$170,758,988
									\$792,945,109

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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.

## 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>

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## **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 ¼ mile from the metro station, but the trip generation rate should be higher for development located between ¼ and ½ mile from the Metro. The trip generation rate should increase once again for development ½ 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 ½ 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.

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

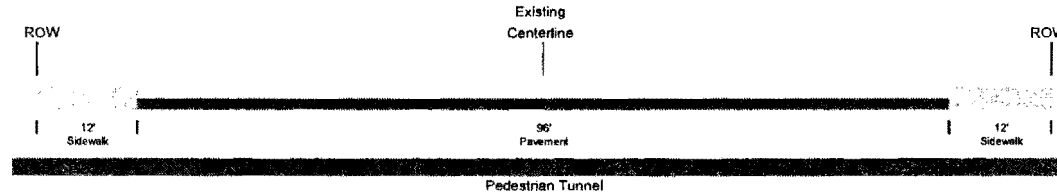
Metrorail Station South Entrance

~200 feet north of Marinelli Lane

Looking North

## Existing Conditions

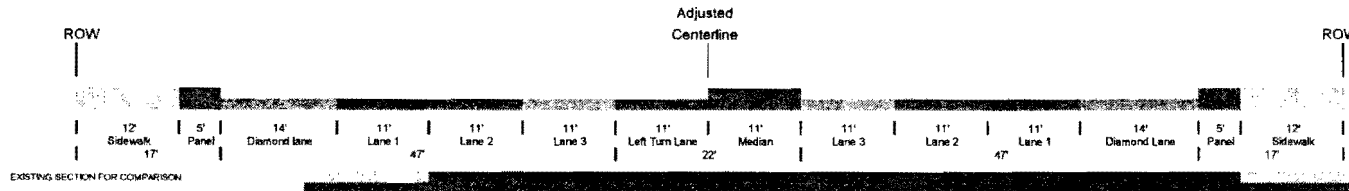
96' Curb to Curb  
120' ROW



## Public Hearing Draft Plan

Shifted west from Metro easement

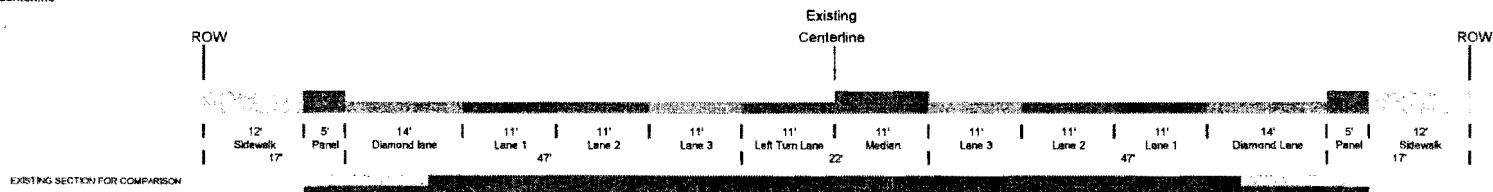
116' Curb to Curb  
150' ROW



## Public Hearing Draft Plan Revised

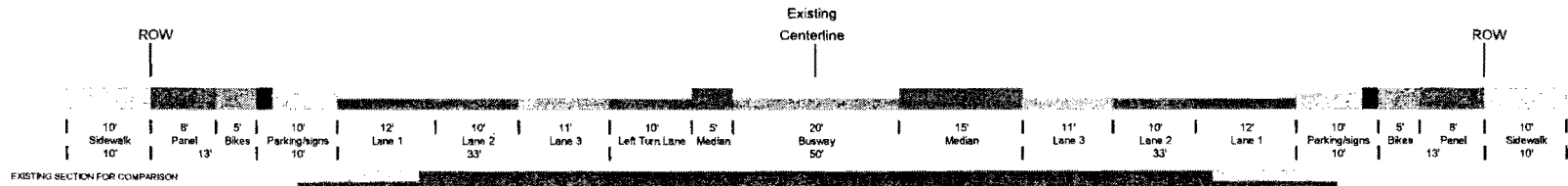
Revised to meet existing centerline

116' Curb to Curb  
150' ROW



## White Flint Partnership Proposal

132' Curb to Curb  
162' ROW



37

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

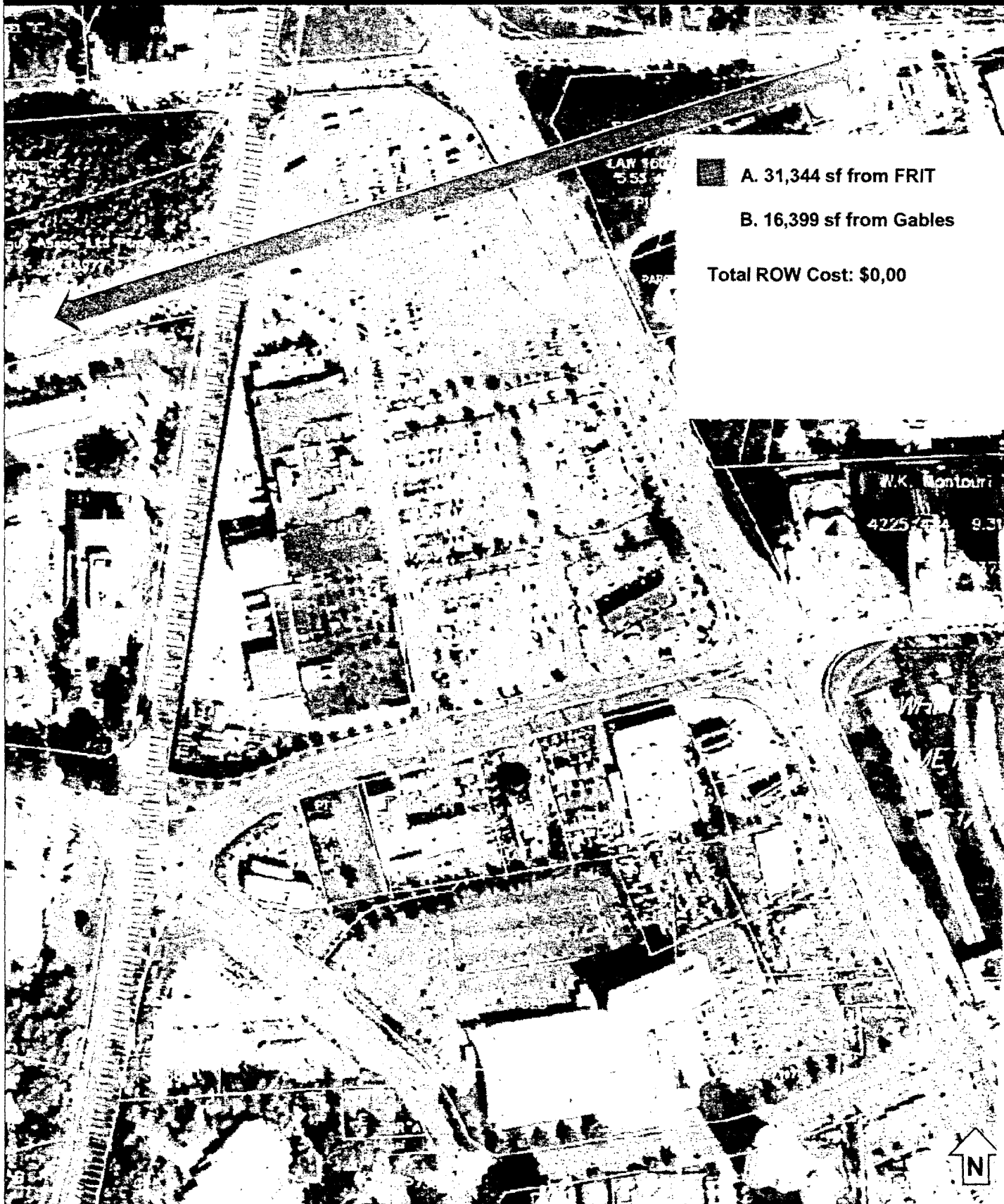
Encourage provision of public parking by private development through incentives in the CR Zone. Establish a Parking Management Authority for the Sector Plan area to assist in the active management of parking demand and promote shared parking efficiencies, particularly relieving the requirement for smaller 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

Completion of Public Street Network: Constructed, Financed and Dedicated by Private Sector.

W.K. Kellogg Foundation  
4225 4th St. S.E.  
Grand Rapids, MI 49508

Map showing the proposed street network for the W.K. Kellogg Foundation site. The map includes a legend indicating 'Completion of Public Street Network: Constructed, Financed and Dedicated by Private Sector.' and a north arrow.

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.

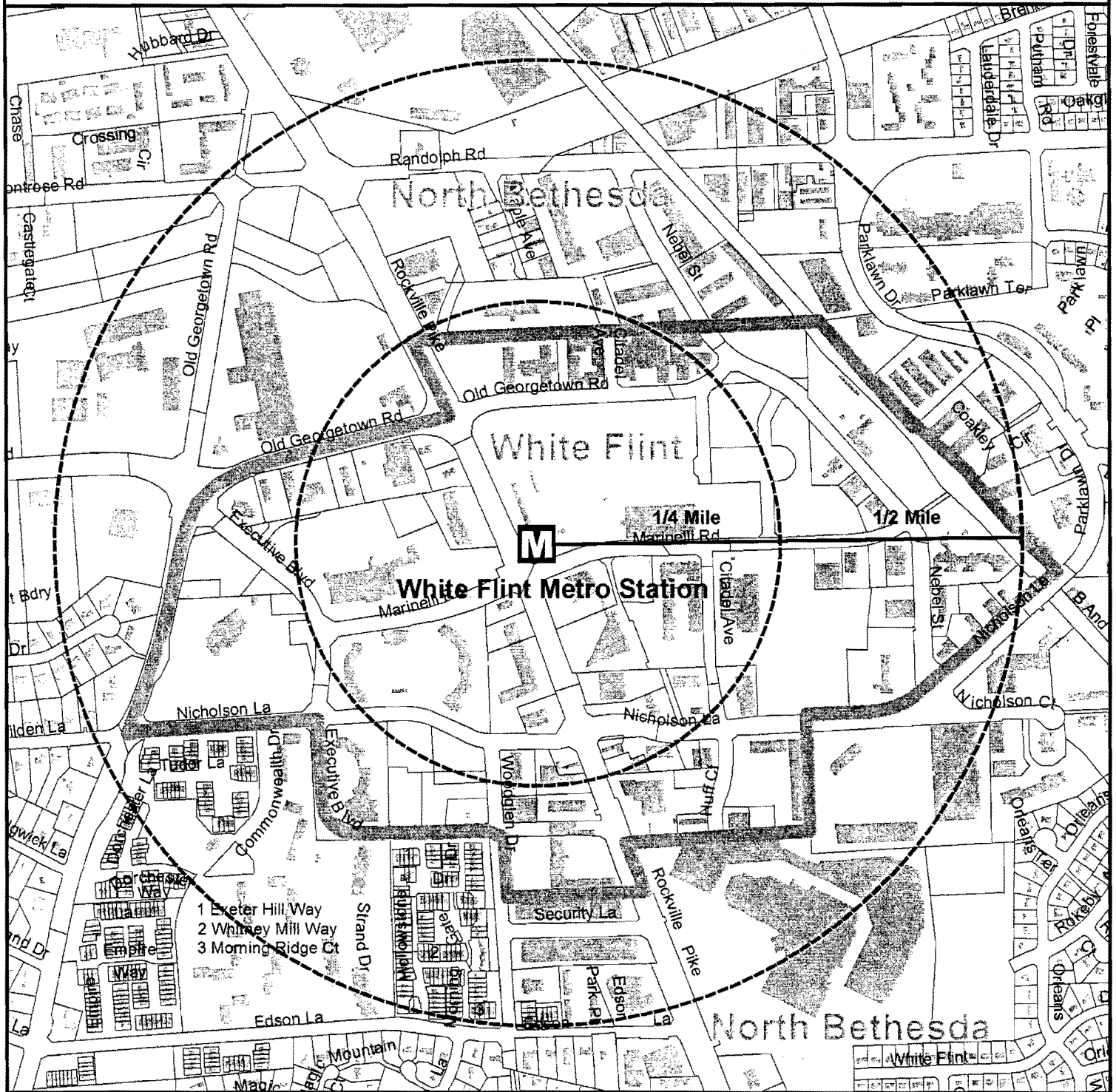
Sincerely,

*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\*:

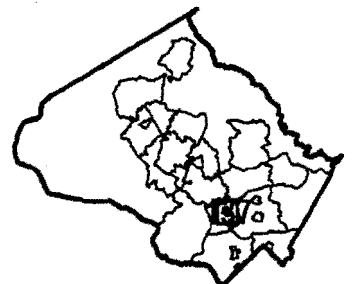
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
North Bethesda	230,214,264	375,079	0.16%
White Flint	10,011,140	5,097,020	50.91%

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

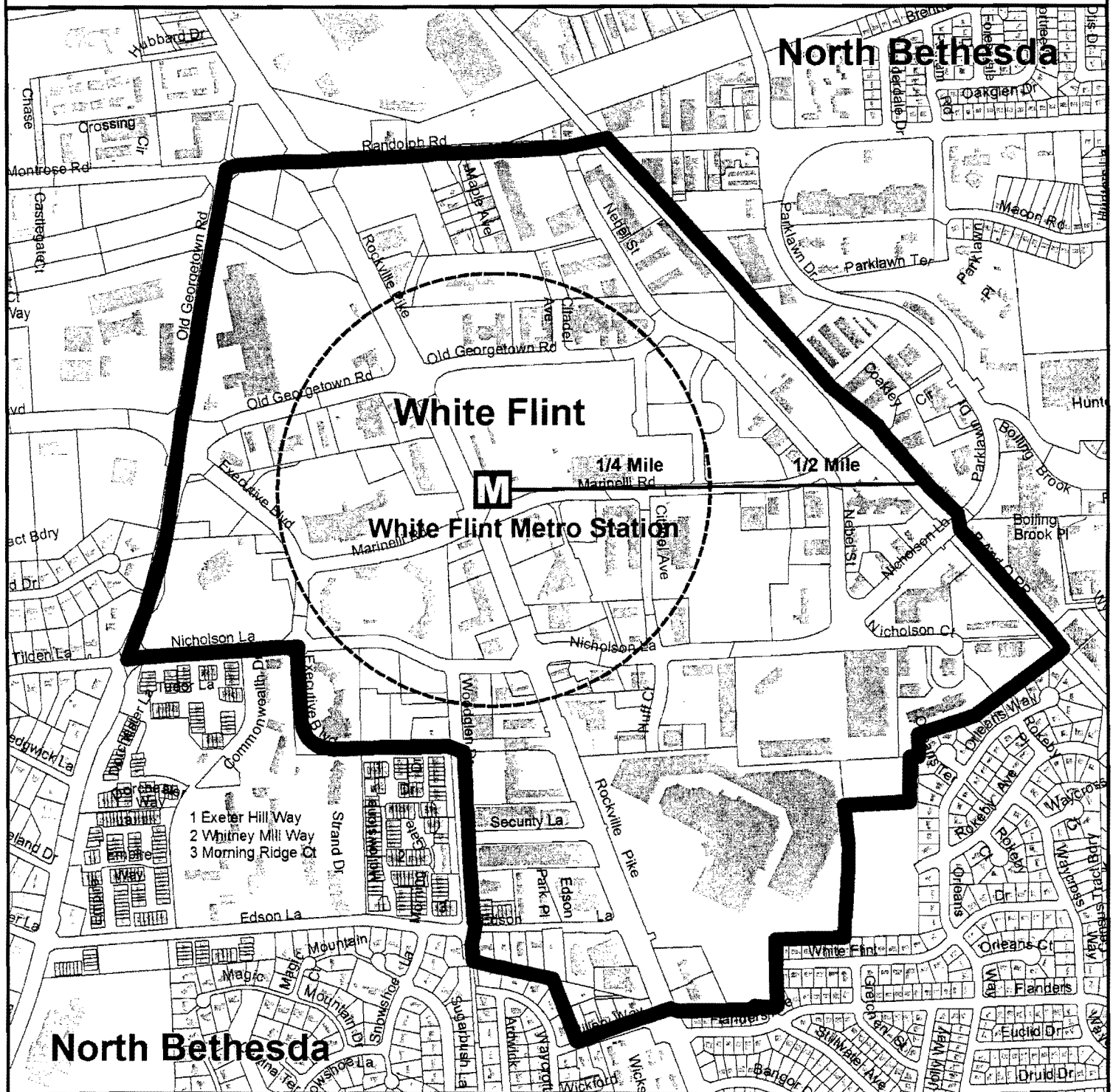
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	230,214,264	11,915,661	5.18%
White Flint	10,011,140	9,976,382	99.65%

\* Formula: (policy area within buffer/total 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%

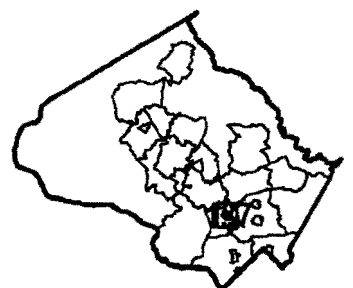
## % of Policy Area within Half Mile of Metro Station\*:

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

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# Bethesda CBD Metro Station Policy Area



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

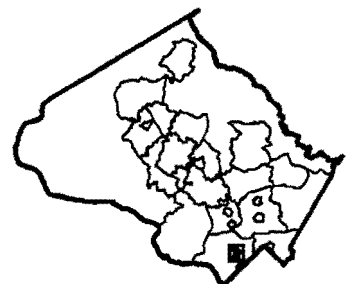
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Bethesda CBD	19,913,142	5,352,511	26.88%
Bethesda/Chevy Chase	566,884,469	119,589	0.02%

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

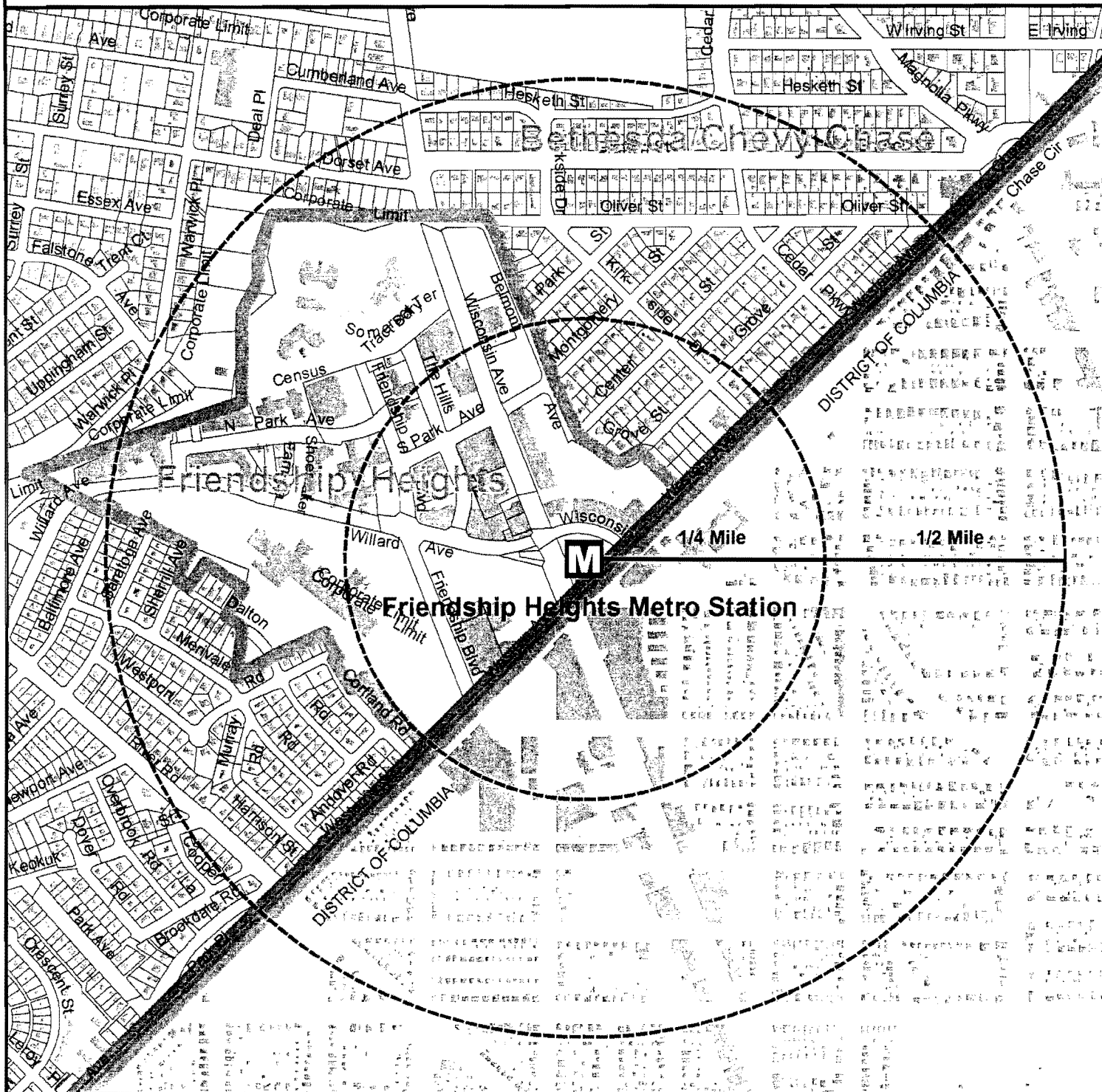
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Bethesda CBD	19,913,142	14,764,596	74.14%
Bethesda/Chevy Chase	566,884,469	7,127,447	1.26%

\* 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	%
Bethesda/Cherry Chase	566,884,489	742,153	0.13%
Friendship Heights	5,252,446	2,404,562	45.78%

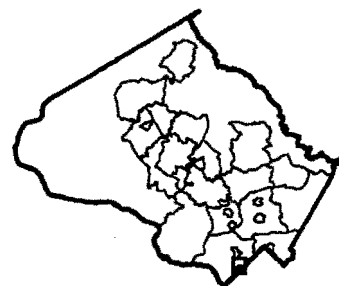
## % of Policy Area within Half Mile of Metro Station\*:

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Bethesda/Cherry Chase	566,884,489	8,615,579	1.17%
Friendship Heights	5,252,446	5,162,849	98.29%

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

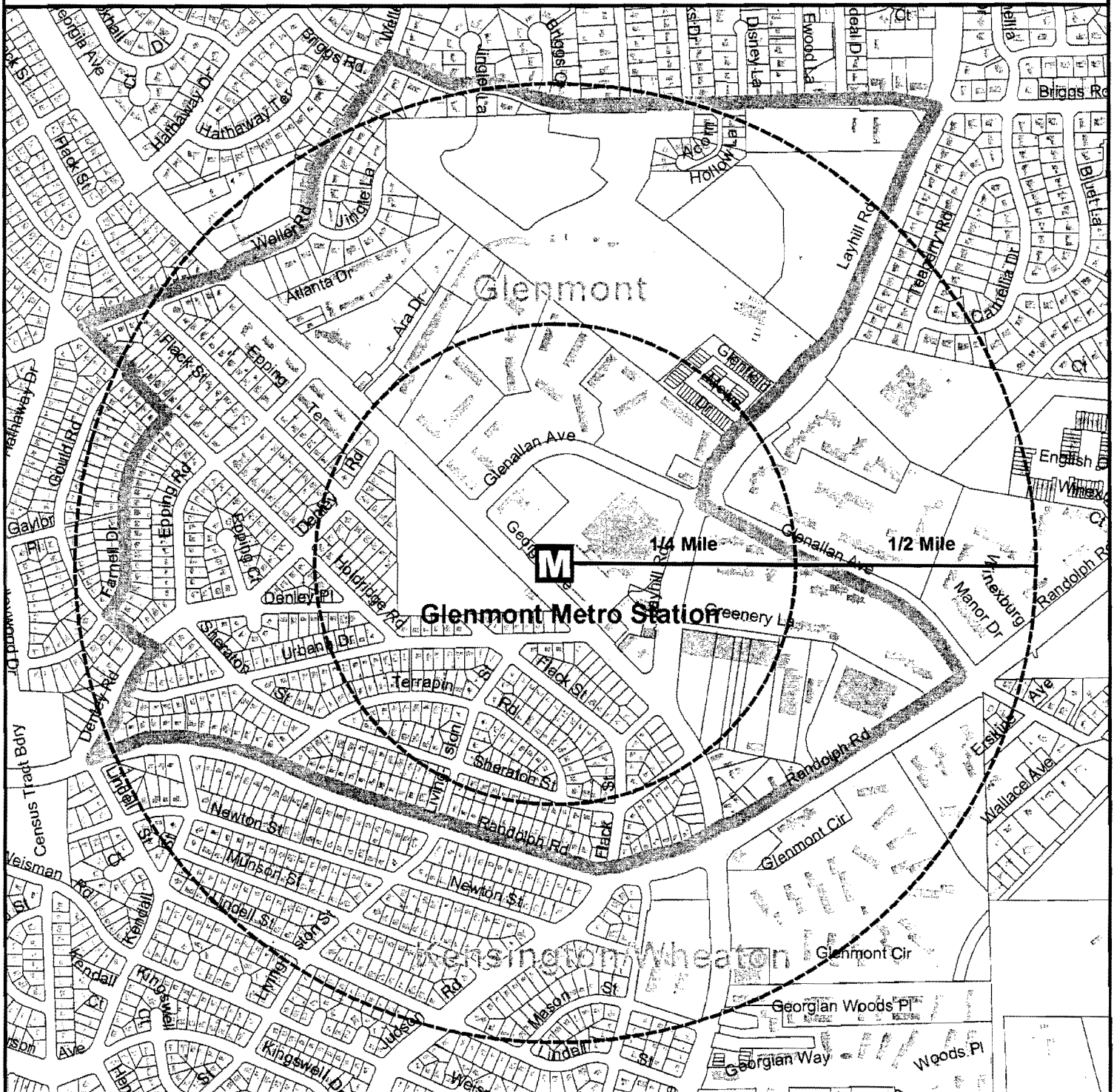
Source: Research and Technology Center, Montgomery County Planning Department, October 2009

50





# Glenmont Metro Station Policy Area



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

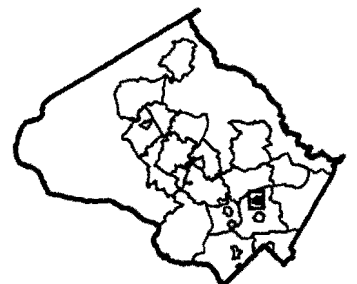
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Glenmont	14,359,634	5,269,270	36.70%
Kensington/Wheaton	509,602,637	202,830	0.04%

## % 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	14,359,634	13,813,519	96.20%
Kensington/Wheaton	509,602,637	8,076,524	1.59%

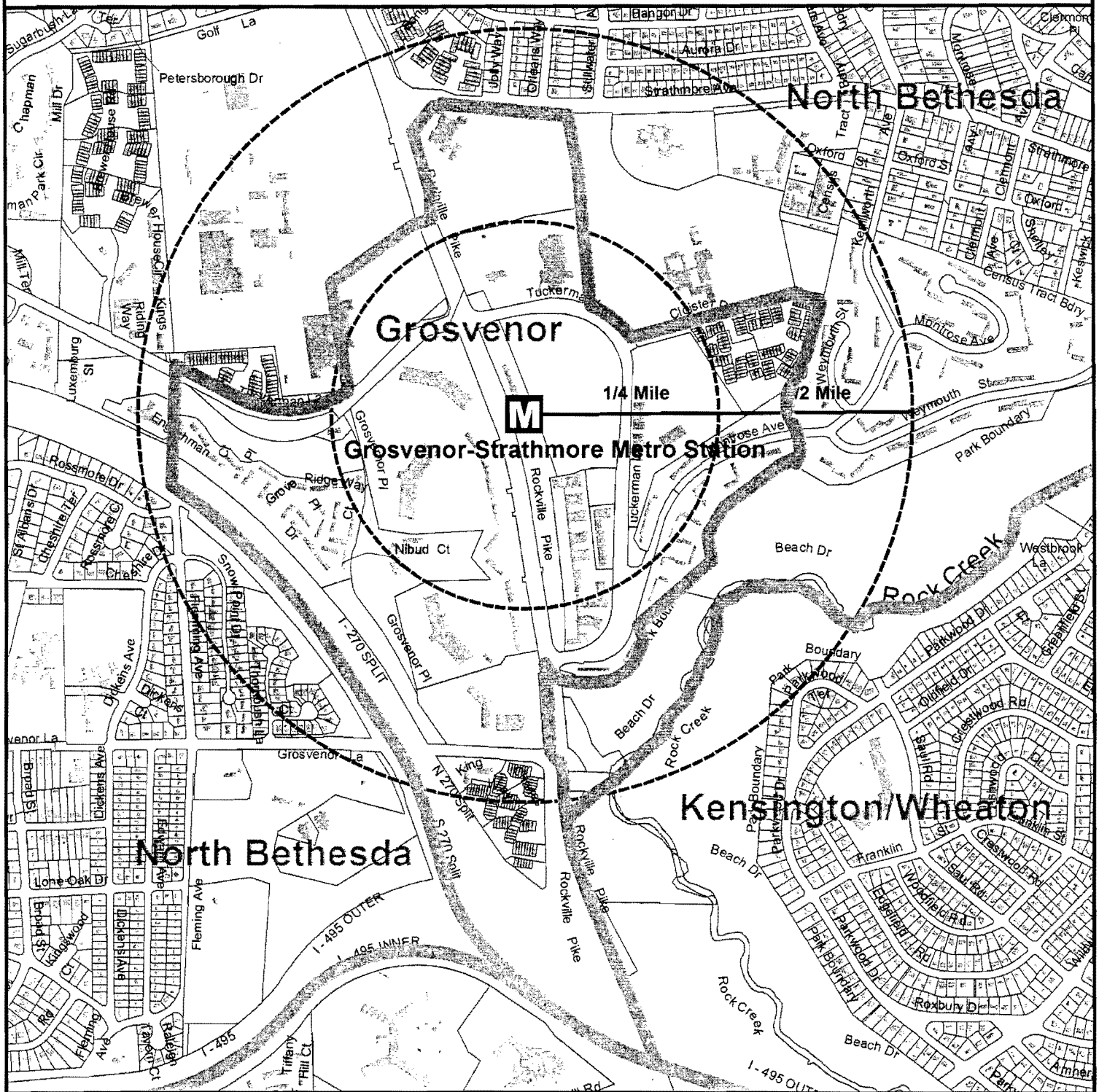
\* Formula: (policy area within buffer/total policy area) \* 100

Source: 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\*:

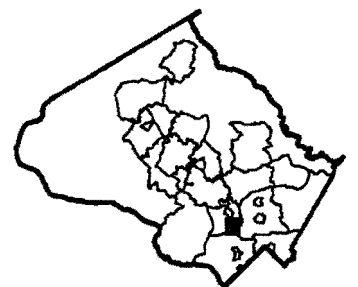
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Grosvenor	12,036,540	5,159,512	42.87%
North Bethesda	221,918,643	312,588	0.14%

## % 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	12,036,540	10,651,104	88.49%
Kensington/Wheaton	508,802,837	898,016	0.18%
North Bethesda	221,918,643	10,342,921	4.66%

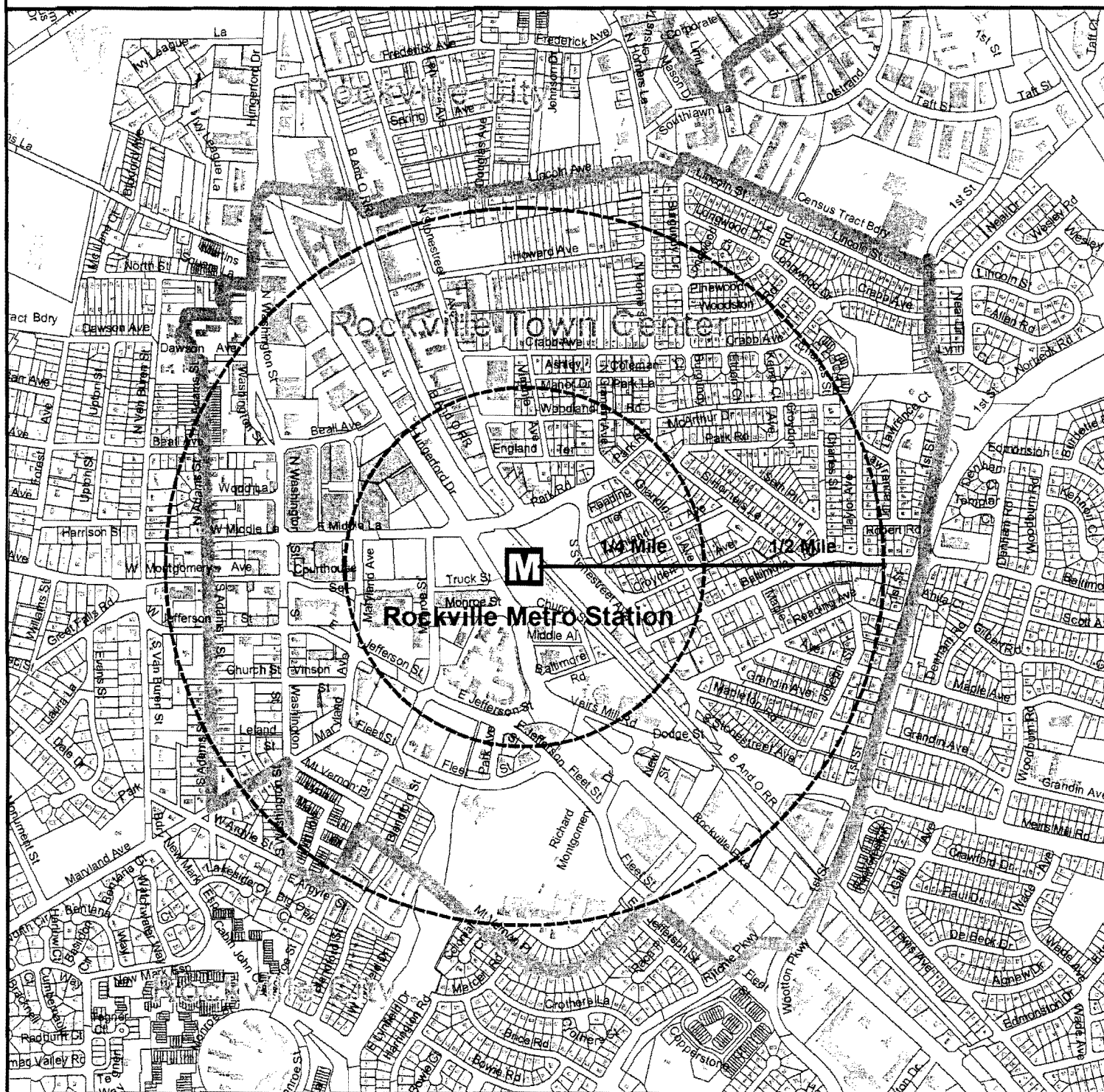
\* Formula: (policy area within buffer/total policy area) \* 100

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\*:

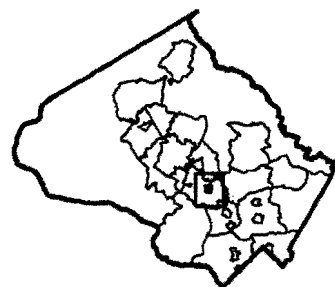
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Rockville Town Center	26,371,737	5,472,100	20.75%

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

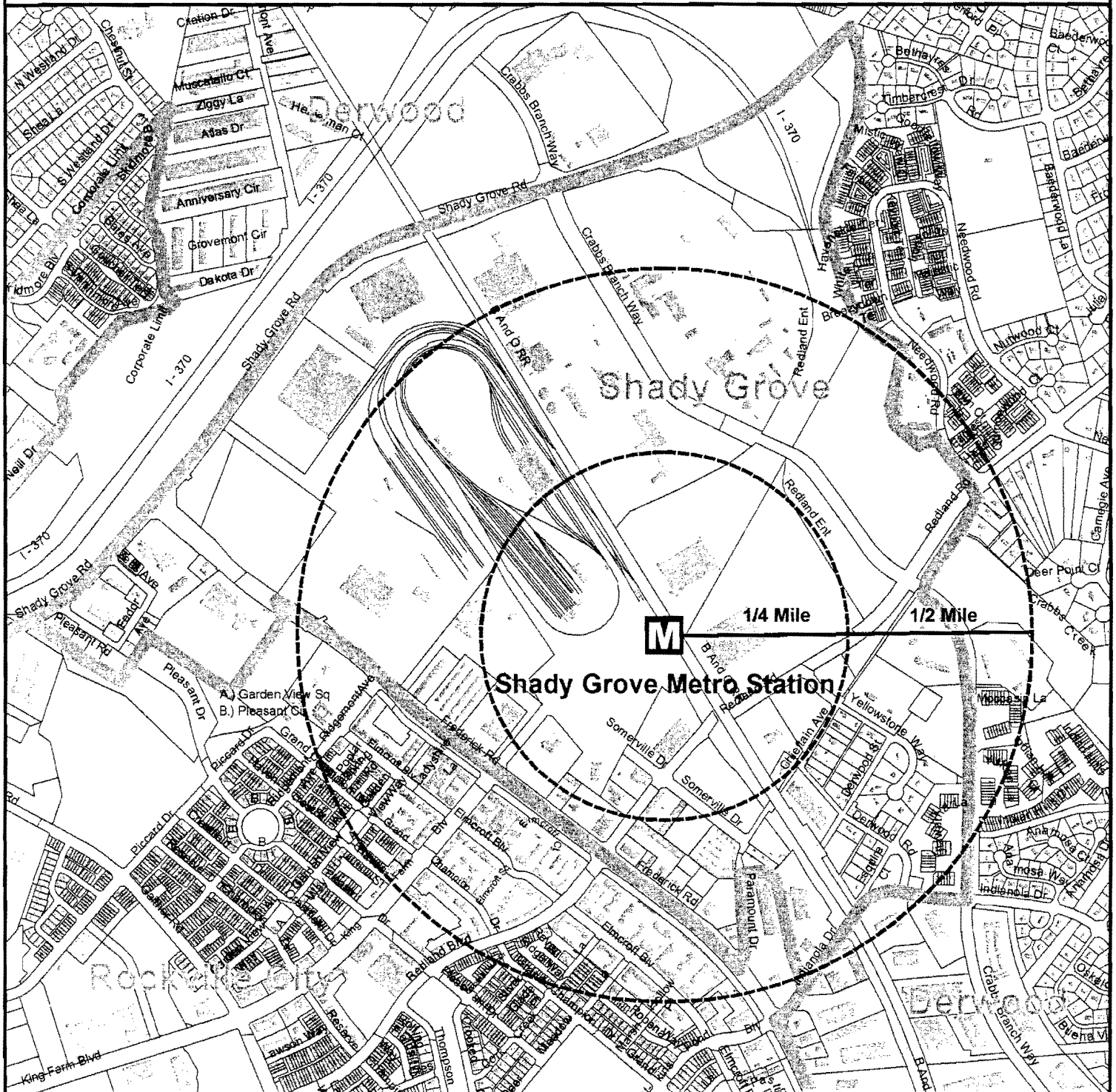
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Rockville City	343,174,610	866,189	0.25%
Rockville Town Center	26,371,737	21,025,854	79.73%

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

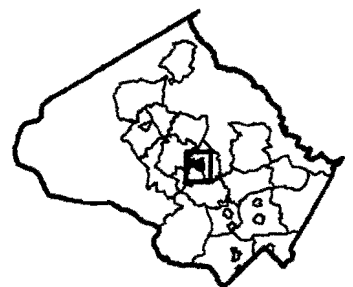
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Shady Grove	23,469,444	5,472,100	23.32%

## % 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

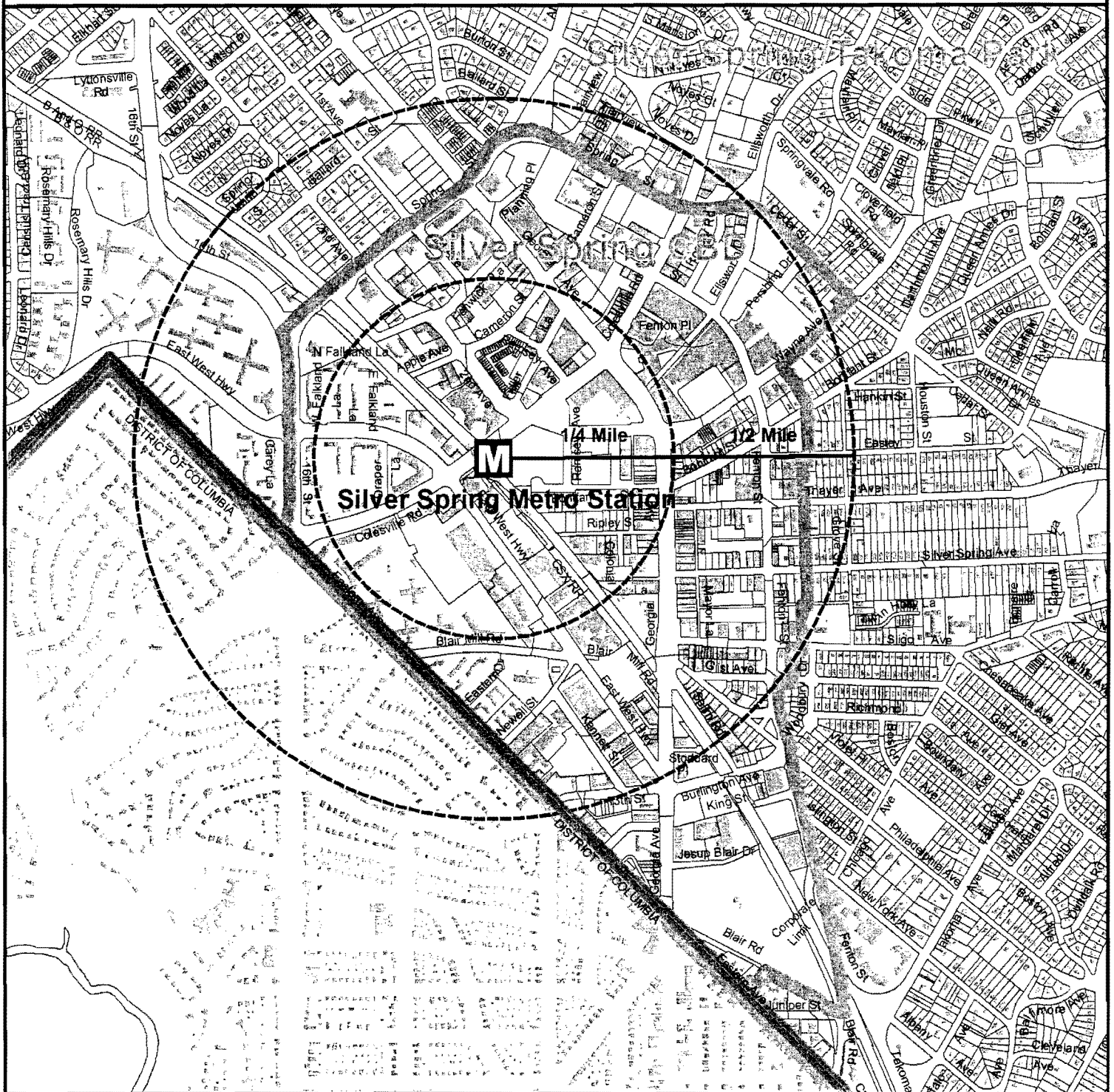
Source: Research and Technology Center, Montgomery County Planning Department, October 2009



(54)



# Silver Spring Metro Station Policy Area



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

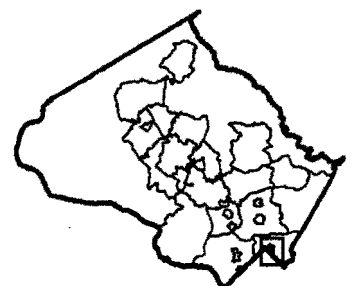
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Silver Spring CBD	16,616,543	5,472,100	32.93%

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

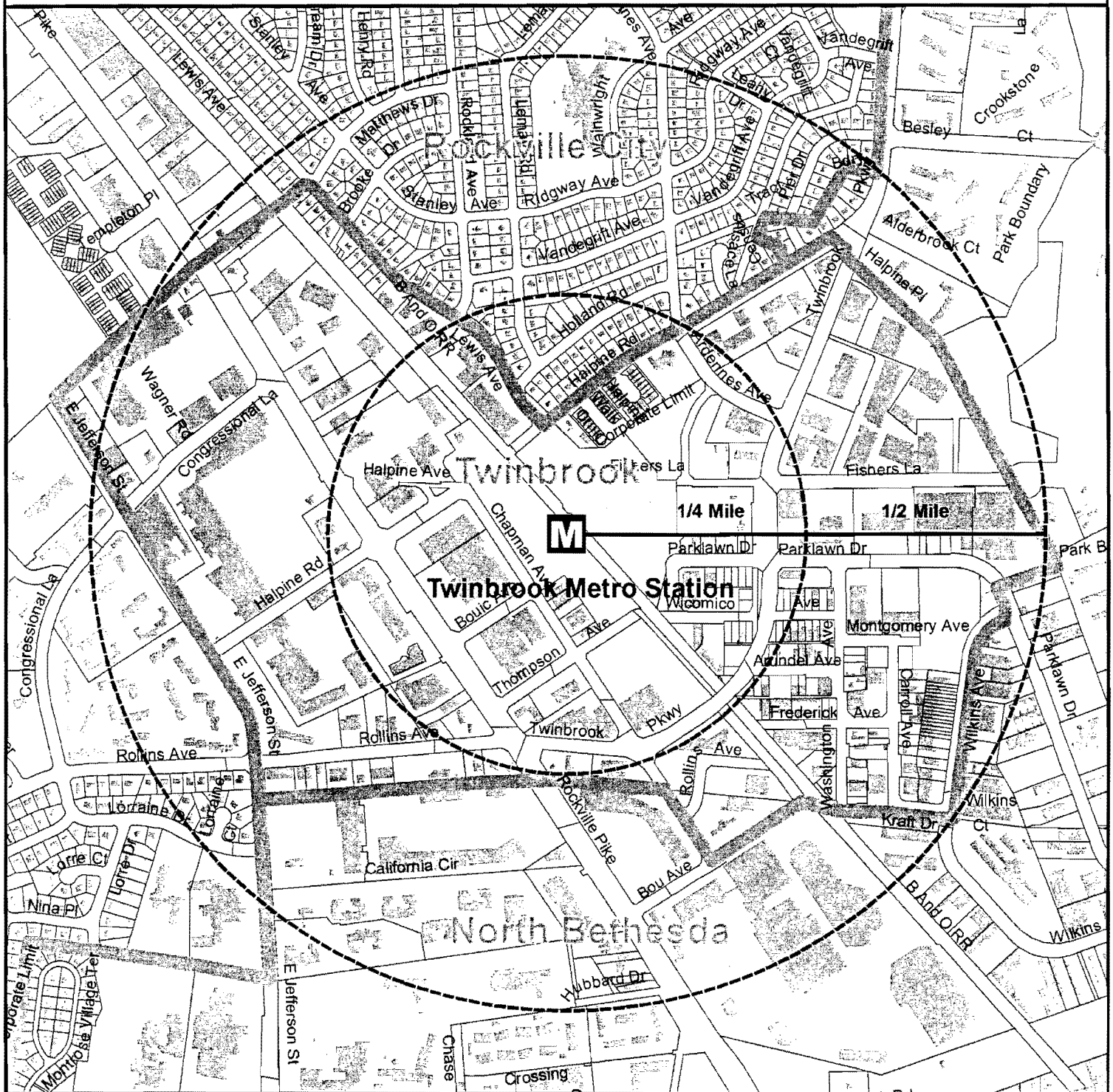
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Silver Spring CBD	16,616,543	14,129,762	85.03%
Silver Spring/Takoma Park	263,687,531	4,349,399	1.65%

\* 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\*:

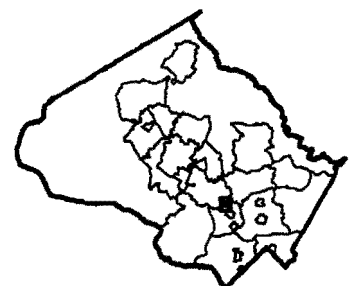
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
Rockville City	343,174,610	447,798	0.13%
Twinbrook	12,656,409	5,024,301	39.70%

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

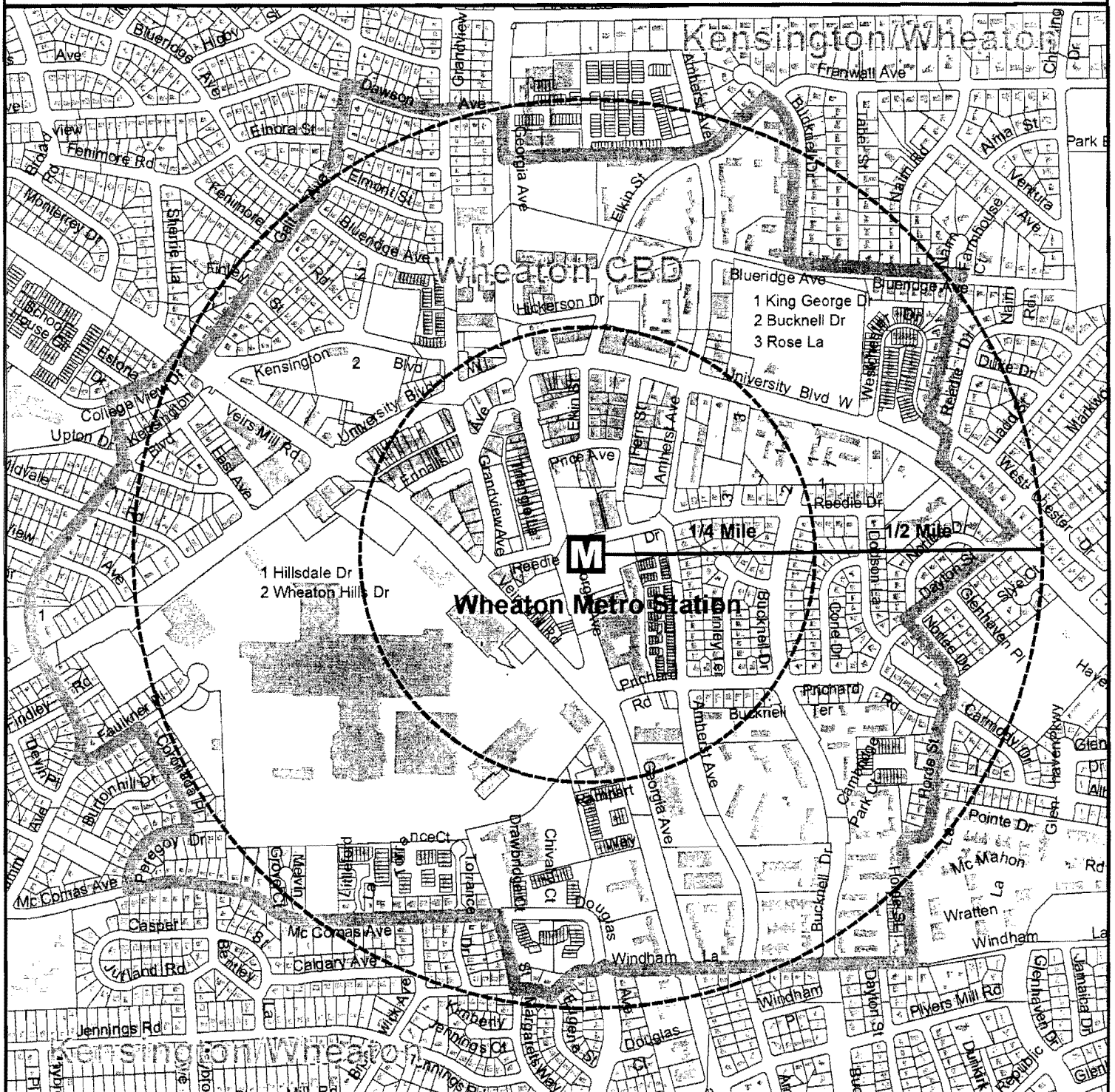
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
North Bethesda	221,916,643	4,490,032	2.02%
Rockville City	343,174,610	4,869,941	1.42%
Twinbrook	12,656,409	12,532,069	99.02%

\* 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%

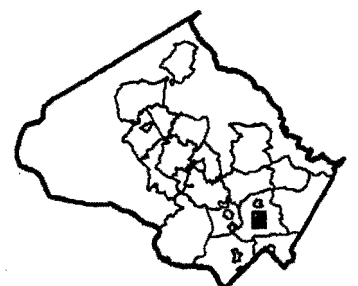
## % of Policy Area within Half Mile of Metro Station\*:

Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Half Mile of Metro	%
Kensington/Wheaton	20,845,307	19,264,537	0.52%
Wheaton CBD	509,602,637	2,627,506	92.42%

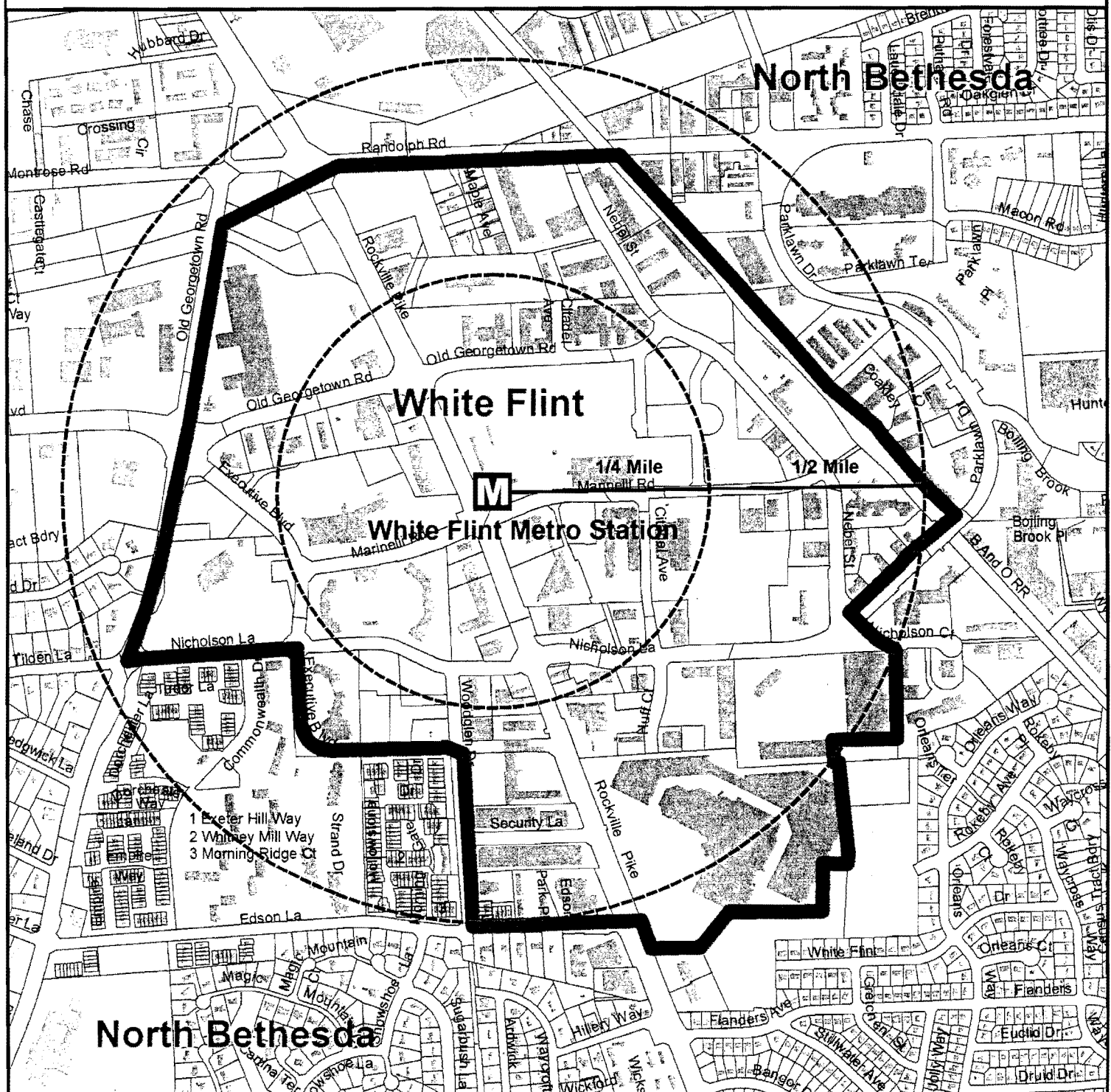
\* Formula: (policy area within buffer/total policy area) \* 100

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

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## 2007 White Flint Metro Station Policy Area



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

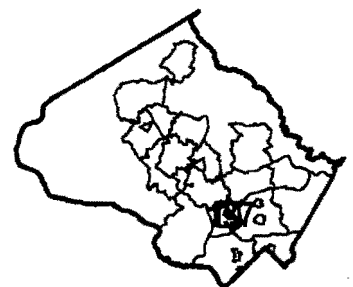
Policy Area	Total SqFt of Policy Area	SqFt of Policy Area within Quarter Mile of Metro	%
White Flint	15,934,989	5,472,100	34.34%

**% 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**

Characteristics	Montouri Property	Nicholson Court
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.

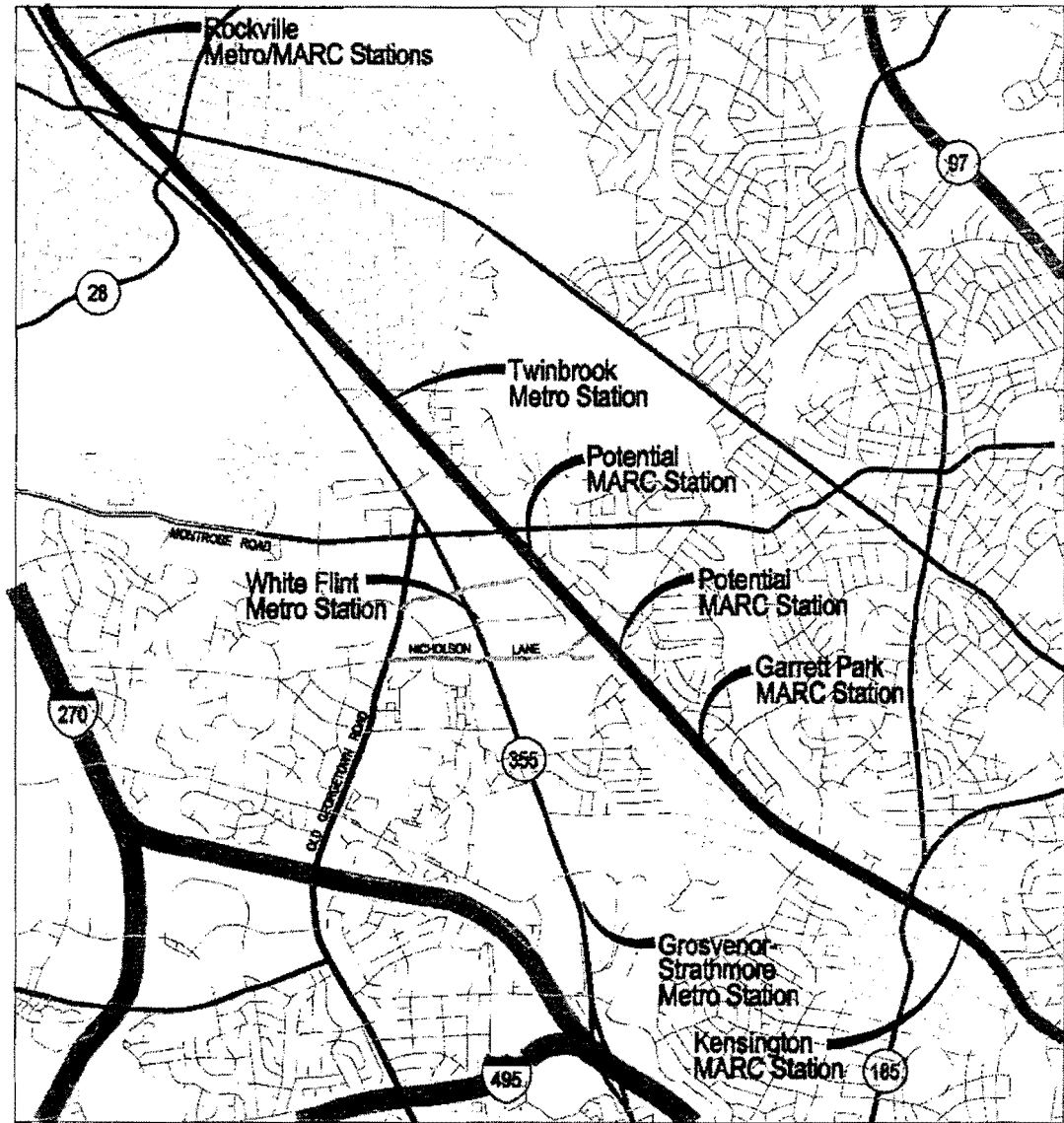
The MTA plan envisions a third track along the eastern side of the CSX tracks adjacent to the White Flint Sector Plan area; an additional 25-foot wide right-of-way should be reserved as part of the "White Flint II" Sector Plan effort for properties adjacent to and east of the CSX tracks (but outside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

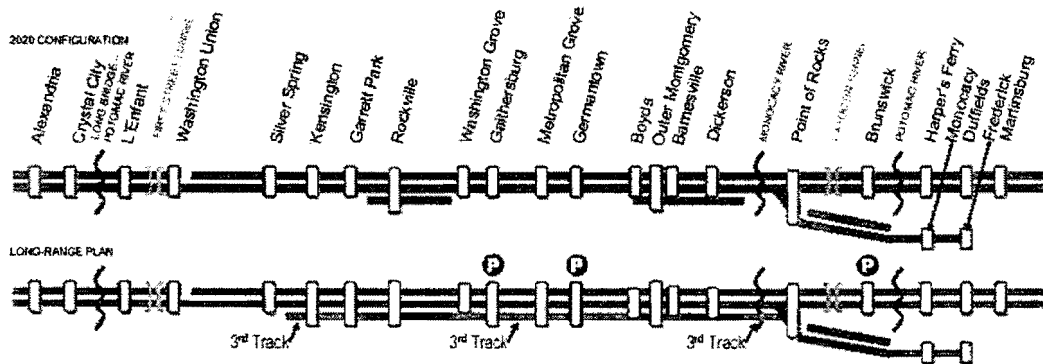




**FIGURE 9: MARC Plan**

## 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.+



**Orlin, Glenn**

**From:** Hardy, Dan [Dan.Hardy@mncppc-mc.org]  
**Sent:** Wednesday, November 25, 2009 11:01 AM  
**To:** Orlin, Glenn  
**Cc:** Axler, Ed; Yearwood, Nkosi; Graye, Eric; Weiss, Piera  
**Subject:** White Flint - master planned street status

Glenn,

Per our conversations about master plan roadway connections considered in the assessment of mobility, there are three "pink streets" shown on Figure 43 that would warrant consideration as full master planned streets due to their traffic-carrying nature in the Sector Plan as analyzed. Each of these streets was included in the Local Area modeling and is forecast to carry between 5,000 and 15,000 ADT. None of the streets were included in PAMR modeling, nor should they be, due to the difference in zone structures used for the PAMR and Local Area analyses.

These streets would not serve just abutting parcels, but would function as part of the business street network, and thereby serve to shorten local trip lengths (and thereby VMT) and reduce traffic volumes on parallel streets. If these streets are included in the master plan, each should be designated a 2-lane Business District Street, with consideration during implementation to site-specific characteristics. None of these streets warrants a change to the master-planned bikeways network.

- Woodglan Drive Extended – full length in Plan Figure 43 – from Nicholson to B-16. The value of connectivity for this segment was noted in the footnote to Plan Table 4. The typical section between The Grand and the Holladay development needs to be customized, as supported by MCDOT in the Executive Branch testimony. The typical section north of Nicholson Lane may require similar consideration during implementation.
- The one-block east-west street connecting Maple/Chapman and Nebel located between/parallel to Randolph and Old Georgetown (currently unnamed, could be designated B-18).
- The one-block north-south street connecting Nicholson and Executive Extended located between/parallel to Huff and Nebel Extended (currently unnamed, could be designated B-19). Today this connection exists as a private, divided local access connection to the White Flint Mall ring roadway. It is not built to standards and the best utilization of the elements in the existing connection will need to be considered at time of redevelopment.

Conversely, while we also modeled the streets on the WMATA lot, none of these streets carried 5,000 ADT and 80% of the traffic was local to development on the block. The remaining streets shown on Figure 43 of the Plan were considered for local ped/bike access and service loading purposes only.

Dan

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(64)

11/25/2009

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