

MEMORANDUM

October 5, 2017

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: Glenn Orlin, ^{GO} Deputy Council Administrator
SUBJECT: White Flint 2 Sector Plan—evaluation of public school and transportation adequacy at buildout; transportation elements; fiscal impact statement

Councilmembers: Please bring your copy of the Final Draft Plan to this worksession.

This memorandum addresses public school and transportation adequacy at the time of the buildout, the transportation elements, and the fiscal impact statement. The memo will address issues raised in public hearing testimony, and by agency and Council staff. Some technical corrections will be made to the final document, but they are not identified in this memo.

1. Public school adequacy at buildout. The master plan addresses what the White Flint 2 area should become when it is built out. Measures of public facility adequacy, therefore, examine whether there can be sufficient school and transportation capacity at buildout to meet the need generated by existing and future development at buildout. Public facility adequacy at intermediate points between now and buildout are monitored and regulated by the Subdivision Staging Policy (SSP).

Several individuals testified that the housing proposed in the Draft Plan would exacerbate overcrowding in the public schools in the Walter Johnson (WJ) Cluster. The discussion of the issue is on pages 94-99.

Since there are three plans currently before the Council within the WJ Cluster (©1), this analysis should account for the proposed residential development in all of them, as well as the potential housing in already approved master plans that is not already assumed in MCPS's six-year enrollment forecast. The student generation from this housing should be calculated from the most recent Southwest Region rates calculated by the Planning Board:

Southwest Region Generation Rates (students/dwelling unit)

	ES	MS	HS	Total
Single-Family Detached	0.193	0.111	0.147	0.451
Single-Family Attached	0.191	0.094	0.124	0.409
Multi-Family Low to Medium Rise	0.146	0.063	0.083	0.292
Multi-Family High Rise	0.055	0.022	0.031	0.108

MCPS and Planning staffs have calculated future development in the WJ Cluster and the students anticipated to be generated by it (©2-3). They have organized this information in three categories: (1) housing in approved subdivisions that are already counted in MCPS's 2022-23 enrollment forecast; (2) housing in approved subdivisions that are not yet counted in that forecast; and (3) housing in master plans—both existing and the three proposed plans—that are not yet in the pipeline of approved subdivisions.¹ The chart on ©4 shows the number of students generated from categories (2) and (3) added to the 2022-23 enrollment projection. The total enrollment forecast at buildout of the WJ Cluster is 6,095 ES students, 2,930 MS students, and 3,866 HS students.²

Representatives of the WJ Cluster PTAs have two critiques of these forecasts. First, they point out that new multi-family units near Metro stations are averaging about 1,000sf/unit, whereas the MCPS/M-NCPPC assumption is 1,250sf/unit. If 1,000sf were correct, then the estimate of new multi-family units would need to increase by 25%. The staffs cannot confirm the 1,000sf assumption, but even if it were true, it is likely that the student generation rate on a 1,000sf unit would be less than for a 1,250sf unit; the difference, for example, could mean one less bedroom. Nevertheless, at Council staff's request the Planning staff calculated the enrollment using a 1,000sf/unit assumption with no change in the student generation rate for new multi-family units in the Grosvenor-Strathmore plan, the only one of the three plans that has development close to a Metro station. Planning staff estimates that these assumptions would only increase ES students by 20, MS students by 8, and HS students by 11, not enough to make an appreciable difference in this analysis.

Second, the WJ representatives have continued to make the argument that there will be a continued increase in students in existing homes, due to turnover. Typically, turnover results in "booms" and "busts" in enrollment as new families with young children replace empty nesters, only to become empty nesters themselves once their children have graduated. All three staffs agree that one should not count on most recent "boom" to extrapolate 30 years into the future.

Further down on ©4 is the calculation of existing and currently programmed capacity in the cluster: 4,541 ES seats, 2,429 MS seats, and 2,335 HS seats.³ *Therefore, in the long term the capacity deficit—assuming full buildout of the existing and proposed plans—is 1,554 ES seats, 501 MS seats, and 1,531 HS seats*⁴. Should the Council ultimately change the housing density in the Rock Spring, White Flint 2, and Grosvenor-Strathmore plans from what is proposed, these deficits would be altered commensurately.

ES capacity. MCPS's staff has recently indicated to Council staff that its policy is that elementary schools be built with capacities at or close to 740 seats, even on small sites, unless site constraints such as steep slopes, streams, and other natural features precludes doing so. Therefore, there is a need for at least one more elementary school site (in addition to the sites on the WMAL and White Flint Mall properties) to serve this long-term need. There are several opportunities to make up the

¹ This category includes 500 units recommended by the PHED Committee more than the housing recommended in the Final Draft Rock Spring Master Plan.

² MCPS and M-NCPPC staffs have updated the enrollment forecast from that in the July 10 PHED Committee packet on the Rock Spring Master Plan. The forecast had been: 5,966 ES students, 2,878 MS students, and 3,792 HS students.

³ MCPS has revised down its calculation of existing program capacity at the ES level: it had been 3,826; it is now 3,801. All the other capacity calculations are unchanged.

⁴ Before the revisions noted above, the capacity deficit was reported as 1,400 ES seats, 449 MS seats, and 1,457 HS seats.

1,554-seat deficit at the ES level. The subdivision approval for the WMAL site included a dedication of about 4 acres for an ES. The 2010 White Flint plan identified a small site of 3.86 acres at the south end of the former White Flint Mall property. In addition, there are four former schools in the cluster that are leased. The former Montrose ES school sits on a 7.50-acre site and is leased to the Lourie Center; its current lease terminates in 2030. The former Alta Vista ES is on a 3.53-acre site; it is leased to the Bethesda Country Day School until 2026. The former Ayrilawn ES is on a 4.00-acre site and is leased to the YMCA; the County is negotiating a new lease that would likely run ten years, so it could be available by 2027. The former Kensington ES sits on 4.54 acres and serves as the offices of the Housing Opportunities Commission; its lease runs month-to-month. The former Grosvenor ES is now an ES holding school on a 10.2-acre site, but it could become a WJ Cluster ES if another closed school site elsewhere in the county could be designated as a holding school.

Furthermore, there may be opportunities to exact a dedication from a to-be-redeveloped property in the cluster. The Board of Education (©5-7), the WJ Cluster PTA (©8-9), and several members of the public endorse this approach. **Council staff recommends adding the following language on page 96 of the plan, which would apply as an option for both ES and MS space:**

The Rock Spring, White Flint 2, and Grosvenor-Strathmore master and sector plans will impact the schools within Walter Johnson Cluster. Several potential means of adding school capacity are noted in the sections below. In addition, if there is major development or redevelopment within these planning areas, several sites may be appropriate for consideration for a public school. Each and every site of approximately 10 acres or more within these planning areas that submits a development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. These include the undeveloped portions of the Rock Spring Center and Wilgus properties, as well as other partially- or fully-developed sites of approximately 10 acres or more, should they plan to redevelop.*

***Such properties include, but are not limited to: 6901-6905 Rockledge Drive, 6801 Rockledge Drive, 6800 Rockledge Drive, 10400 Fernwood Road (Marriott), 10400 Old Georgetown Road, 10233 Old Georgetown Road, 7101 Democracy Boulevard, Loehmann's Plaza, 6001- 6003-6011 Executive Boulevard, Federal Plaza, Montrose Crossing, Rocking Horse Road Center, Oxford Square, and Randolph Hills Shopping Center.**

MS capacity. MCPS's policy is that middle schools be constructed in the range of 750-1,200 seats. By 2022-23 both cluster middle schools—North Bethesda and Tilden—will be at the top of the range, and so neither will be expanded. Therefore, the projected 501-seat MS deficit requires space in about 40% of a large MS or about two-thirds of a small MS.

The former Randolph JHS is on Hunters Lane, at the east edge of the WJ Cluster. The land is on an 8.07 acres and is owned by MCPS, but the school building is owned by the County. In 1998 the County entered an agreement with the Greater Washington Jewish Community Foundation to lease the building for the Charles E. Smith Jewish Day School. The lease expires in June 2025; the school has the option of up to three five-year extensions, to 2040. The school is undertaking a strategic planning exercise and are exploring all options, including possibly acquiring the building from the County. However, the County can terminate the lease with five years' notice if the Council also programs a

capital project for the site. If a MS were to be sited on the 8.07 acres, it would be the smallest MS site in the county.⁵ Therefore, it would be a small MS, perhaps with a capacity of only 750-800 students.

The former Randolph JHS backs up to the 18.70 acres associated with the Rocking Horse Center, which sits just outside the WJ Cluster and is also owned by MCPS. The Rocking Horse property is used for ESOL, Head Start, and administrative offices. It is sufficient size for a MS, but given that it is in the Wheaton Cluster, the space may be needed to resolve over-capacity issues in the Downcounty Consortium.

The Final Draft states that there are two MS sites that are “in the vicinity” of the WJ Cluster: the 20-acre Brickyard site in the Churchill Cluster and the King Farm site in the Gaithersburg Cluster. Neither school is in the vicinity, however: each is about four miles from the nearest edge of the WJ Cluster. On the other hand, it is likely that if a new MS were built on the Brickyard site it would be accompanied by service area changes that would free up significant capacity at Cabin John MS and/or Hoover MS: these schools are only a mile and a mile-and-a-half away, respectively, from the nearest edge of the WJ Cluster.⁶ The Churchill Cluster, which primarily covers Potomac, will not see much more residential growth over time, so the surplus capacity resulting from a Brickyard MS and service area changes would more than accommodate the housing growth in Rock Spring and the northwest area of the WJ Cluster. Since the King Farm MS site is in the Gaithersburg Cluster, it is two clusters removed from WJ and so is less plausible as a relief valve. **Council staff recommends not mentioning the King Farm MS site as an option.**

Another option is to require dedication for a MS on one of the sites slated for redevelopment. Most middle schools in the county are on sites between 15-25 acres. A dedication does not take away the theoretical development capacity, since the density is based on the total of one’s dedicated and undedicated land. However, if a parcel is too small, the amount of development that can occur may be limited by other site constraints. **As noted above, the same language calling for the evaluation of undeveloped sites and other partially- or fully-developed sites for possible dedication applies to potential MS sites as well.**

HS capacity. MCPS’s policy is that high schools be constructed in the range of 1,600-2,400 seats. Although not yet programmed, MCPS has indicated it wishes to reopen Woodward as a HS during the next several years, which itself would be more than sufficient to address the 1,531-seat deficit, as well as to help mitigate overcrowding in neighboring clusters.

Council staff concludes that there are sufficient opportunities for adding school capacity in the Walter Johnson Cluster to accommodate the students generated by the housing currently proposed in the Rock Spring, White Flint 2, and Grosvenor-Strathmore Plans—even assuming the unlikely occurrence that all the proposed housing would materialize. This does not mean that the Council must approve as much density as the Plan proposes; it only means that school capacity is not a reason to approve less.

2. *Transportation adequacy at buildout; transportation plan elements.* Every master plan should have a balance between its proposed land use and its proposed transportation network and

⁵ The next smallest MS site is Lakelands Park, which is on 8.11 acres.

⁶ Cabin John MS currently feeds to both Churchill HS and Wootton HS.

services. For a quarter-century this “balance” has been defined as what would be needed to meet the current adequate public facilities requirements as described in the SSP. Achieving this balance in a plan is not an academic exercise: if a plan is not balanced, then at some point in the future a proposed master-planned development will be unable to proceed because it will have no means to meet the adequate public facility requirements.

According to the newly adopted 2016-2020 SSP, the congestion standard for signalized intersections in the North Bethesda Policy Area (where the White Flint 2 area sits) is a volume/capacity ratio of 0.97 (using the Highway Capacity Manual method), which translates to an average vehicle delay of 71 seconds/vehicle (s/v). The Planning Board recommends that the standard used for Metro Station Policy Areas (MSPAs)—a volume/capacity ratio of 1.13, which translates to an average vehicle delay of 120 s/v—be applied to the northern and western portions of White Flint 2. (The Board recommends retaining the 71 s/v standard for the area east of the CSX tracks.) Essentially the Board believes that the northern and western portions of the area bear a close resemblance—and should be evaluated according to the same congestion standard—as the White Flint or Twinbrook MSPAs. Brian Krantz has written in opposition to changing the standard and increasing the non-auto-driver mode share (NADMS) for this area (©10).

The boundary of each MSPA is unique, but each has been set so that most of the area is within a ½-mile walking distance of its Metro station. This is because the propensity to walk to Metro falls off beyond a ½-mile perimeter. In fact, WMATA itself describes its stations’ walk sheds to be the area within ½ mile along a road or path network, accounting for barriers such as highways, bridges, railroads, streams, etc.⁷

Very little of White Flint 2 is within a ½-mile walk of either the Twinbrook or White Flint Metro Stations. The map on ©11 is from WMATA’s Walkshed Atlas and shows the area (in violet) within ½-mile walking distance of the Twinbrook Station. The only property within the current White Flint walk shed is the Guardian Realty building at 6000 Executive Boulevard (©12). Understanding that the sector plan calls for a second, northern entrance to the White Flint station, Council staff asked Planning staff to prepare a walk shed map taking it into account (©13). With a new northern portal that ½-mile perimeter extends a bit further west and north to further include the eastern portion of the Willco property on Executive Boulevard and a southern strip of Montrose Crossing (i.e., Old Navy, TD Bank, Chik-fil-A, and the strip including Tony Lin’s Restaurant). But even with a new northern White Flint Metro Station portal, more than 90% of the area north and west of White Flint—as well as all of it to the east—are beyond the walk shed of a Metro station. **Therefore, Council staff recommends not treating the White Flint 2 area as if it were within an MSPA.** How this finding applies to land use and zoning recommendations in the plan should be considered when the Committee addresses each parcel on October 23.

One consequence of this finding is that the congestion standard for intersections within all of White Flint 2 should remain at 71 s/v. As it happens, however, this will not affect the Plan’s recommendations for intersection improvements: none of the intersections within the north or west portions of White Flint 2 are projected to have delays greater than 71 s/v. The intersection of Montrose Parkway and Towne Road is projected to have delays greater than 80 s/v in both peaks, but as it sits on the boundary with the White Flint MSPA, the 120 s/v standard applies.

⁷ See “WMATA’s Land Use Ridership Model” (March 2015), p. 2.

Another consequence is that the ultimate NADMS goals for White Flint 2 should not be set the same as those in the White Flint MSPA. The Board recommends NADMS eventually reach 50% for employees and 51% of residents for the north and west areas of White Flint 2, and 42% for both employees and residents in the eastern area. **Council staff recommends a blended standard of 42% for the cumulative build out of White Flint 2.** This is still an aggressive goal, considering the area is largely not within a Metro station walk shed.

While the White Flint 2 area is not “urban,” it can be considered as “urban adjacent.” In that context, **Council staff concurs with the Board’s recommendations to designate the entire area as a Bicycle Pedestrian Priority Area (p. 75) and as a Road Code Urban Area (p. 71), so that the streets are designed appropriately with for safe walking and biking.** Recall that a Road Code Urban Area does not have to be in an urban area; such disparate locations as the Clarksburg, Damascus, and Olney Town Centers are Road Code Urban Areas.

Intersection improvements. Three other intersections, if unimproved, would fail the congestion standard. The Parklawn Drive/Boiling Brook Parkway intersection (in the eastern portion of the area) is projected to experience a delay of 97 s/v at buildout in the evening peak, or 91 s/v with the 42% NADMS mitigation. The Planning staff notes that adding a northbound right-turn lane would more than resolve the congestion.

The Parklawn Drive/Randolph Road intersection (also in the east) would experience a delay of about 114 s/v in the morning and 94 s/v in the evening. With the NADMS mitigation it would still fail in both peaks: about 106 s/v in the morning and 91 s/v in the evening. The solution noted by Planning staff is to add a second southbound-to-eastbound left-turn lane, and to eliminate the split phasing at the signal.

Finally, Table 6 in the Plan’s Appendix shows that Montrose Road/Towne Road intersection in White Flint (on the border with White Flint 2) would experience a delay of about 174 s/v in the morning. With the NADMS mitigation (at 42%) the delay would still be about 165 s/v (see intersection #7 on ©14). However, Planning staff and its consultants report that the future traffic was assigned to a network that did *not* connect Towne Road to Executive Boulevard. Thus, traffic heading east on Montrose Road headed for Old Georgetown Road was directed left onto the on-ramp to southbound MD 355. The “redistribution” correctly directed this traffic right onto southbound Towne Road, improving the future delay forecast substantially, to 25.4 s/v. This redistribution also had an effect on the forecasts for three other intersections. The morning delays at Towne Road/Montrose Parkway (intersection #8) and Towne Road/Executive Boulevard (intersection #9) should show increases to 65.6 s/v and 112.4 s/v, respectively, because more traffic would have been directed through them. However, the morning delay at MD 355/Old Georgetown Road (intersection #14, ©15) should show less delay, 59.7 s/v, because less traffic would be directed through it. All these intersections are in White Flint proper and would be within its 120 s/v standard. Council staff has annotated the corrected delays on ©14-15.

East Jefferson Street. The Planning Board recommends reclassifying East Jefferson Street from an arterial to a business district street. The Department of Transportation (DOT) opposes it (©16). However, the Board’s recommendation would bring the classification in conformance with the Rockville Pike Plan, adopted by the Rockville City Council in 2016. That plan designated the rest of

existing East Jefferson Street as a primary residential street, but its ultimate extension north through Woodmont Country Club to Edmonston Drive and Wootton Parkway would also be a business district street. The existing and planned segments of East Jefferson Street in the city would have two travel lanes, bike lanes, and curb parking. **Council staff concurs with the Board to reclassify East Jefferson Street as a business district street.**

East Jefferson Street between Rollins Avenue and Montrose Road currently has four travel lanes, widening out at the Montrose Road intersection to seven lanes: a southbound left-turn lane, two southbound through lanes, two southbound right-turn lanes, and two northbound departure lanes. The Final Draft recommends taking away one of the four through lanes to create space for a separated bike lanes in each direction, leaving one through lane in each direction and a center turn lane. Representatives of the Charles E. Smith Life Communities (©20) and Cherington residents have voiced concern about repurposing part of the road capacity, noting the traffic congestion on East Jefferson Street today between Montrose Road and Rollins Avenue.

The most recent existing traffic data from the Planning staff and its consultant shows 796 vehicles heading southbound and 701 headed northbound in the morning peak hour; during the evening peak hour the existing data shows 894 southbound and 1,009 northbound. The forecasted demand would grow to 936 southbound and 732 northbound in the morning (an 11.4% increase), and to 1,091 southbound and 1,356 northbound in the evening peak (a 22.8% increase). The future volumes, especially in the evening peak, are too high to be accommodated by only one through lane in each direction. The forecast did not assume that East Jefferson Street ultimately would be extended north to Edmonston Drive and Wootton Parkway, so these volumes are lower than what they eventually will be.

Council staff recommends that the plan retain the current number of travel lanes, and that the plan indicate either separated or standard bike lanes in this segment. It is likely that widening the road to create separated lanes would require up to 10' beyond each curb, although the widening could be lessened somewhat by reducing travel lane widths. As a business district street transitioning into a primary residential street, traffic on East Jefferson Street would not travel at speeds that would render biking unsafe in a standard bike lane. As with any project that would widen a road, much more detailed planning and design by DOT would be necessary before a final configuration is determined.

Stonehenge Drive/JCC North-South Street (B-2) and Hubbard Drive Extended (B-1). In order to break up some of the superblocks in the north and west portions of the area, and to provide better vehicular, bicycle, and pedestrian circulation within the area, the Planning Board recommends a new north-south business district street from Executive Boulevard north to Montrose Parkway, continuing north using the north-south segment of Stonehenge Drive to reach Montrose Road, and from there north into the JCC property, where it would meet a proposed western extension of Hubbard Drive. The proposed 60'-wide right-of-way is the narrowest among the business district street standards in County regulations (typically they are 70-80' wide) and would feature one travel lane in each direction and a parking lane on only one side of the road.

The Draft Plan recommends that this connection be implemented when the Charles E. Smith Life Communities property redevelops. Smith Life Communities opposes this road until "the existing campus uses are relocated or cease to exist and the site is thereafter redeveloped for other uses." The concerns are that: adding traffic through the campus would be a hazard to the seniors and youth on the

campus; introducing the road closer to campus buildings would increase the risk of a terrorist act; the roads would consume property needed for any redevelopment; and some existing parking, pedestrian walks, and the Dekelbourn Building fronting Montrose Road would be taken (©18-21). Their attorney has offered the following suggested amendments to page 42 of the plan:

This Plan supports the floating Commercial Residential Town (CRT) Zone, via a Local Map Amendment, for potential redevelopment of the Hebrew Home property. The extension of Hubbard Drive onto the Hebrew Home property, along with another new north-south road from Montrose Road, will provide greater connectivity to surrounding streets. These roads are not required unless and until the existing uses for the entire campus are relocated off-site and the site thereafter is either completely redeveloped or the buildings repurposed for other uses under the existing R-200 or the CRT floating zones. New development should be primarily residential rather than non-residential.

A. Land Use and Zoning Recommendations

- ...
- Support a floating CRT 1.0 C .25 R 1.0 H 100 zone for the JCC property. Redevelopment of the campus in its entirety must provide for new public roadway connections to Rockville Pike and Montrose Road.

B. Design and Connectivity Recommendations

- ...
- Implement the public road recommendations of the Plan.
 - Provide additional internal streets to improve connectivity throughout and to provide better access for all modes of transit between East Jefferson Street, Rockville Pike and Montrose Road. These internal streets are not required unless and until the existing uses for the entire campus are relocated off-site and the site thereafter is either completely redeveloped or the buildings repurposed for other uses under the existing R-200 or the CRT floating zones.

...

As Smith Communities notes, the proposed road connection would most likely take the Dekelbourn Building. Otherwise, the roadway does not go through the campus in a way that would interfere with walking among the other buildings. Because the roads would skirt along the edge of the property—not through the middle of it—it is still possible to secure the campus. And any road dedicated for right-of-way would not reduce the ultimate density that the property owner can build on the site.

Council staff recommends retaining B-2 and B-1 in the plan, except to note that this could occur when the property *substantially* redevelops. The road connection from Hubbard Drive to Montrose Road would serve to improve local circulation. This connection would not occur, however, until the property—under either existing or future ownership—undergoes substantial redevelopment.

Roads through Montrose Crossing. The Draft Plan calls for redeveloping Chapman Avenue between Montrose Road and Bou Avenue—now a private street—into a public business district street.

For the 1992 North Bethesda/Garrett Park Master Plan the Planning staff had recommended it as a public street, but the developer of Montrose Crossing business argued successfully that, if developed as a private street, Chapman Avenue would provide the through connection while allowing more flexibility in the design of the shopping center. However, the private street ultimately was configured so as not be a through route, and so the purpose of conveying local north-south traffic was not met. With the new road code standards, it can now be a public through street while still providing the design flexibility that would be desired of any redevelopment.

Council staff concurs with the Planning Board but recommends that the existing east-west link through Montrose Crossing connecting Chapman Avenue and Rockville Pike also be designated as a business district street. It essentially would be an eastern extension of Hubbard Drive (B-1), but with the same design standard proposed for Chapman Avenue.

“Protected” intersections. The Final Draft proposes that all intersections should be designed as “protected” intersections to provide safer crossings for bicyclists and pedestrians (p. 75). An example of a protected intersection concept is on ©22. Planning staff will present a 5-minute video that explains the purpose, design, and operation of protected intersections.

DOT supports the concept of protected intersections, but has concerns about including them at all intersections. DOT notes that there yet are no standard designs for protected intersections, so they could be quite costly and require greater right-of-way demands from corner properties. DOT notes that the term “protected intersection” is usually associated with the location of a separated bike lane, not a shared use path or a standard (unseparated) bike lane.

Council staff recommends protected intersections only at those intersections traversed by separated bike lanes. Design standards should be developed so engineers and developers can have a better idea as to their costs and impacts.

Montrose Parkway. During the 1990s the North Bethesda/Garrett Park Master Plan was amended to designate the then to-be-built Montrose Parkway as a “true” parkway—prohibiting heavy trucks and tractor-trailers—from the segment between Montrose Road and Old Old Georgetown Road (now Towne Road), and from Parklawn Drive to Veirs Mill Road. The purpose of the amendment was to assure that the road would generate far less noise than if it were a typical 4-lane highway. Prohibiting heavy trucks also meant the road could be built with narrower (11’-wide) lanes. The middle section from Towne Road to Parklawn Drive is an arterial, because there needs to be a route to permit trucks to go between Montrose Road and Randolph Road.

The Final Draft recommends re-classifying Montrose Parkway between the western boundary of the planning area (i.e., a point west of East Jefferson Street) and Towne Road. Doing so would result in lifting the truck prohibition that mitigates potential highway noise affecting Luxmanor, Cherington, and other residential neighborhoods along Montrose Parkway West. The Final Draft also would reclassify Montrose Parkway East from an arterial to parkway between the to-be-built bridge over CSX to Parklawn Drive. This would introduce a new truck prohibition that would force trucks to cross the CSX tracks at grade to reach Randolph Road. **Council staff recommends retaining the classifications in the North Bethesda/Garrett Park Master Plan Amendment.**

North Bethesda Transitway. The plan suggests that this bus rapid transit line would run through the White Flint 2 area within the right-of-way of Old Georgetown Road (see pp. 75 and 79). However, the Countywide Transit Corridors Functional Master Plan (adopted in 2013) states that this transitway would be routed in one of two ways: either via Old Georgetown Road to the White Flint Metro Station, or via Tuckerman Lane to the Grosvenor Metro Station. **Council staff recommends revising the text in the White Flint 2 plan to note that Old Georgetown Road is one of two possible routes for this transitway.**

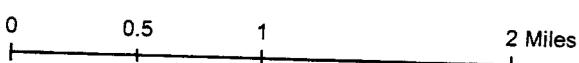
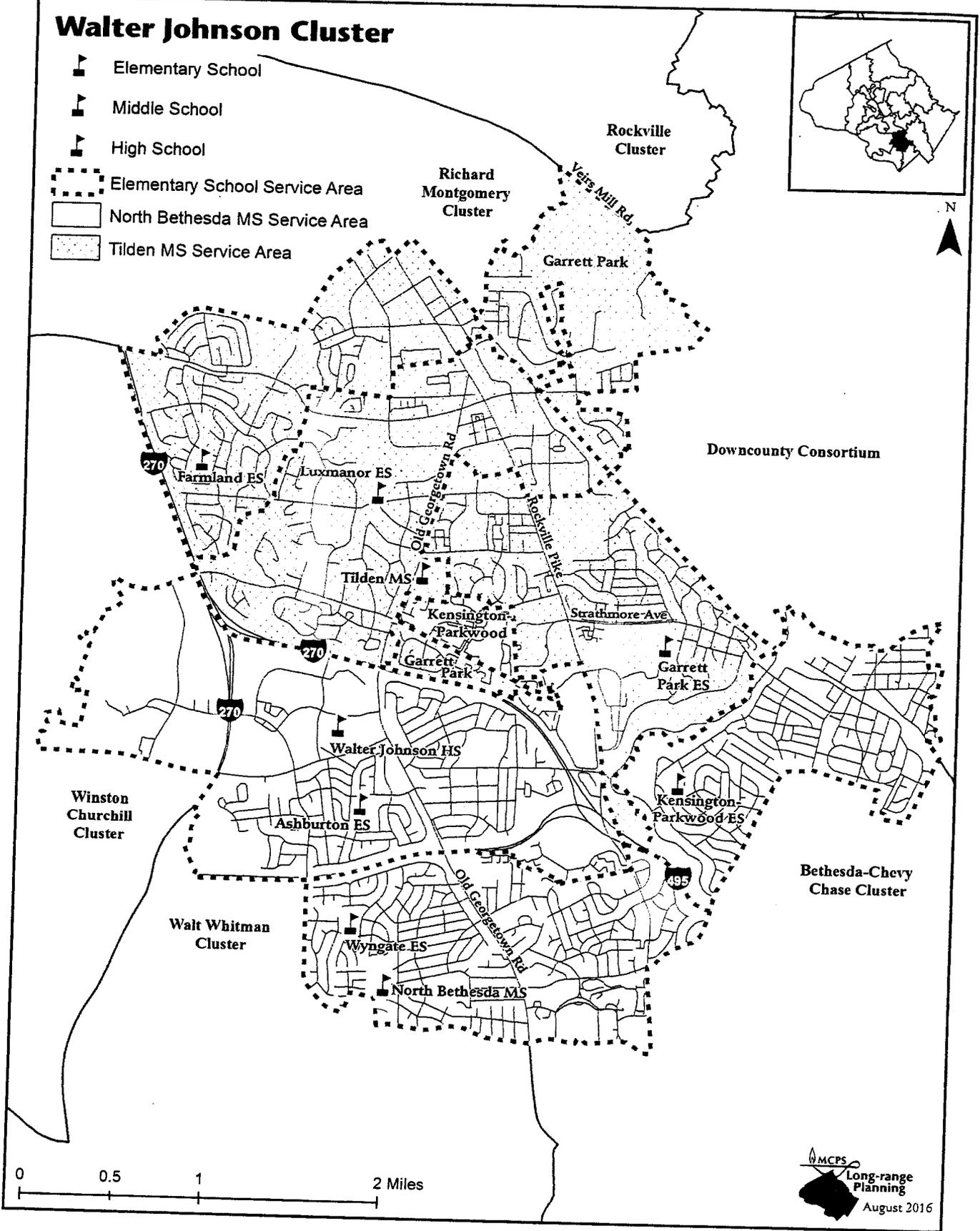
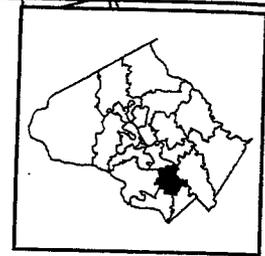
3. Fiscal impact statement. On September 18, the Office of Management and Budget transmitted the Executive's Fiscal Impact Statement for this plan (©23). Executive staff estimate the cost of new capital improvements associated with the additional development in this plan to be \$143.3 million. The largest category (\$121.1 million) is for transportation, most of it for projects to improve biking and walking, plus a portion of three BRT routes. Based on enrollment forecasted from the proposed new housing in White Flint 2, OMB estimates that this growth's proportional share of the cost of school capacity is about \$22.3 million.

Executive staff also estimates added operating cost (once all facilities are implemented) to be about \$11.8 million/year, mostly associated with school costs.

4. Staging and Special Taxing District. These recommendations in the Draft Plan will be addressed during a subsequent worksession.

Walter Johnson Cluster

-  Elementary School
-  Middle School
-  High School
-  Elementary School Service Area
-  North Bethesda MS Service Area
-  Tilden MS Service Area




 Long-range
 Planning
 August 2016



	APPROVED AND COUNTED IN BASE ENROLLMENT PROJECTIONS					APPROVED AND <u>NOT</u> COUNTED IN BASE ENROLLMENT PROJECTIONS				<u>NOT</u> APPROVED AND <u>NOT</u> COUNTED IN BASE ENROLLMENT PROJECTIONS			
	# Units	# Units	ES Students	MS Students	HS Students	# Units	ES Students	MS Students	HS Students	# Units	ES Students	MS Students	HS Students
DRAFT Rock Spring Master Plan - EXEMPT													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	168	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	386	1,262	69	27	39	0	0	0	0	0	0	0	0
TOTALS	554	1,262	69	27	39	0	0	0	0	0	0	0	0
DRAFT Rock Spring Master Plan - PHED													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	75	14	7	9	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	425	23	9	13	0	0	0	0
TOTALS	0	0	0	0	0	500	37	16	22	0	0	0	0
DRAFT Rock Spring Master Plan													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	344	65	32	42	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	1,953	107	42	60	0	0	0	0
TOTALS	0	0	0	0	0	2,297	172	74	102	0	0	0	0
DRAFT White Flint 2 Sector Plan													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	501	95	47	62	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	4,516	248	99	139	0	0	0	0
TOTALS	0	0	0	0	0	5,017	343	146	201	0	0	0	0
DRAFT Grosvenor-Strathmore Metro Minor Master Plan													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	1,397	76	30	43	0	0	0	0
TOTALS	0	0	0	0	0	1,397	76	30	43	0	0	0	0
2010 White Flint Sector Plan - EXEMPT													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	1,754	466	25	10	14	0	0	0	0	0	0	0	0
TOTALS	1,754	466	25	10	14	0	0	0	0	0	0	0	0
2010 White Flint Sector Plan													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	1,814	1,247	68	27	38	6,739	370	148	208	0	0	0	0
TOTALS	1,814	1,247	68	27	38	6,739	370	148	208	0	0	0	0

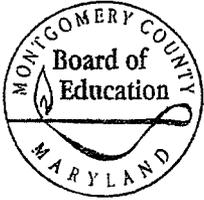
	APPROVED AND COUNTED IN BASE ENROLLMENT PROJECTIONS					APPROVED AND <u>NOT</u> COUNTED IN BASE ENROLLMENT PROJECTIONS				<u>NOT</u> APPROVED AND <u>NOT</u> COUNTED IN BASE ENROLLMENT PROJECTIONS			
	# Units	# Units	ES Students	MS Students	HS Students	# Units	ES Students	MS Students	HS Students	# Units	ES Students	MS Students	HS Students
2012 Kensington Sector Plan													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	977	53	21	30	977	53	21	30
WMAL Site													
Single Family Detached	0	159	30	17	23	0	0	0	0	0	0	0	0
Single Family Attached	0	150	28	14	18	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	309	58	31	41	0	0	0	0	0	0	0	0
Pooks Hill Site													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	631	34	13	19	0	0	0	0	0	0	0	0
TOTALS	0	631	34	13	19	0	0	0	0	0	0	0	0
1900 Chapman Site													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	61	318	60	29	39	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	61	318	60	29	39	0	0	0	0	0	0	0	0
PROPOSED Twinbrook Metro													
Single Family Detached	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Family Attached	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family Low to Med Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
Multi-Family High Rise	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	1,492	82	32	46	1,492	82	32	46

Buildout Enrollment Forecast in the WJ Cluster

	ES Enrollment	MS Enrollment	HS Enrollment	Notes
2022-23 WJ Cluster Enrollment Projections	4,648	2,326	3,024	Final year enrollment projections of the FY18 MCPS Master Plan.
DRAFT Rock Spring Master Plan Area	278	117	163	
Projects Previously Approved but Not in Projections	69	27	39	Impact of 1,262 approved MF high-rise units not yet counted in the MCPS projections. Excludes 168 approved townhouses and 386 built MF high-rise units already counted in the MCPS projections.
Additional Density Proposed by PHED Committee	37	16	22	On July 17, the PHED Committee proposed an increase in density that includes potential for 425 additional MF high-rise units and 75 additional townhouses.
Remaining Plan Capacity	172	74	102	Estimates 344 potential townhouses and 1,953 potential MF high-rise units allowed by the plan.
DRAFT White Flint 2 Sector Plan Area	343	146	201	
Projects Previously Approved but Not in Projections	0	0	0	No approved projects within the WJ Cluster.
Remaining Plan Capacity	343	146	201	Estimates 501 potential townhouses and 4,516 potential MF high-rise units allowed by the plan within the WJ Cluster.
DRAFT Grosvenor-Strathmore Metro Area	76	30	43	
Projects Previously Approved but Not in Projections	0	0	0	No approved projects.
Remaining Plan Capacity	76	30	43	Estimates 1,397 potential MF high-rise units allowed by the plan (assumes the standard 1,250 sf/unit average).
2010 White Flint Sector Plan Area	463	185	260	
Projects Previously Approved but Not in Projections	25	10	14	Impact of 466 approved MF high-rise units not yet counted in the MCPS projections. Excludes 1,754 MF high-rise units already counted in the MCPS projections.
Projects Approved Under 2010 Plan but Not in Projections	68	27	38	Impact of 1,247 approved MF high-rise units not yet counted in the MCPS projections. Excludes 1,814 approved MF high-rise units already counted in the MCPS projections.
Remaining Plan Capacity	370	148	208	Estimates 6,739 potential MF high-rise units allowed by the plan.
2012 Kensington Sector Plan Area	53	21	30	
Projects Previously Approved but Not in Projections	0	0	0	No approved projects.
Projects Approved Under 2012 Plan but Not in Projections	0	0	0	No approved projects.
Remaining Plan Capacity	53	21	30	Estimates 977 potential MF high-rise units allowed by the plan.
Other Projects not in Projections	234	105	145	
WMAL Site	58	31	41	Approved preliminary plan allows 159 SF units and 150 townhouses not yet counted in the MCPS projections.
Pooks Hill Site	34	13	19	Approved site plan allows 631 MF high-rise units not yet counted in the MCPS projections.
1900 Chapman Site	60	29	39	Includes 318 townhouses approved by the City of Rockville but not yet counted in the MCPS projections. Excludes 61 approved townhouses already included in the MCPS projections.
Twinbrook Metro	82	32	46	Estimates that 80% of the 1,865 proposed MF high-rise units currently under review by the City of Rockville will fall within the WJ Cluster.
TOTAL	6,095	2,930	3,866	

Buildout Program Capacity Potential in the WJ Cluster

	ES Capacity	MS Capacity	HS Capacity	Notes
Fall 2016 WJ Cluster Program Capacity	3,801	1,791	2,335	
Planned Capacity Projects	740	638	0	
North Bethesda MS addition		365		Opening September 2018
Kensington-Parkwood ES addition	274			Opening September 2018
Ashburton ES addition	119			Opening September 2019
Luxmanor ES rev/ex	347			Opening January 2020
Tilden MS, rev/ex		273		Opening September 2020
TOTAL	4,541	2,429	2,335	
NET DIFFERENCE	-1,554	-501	-1,531	



MONTGOMERY COUNTY BOARD OF EDUCATION

850 Hungerford Drive ♦ Room 123 ♦ Rockville, Maryland 20850

September 19, 2017



The Honorable Roger Berliner, President
and Members of the Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue, 4th Floor
Rockville, Maryland 20850

Dear Mr. Berliner and Members of the Montgomery County Council:

We appreciate our ongoing engagement with you around the critically important issue of planning for long-term community sustainability in the Bethesda area plans that the County Council is reviewing this year. We know that for the land use decisions the County Council ultimately makes, Montgomery County Public Schools (MCPS) must be ready to provide an excellent education and nurturing learning environment to all current and future students across our county.

As you receive public comment on the *White Flint 2 Sector Plan* and *Rock Spring Master Plan*, we commend the detailed analysis of the student enrollment expectations in both plans and the text in the *Rock Spring Master Plan* that specifically states that “each and every site should be thoroughly evaluated for a potential school site under the optional method process.” Moreover, the identification of a “portion of the WMAL property” for a possible school will help provide for future school capacity needs, as will the White Flint Mall property identified in the 2010 *White Flint Sector Plan*.

The total anticipated impact of all master and sector plans affecting the Walter Johnson Cluster is projected to be more than 1,100 additional elementary students, nearly 500 middle school students, and more than 650 high school students. A combination of school reopenings and new school construction likely will be necessary to address the significant projected enrollment impacts from the build-out of the White Flint, White Flint 2, Rock Spring, Kensington, and Grosvenor-Strathmore plans.

As a result, it is in the best interest of MCPS, and we believe in the best interest of Montgomery County as a whole, for the master and sector plans to anticipate the need to reserve and dedicate additional properties for future school use. We believe that it is prudent to exercise the options that exist now, as properties for school sites may not be available in the future and are likely to become significantly more costly and difficult to obtain.

(5)

We actively are engaged in long-range planning for management of future growth. We are working with an independent consultant with expertise in public education facility planning, MGT Consulting Group, to first develop a template for how to approach decision making about future enrollment and capacity dynamics in the 10- to 25-year planning horizon that is outside of our current Capital Improvements Program (CIP) time frame. The consultants presented this model approach to the Board of Education on September 12, 2017. The second step of this project is to apply this framework to the Walter Johnson and Bethesda-Chevy Chase clusters. The report will be finalized by the beginning of October 2017.

The consultants recommend a scenario planning framework for anticipating future conditions in which we analyze the factors impacting the enrollment dynamic in an area and what the facility and land use options and constraints could be going forward. This analysis provides a range of facility solutions that may well be applicable and highlights what steps can be taken to position the district to react to conditions in the future, should they occur.

While we continue to work with our consultants in refining the specific aspects of this approach in these two clusters, even preliminary analysis clearly indicates that this is anticipated to be a high enrollment growth area. Additionally, the future residential projects guided by these plans will be a combination of infill, redevelopment, and small development projects, rather than large subdivisions. As the development moves forward, future school sites will be increasingly difficult to identify and are unlikely to be reserved or dedicated by the smaller individual development projects.

As we examine what options are available to address current and future capacity needs in the Walter Johnson Cluster, it also is critical that we view this specific area in the context of development and growth planning across all of Montgomery County. Adjacent clusters also are growing, as the recently completed *Greater Lyttonsville Sector Plan* illustrates, and the CIP already includes plans for major construction and additions that will consume much of the available space on our existing schools in the area. Our existing inventory of future and former school sites in the Walter Johnson Cluster may be needed not only for the growth envisioned in these Bethesda-area plans, but in the already overutilized Bethesda-Chevy Chase Cluster and the Downcounty Consortium. We cannot rely too heavily on any one possible facility solution, such as the potential to reopen the Rocking Horse Road Center or another closed former school, to be the one identified solution for multiple planning areas.

Given the highly dynamic nature of the Walter Johnson Cluster area, the many changing variables at play, the current scarcity and increasing value of land, and the finite number of existing MCPS-owned property, we request that the County Council include language to dedicate future school sites at both the elementary and middle school levels in the White Flint 2 and Rock Spring plans. While we cannot know with certainty how many students ultimately will live in this area, we do know that it is highly likely that we will need the ability to implement multiple facility planning

The Honorable Roger Berliner
and Members of the Montgomery
County Council

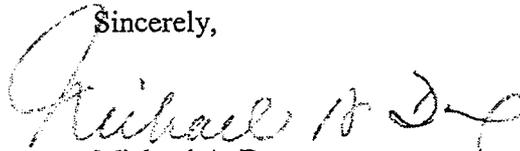
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September 19, 2017

and growth management options to respond to a probable scenario of continuing explosive enrollment growth that exceeds our current facility inventory.

Thank you for the opportunity to share our perspective with you in these crucial land use deliberations. We appreciate and share your dedication to the future of MCPS and to continue to support excellent educational opportunities for all of the current and future students of Montgomery County.

Sincerely,



Michael A. Durso
President, Board of Education



Jack R. Smith, Ph.D.
Superintendent of Schools

MAD:JRS:AMZ:em

Copy to:
Members of the Board of Education
Dr. Navarro
Dr. Statham
Dr. Zuckerman
Dr. Johnson
Mr. Song
Mr. Anderson
Mr. Ikheloa

Walter Johnson Cluster testimony on the White Flint 2 Sector Plan
September 19, 2017
Delivered by Cluster Coordinator Wendy Calhoun

President Berliner and Council Members:

Two years ago, we testified that a Tsunami of students is heading to the Walter Johnson Cluster. It's now arriving. More developers are seeking plan approvals in White Flint, Twinbrook, and the WMAL area. The developments before you this Fall, including Rock Spring, Grosvenor, and this White Flint 2 Sector Plan are projected to add over a thousand more students to our schools, and there's no place to put them.

While these plans may be almost entirely within the WJ cluster, this is truly an issue for the entire County. If land is not reserved, and dedications required for schools in these plans today, the need to purchase land for future schools will swamp out year capital budgets, impacting students not just in our cluster but in Rockville, Silver Spring, Gaithersburg, and throughout the County. **Now** is the time to truly plan for the future by securing the maximum possible amount of land for schools in pending development plans, thus reducing the pressure on future capital budgets.

James Song recently told the Planning Board the WJ cluster will need 2 elementary schools and a middle school to accommodate incoming students. That's in addition to reopening Woodward HS. It is imperative that the upcoming development plans, Rock Spring, White Flint 2 and Grosvenor Strathmore, be considered together - for their cumulative impact on our schools, and the total land and resources they could provide for school sites.

There are two properties in this plan that are over 30 acres: Willco-Wilgus and Montrose Crossing sites, and several more in the Rock Spring plan. This is our best chance in decades to get a 10-12 acre parcel of land, land large enough for a middle school. With the rate at which land is being sold and developed in our part of the County, that chance may not come again.

It is your responsibility to balance the developments with a tangible solution to all of our school capacity challenges. Please don't postpone this solution any longer, as this is a one-time opportunity, and now is the time to act.

Our schools will never catch up if land is not actually reserved on master plans. The plans currently mention "considering" sites later, but not one inch of land is actually reserved for a school (and we believe the Planning Director should have clearer authority to negotiate for school land). Now is the time to reserve that land, while it's still available. To quote Dr. Smith, "Given the highly dynamic nature of the WJ Cluster area, the many changing variables at play, the current scarcity and increasing value of land, and the finite number of existing MCPS -owned property, we request the County Council include language to dedicate future school sites at both the elementary and middle levels in the White Flint 2 and Rock Spring plans."

We thank you for working with us on this pressing issue toward our common goal: **to balance growth with facilities**. To quote Dr. Smith again, "It is in the best interest of MCPS, and we believe in the best interest of Montgomery County as a whole, for the master and sector plans to anticipate the need to reserve and dedicate additional properties for school use."

One more point: The draft plans before the Council recommend reopening Woodward HS to accommodate the students generated by these plans and others. MCPS solved the HS overcrowding with an existing property. However, this is actually a loss for MCPS, as they lose a necessary holding school that will have to be replaced before other secondary schools throughout the county receive their much needed rev/exes.

This can only happen with your support – of a particularly robust CIP budget that provides for rev/exing Woodward **without shortchanging students in other areas of the County**.

Finally, just let me say that you have a difficult but crucial job, and on behalf of the nearly 10,000 students and their families, teachers, neighbors, and friends in the WJ Cluster, thank you for all that you do on behalf of our County.

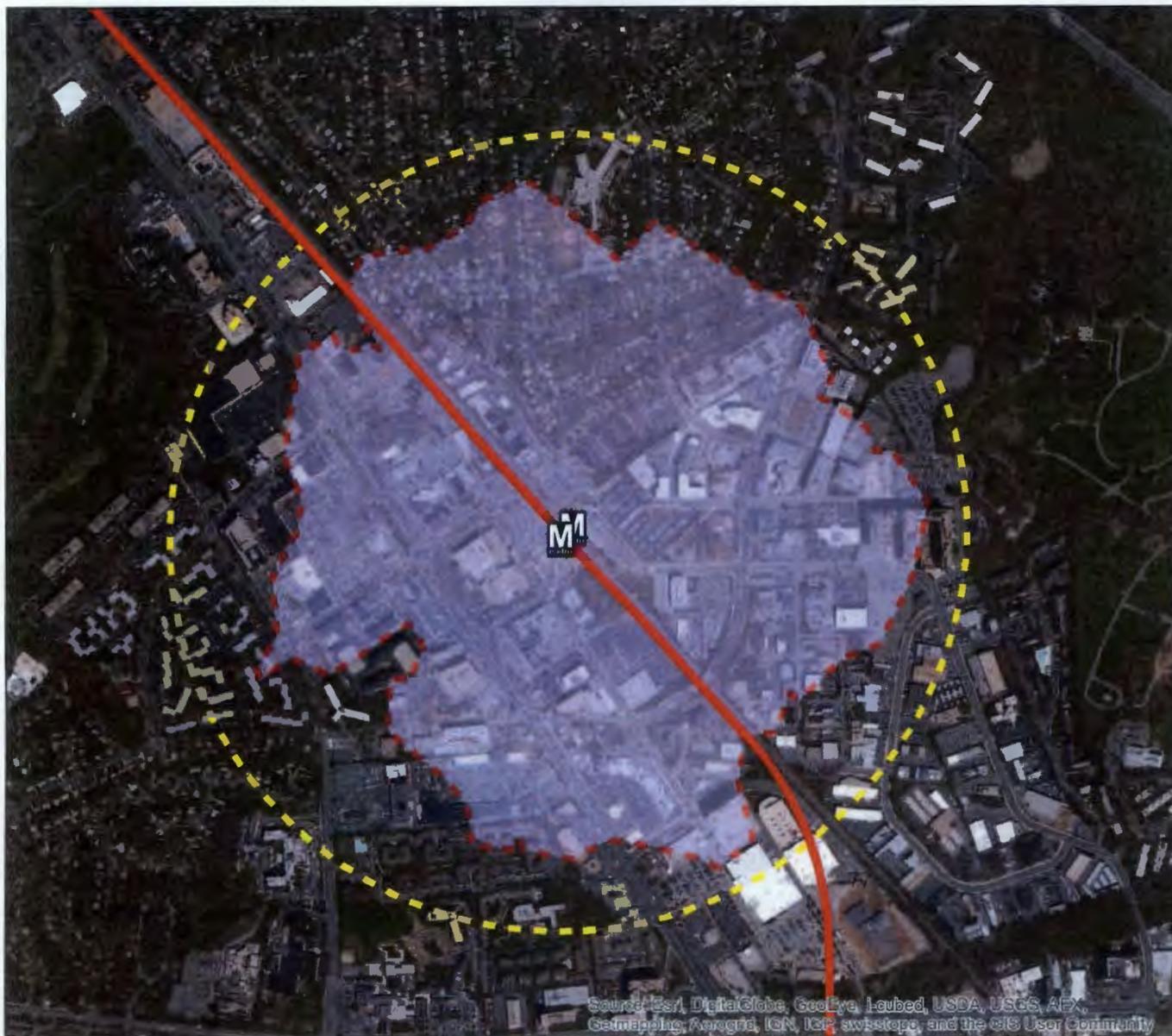
1) Urge you to NOT increase the LATR intersection delay standard for the subarea of WF2, as designated/recommended by the Planning Board

- The County virtually just navigated the process for the new Subdivision Staging Policy, where all involved were highly involved and focused on LATR standards – and this recommendation was never even brought up. Why is it being introduced now? I think the Planning Board is attempting to sneak it in when less peoples' eyes are on it.
- Clearly this is case of the Planning Board attempting to move the yardsticks – because the current standards hinder their plans to urbanize the entire I-270 wedge/corridor. Their justification includes the statement that “*existing and planned mixed use development for the Executive Boulevard and Rockville Pike-Montrose North Districts are in character with the 2010 White Flint Sector Plan.*” So, what they are saying is that the congestion standard should match the *proposed* development density. This is the proverbial tail wagging the dog: just say no. The proposed intersection delay of 120 seconds/veh. is reserved for metro station policy areas; large portions of the recommended area are not within easy walking distance of the White Flint or Twinbrook Station.
- I reiterate – just say no.

2) There are questions that should be asked with regards to LATR adequacy analysis, based on the Draft Plan and the Appendix

- It is a bit conspicuous that the set of intersections that were included in the analysis doesn't even include the intersection that has an existing CLV that is closest (in the entire plan area) to failing the policy area standard (Randolph and Lauderdale), especially since the Planning Department claims that CLV is proportional to Delay. That is, why wouldn't you look at the worst intersection?
- In several places of the Plan/Appendix, it is stated that the WF2 traffic was modeled “concurrently” with Rock Spring. What exactly does this even mean? Also, as in the WF2 Plan, there were several different model scenarios associated with the Rock Spring Plan; which one was used “concurrently” with WF2?
- Per the Appendix, the traffic modeling for WF2 includes a new public street in the Rock Spring area (cutting north-south between Georgetown Square and Walter Johnson) that doesn't appear to be part of the Rock Spring Sector Plan that was sent to the PHED (and reviewed). Is this even legitimate? I would expect there would safety concerns for WJ students, given that many of them eat lunch at the Georgetown Square shopping center (and would now have to cross a new public street).
- According to the Planning Board Plan, the LATR analysis showed that 2 intersections (Parklawn & Randolph, Parklawn & Boiling Brook) will fail the LATR congestion standard. As a side note, the same intersections are projected to fail whether it's the standard 2040 “Plan Vision” or “Plan with NADMS Goal” scenarios. However, according to the Appendix, a 3rd intersection is projected to fail (Montrose Road & Hoya), but it is never acknowledged – and no potential mitigation technique is offered. Furthermore, a 4th intersection (Nicholson & Old Georgetown) comes dangerously close to failing (a delay as high as 117.9 sec with a 120 sec standard) – but is also never addressed. Why isn't the 3rd failing intersection (and even the 4th almost-failing) intersection mentioned. This is a sloppy and unclear analysis.
- The NADMS Goal
 - Firstly, a 42% Non-Auto Driver Mode Share (NADMS) goal/target was applied (for employees in the White Flint 2 Plan area) - “justified” solely by the fact that a high goal of 50% was set for employees in the 2010 White Flint Plan. Where did the number seemingly random value of 42% come from (i.e., why not 48%, why not 38%).
 - What is the current NADMS for employees in this area – surely it is needed in order to put things in context....
 - Why doesn't applying the 42% NADMS goal change the forecasted congestion? According to the analysis of the Planning Department/Board – applying the aforementioned NADMS make virtually no difference: no change in the quantized pass/fail status for the intersections that were analyzed, but even more troubling is that the unquantized delay values don't even go down much: a few decrease by ~10 secs, most are 1-6 sec decreases – and some even have *more of a delay with NADMS applied*. Are we really sure the modeling can be trusted?

TWINBROOK



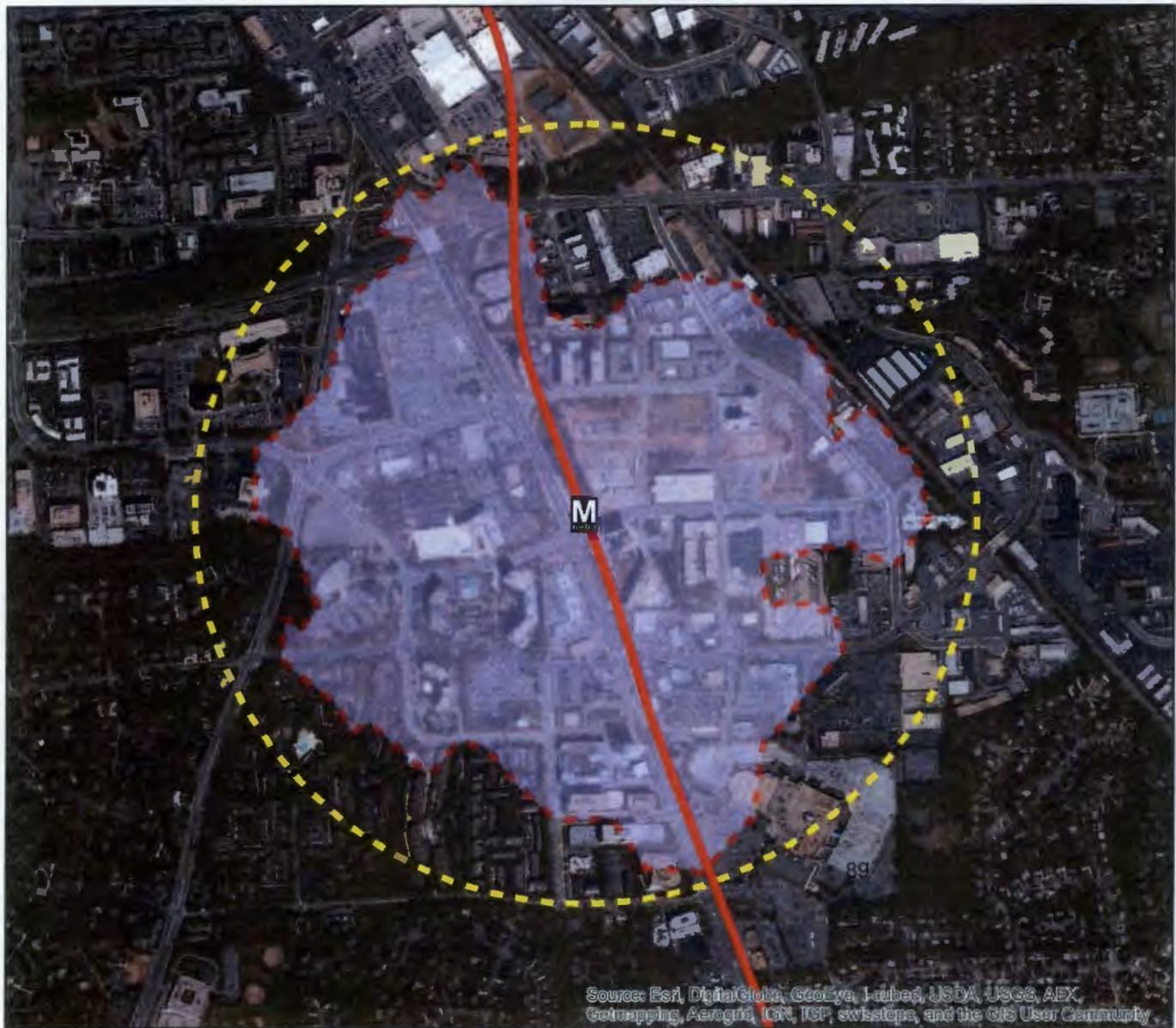
Legend

-  Metrorail Station Entrance
-  Half-Mile Buffer
-  Walk Shed

Size of Walk Shed (sq mi):	0.49
Households in/out of Walk Shed:	1,163 / 2,298
Jobs in/out of Walk Shed:	8,472 / 20,163
All Day Boardings:	4,436
Walk Score	58 - Somewhat Walkable

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WHITE FLINT



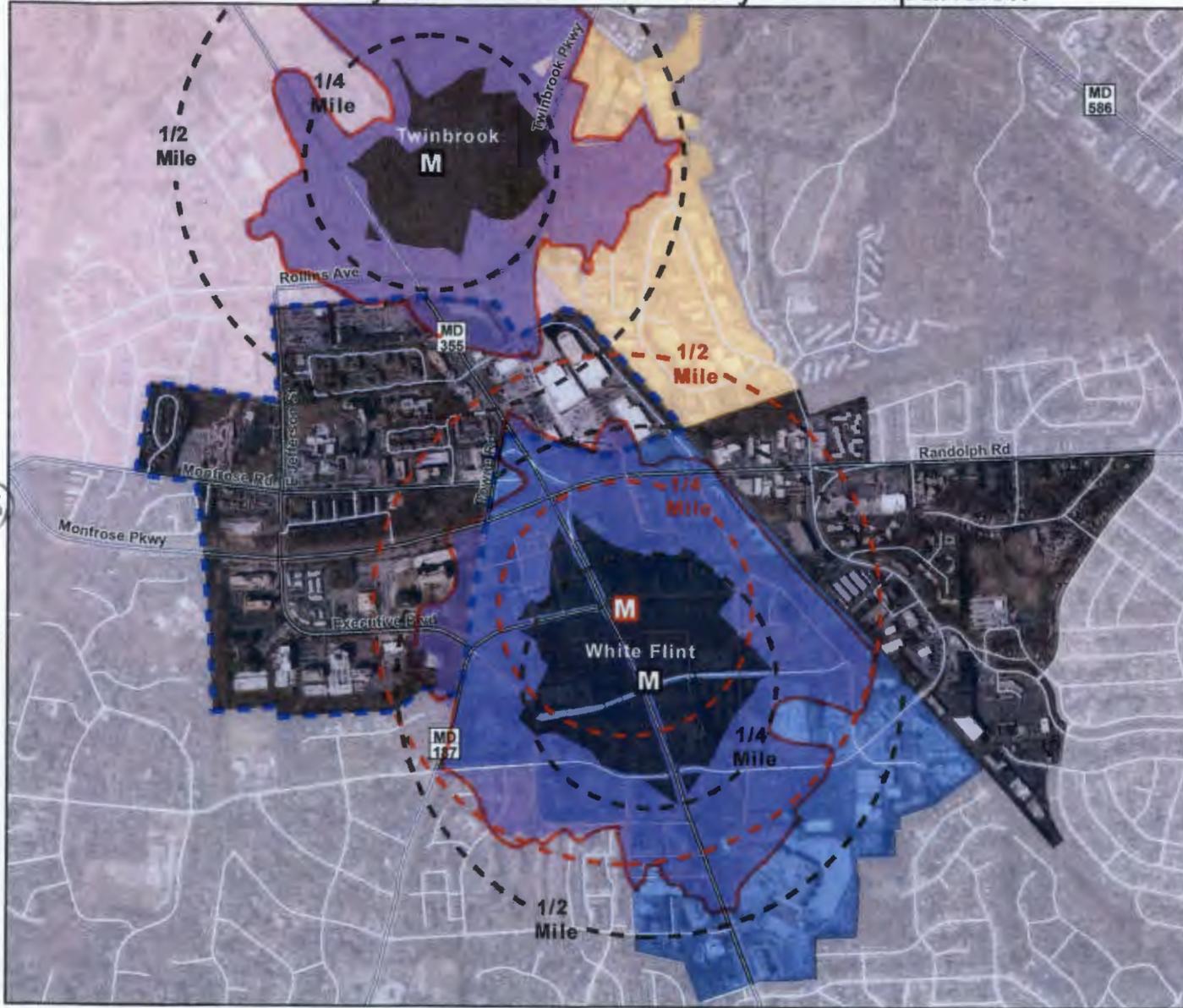
Legend

-  Metrorail Station Entrance
-  Half-Mile Buffer
-  Walk Shed

Size of Walk Shed (sq mi):	0.46
Households in/out of Walk Shed:	1,970 / 3,001
Jobs in/out of Walk Shed:	15,380 / 21,481
All Day Boardings:	3,895
Walk Score	85 - Very Walkable

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Metro Walkshed Analysis - White Flint Policy Area Expansion



-  Proposed Metro Station Entrance
-  Metro Station
-  White Flint Policy Area
-  Proposed Expansion
-  2009 Twinbrook Sector Plan
-  2010 White Flint Sector Plan
-  White Flint 2 Sector Plan
-  City of Rockville Boundary

Walkshed

-  Quarter Mile
-  Half Mile

N



0 2,000'

13

Relative to the existing conditions scenario, the projected average intersection delay results for the Plan Vision scenario (both with and without the application of the NADMS goal) generally shows a very similar pattern of traffic congestion throughout the Plan study area.

Table 6. Summary of HCM Intersection Delay Analysis Results^{24 25}

White Flint 2 Sector Plan									
ID	Policy Area	Average vehicle delay equivalent (seconds/vehicle)	Scenario		AM		PM		Mitigation
					HCM		HCM		
					Delay	LOS	Delay	LOS	
1	North Bethesda	71	Existing	2015	41.1	D	50.6	D	
			Plan Vision	2040	41.6	D	54.7	D	
			Plan with NADMS Goal	2040	41.4	D	54.4	D	
2	North Bethesda	71	Existing	2015	41.1	D	48.4	D	
			Plan Vision	2040	44.3	D	43.6	D	
			Plan with NADMS Goal	2040	44.3	D	43.6	D	
3	Twinbrook	120	Existing	2015	23.4	C	32.4	C	
			Plan Vision	2040	25.9	C	38.8	D	
			Plan with NADMS Goal	2040	26.8	C	38.9	D	
4	Twinbrook	120	Existing	2015	49.0	D	47.0	D	
			Plan Vision	2040	93.4	F	65.2	E	
			Plan with NADMS Goal	2040	93.4	F	65.2	E	
5	North Bethesda	71	Existing	2015	22.7	C	30.8	C	
			Plan Vision	2040	36.3	D	60.2	E	
			Plan with NADMS Goal	2040	37.2	D	48.8	D	
6	North Bethesda	71	Existing	2015	26.0	C	23.1	C	
			Plan Vision	2040	26.1	C	23.4	C	
			Plan with NADMS Goal	2040	26.1	C	23.4	C	
7	White Flint	120	Existing	2015	27.7	C	24.0	C	Affected by Redistribution
			Plan Vision	2040	174.2	F	53.0	D	
			Plan with NADMS Goal	2040	162.2	F	50.5	D	
			Plan with NADMS Goal plus Mitigation	2040	25.4	C	25.4	C	
8	White Flint	120	Existing	2015	28.4	C	40.5	D	Affected by Redistribution
			Plan Vision	2040	55.2	E	82.4	F	
			Plan with NADMS Goal	2040	48.4	D	81.3	F	
			Plan with NADMS Goal plus Mitigation		65.6				
9	White Flint	120	Existing	2015	51.6	D	31.5	C	Affected by Redistribution
			Plan Vision	2040	82.0	F	54.0	D	
			Plan with NADMS Goal	2040	82.2	F	53.1	D	
			Plan with NADMS Goal plus Mit.		112.4				
11	White Flint	120	Existing	2015	33.2	C	38.2	D	
			Plan Vision	2040	116.8	F	113.5	F	
			Plan with NADMS Goal	2040	117.9	F	114.1	F	

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²⁴ Note: Level of service reported reflects HCM transportation industry standards.

²⁵ Four intersection IDs (#10, 12, 17, and 20) at on-off ramps and minor intersections have been excluded in the analysis as the Cube Travel Demand model does not generate outputs to calculate future turning counts on those intersections.

Table 6 Continued. Summary of HCM Intersection Delay Analysis Results³

13	White Flint	120	Existing	2015	19.8	B	19.0	B	
			Plan Vision	2040	43.4	D	33.8	C	
			Plan with NADMS Goal	2040	42.9	D	33.9	C	
14	White Flint	120	Existing	2015	92.4	F	44.6	D	<i>Affected by Redistribution</i>
			Plan Vision	2040	80.9	F	106.9	F	
			Plan with NADMS Goal	2040	76.9	E	107.8	F	
			<i>Plan w/ NADMS + Mit.</i>		<i>(59.7)</i>				
15	White Flint	120	Existing	2015	25.3	C	28.0	C	
			Plan Vision	2040	97.3	F	91.4	F	
			Plan with NADMS Goal	2040	87.5	F	89.0	F	
16	White Flint	120	Existing	2015	38.4	D	61.5	E	
			Plan Vision	2040	39.1	D	89.6	F	
			Plan with NADMS Goal	2040	39.3	D	89.7	F	
18	White Flint	120	Existing	2015	22.0	C	35.3	D	
			Plan Vision	2040	22.8	C	48.7	D	
			Plan with NADMS Goal	2040	23.4	C	47.9	D	
19	North Bethesda	71	Existing	2015	126.6	F	202.2	F	2nd SB left turn lane & remove split phasing
			Plan Vision	2040	113.6	F	93.9	F	
			Plan with NADMS Goal	2040	106.2	F	90.5	F	
			Plan with NADMS Goal Plus Mitigation	2040	43.7	D	57.8	E	
21	North Bethesda	71	Existing	2015	8.3	A	46.6	D	
			Plan Vision	2040	8.9	A	46.7	D	
			Plan with NADMS Goal	2040	9.0	A	53.5	D	
22	White Flint	120	Existing	2015	20.1	C	16.6	B	
			Plan Vision	2040	32.6	C	50.3	D	
			Plan with NADMS Goal	2040	29.3	C	47.5	D	
23	North Bethesda	71	Existing	2015	32.9	C	27.6	C	Add NB right turn lane
			Plan Vision	2040	43.2	D	97.0	F	
			Plan with NADMS Goal	2040	42.2	D	91.0	F	
			Plan with NADMS Goal plus Mitigation	2040	36.5	D	22.5	C	
24	North Bethesda	71	Existing	2015	21.2	C	23.7	C	
			Plan Vision	2040	37.3	D	46.1	D	
			Plan with NADMS Goal	2040	35.5	D	38.7	D	

Note: Intersection #12 was not analyzed.

HCM LOS (Average Vehicle Delay)

LOS	LOS Range	
A	0	10
B	10.1	20
C	20.1	35
D	35.1	55
E	55.1	80
F	80.1	

Figure 7 depicts projected AM and PM peak period traffic *congestion* conditions for the Plan Vision scenario for the 20 selected intersections in the Plan study area using a color-coded "dot" map reflecting policy area level of service (LOS). The North Bethesda policy area average intersection delay congestion

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DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdiah
Director

MEMORANDUM

September 14, 2017

TO: Greg Ossont, Deputy Director
Department of General Services

FROM: Christopher Conklin, P.E., Deputy Director for Policy
Department of Transportation

SUBJECT: White Flint 2 Sector Plan – MCDOT Comments

MCDOT made several comments on the November 2016 Public Hearing Draft, and in reviewing this plan it appears that many comments were not addressed, nor did we receive any response indicating why our comments were not implemented. We intend to reach out to MNCPPC directly to set up a meeting where we can review the comments prior to the Council Worksessions such that our agencies can confirm and address issues within this sector plan.

The highlights of our most pressing concerns from the attached page-by-page comments are summarized below:

- 1) **LATR / TPAR Analyses:** Provide 2016 LATR and 2012 TPAR Roadway analyses and findings. If both tests pass, this strengthens the case for the proposed roadway configurations and can make implementation proceed more smoothly through respective public processes. If tests fail, this is an indication that some form of mitigation is necessary, whether by more aggressive NADMS goals, improved operations, or increased capacity.
- 2) **East Jefferson Street Reclassification:** We oppose reclassifying East Jefferson Street from an Arterial to a Business street, particularly without any accompanying TPAR analysis. While this roadway may serve a relatively lesser role today, the City of Rockville proposes a future extension of East Jefferson Street through the Country club toward central Rockville. This will parallel MD 355 and serve as a major alternative route.
- 3) **Design Standards:** We are grateful for the inclusion of the Design Standards in Table 2 of this plan in contrast to other recent plans which have omitted such information.

Office of the Director

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- 4) We suggest including footnotes to describe the intent of any modified standard (which in most cases appear to be due to the inclusion of shared use paths or separated bike lanes). Guidance as to the intent of modifications is very helpful in deciding how to allocate either excess, or limited ROW in a cross-section.
- 5) **Bus Rapid Transit:** Presently, the MD 355 BRT study has not yet determined alignment (such as median vs. side) nor exact station locations. We urge that the plan exercise caution with promulgating information that may be misconstrued, or could establish these decisions without due process and analysis.
- 6) **New Roadway Alignments:** We have concerns with sharp-angled curves, as well as offset alignments of several new streets proposed by the plan. It is our suggestion that concept alignments be developed to assist in the development of this plan.
- 7) **Protected Intersections:** While we support Protected Intersections in concept, we have concerns with the Plan's proposal to include them at *all* intersections. The term "Protected Intersections" tends to be associated with separated bike lanes rather than other facilities included in this plan, such as shared use paths or bike lanes. Such designs are not yet adopted by the Planning Board and no such designs have been implemented in practice. As such, potential design and operation issues have not been fully identified.

Requiring "all intersections" to be designed to such an untested standard may be very costly and could place greater right-of-way demands on corner properties at locations where the need and benefit may not be as pronounced. We suggest piloting Protected Intersections in this area with a focus on specific intersections, or at most, a concentrated focus on intersections located along separated bike lanes.

- 8) **Chapman / Rollins:** The LATR findings of the plan recommend signal optimization at the intersection of Chapman Avenue and Rollins Avenue, but no signal exists at this intersection. This raises concern as to the accuracy and applicability of the LATR findings.
- 9) **Funding Mechanism:** Consider whether any special funding mechanism may be suitable for the planning area for NADMS-focused projects, such as transit services, road diets, Bikeshare, etc.

Should you have any questions regarding our comments on the Rock Spring Master Plan, please feel free to contact me, or Mr. Andrew Bossi, Senior Engineer, at 240-777-7200.



Charles E. Smith Life Communities

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White Flint 2 Sector Plan Testimony of Beth DeLucenay Vice President – Strategic Planning Charles E. Smith Life Communities

Good evening Councilmember Berliner and Members of the Montgomery County Council. My name is Beth DeLucenay and I am Vice President of Strategic Planning for the Charles E. Smith Life Communities. I am testifying on behalf of Jewish Community Center Campus regarding the White Flint 2 Sector Plan.

The Charles E. Smith Life Communities Services Campus located in the Jewish Community Center District (JCCD), located at the intersection of Montrose Road and East Jefferson Street provides vital services to County residents of any denomination. The JCCD consists of 26.8 acres and serves multiple community purposes in six buildings with large open spaces situated on a single and dynamic site. More particularly:

- **Hebrew Home of Greater Washington.** The Hebrew Home is a licensed 556-bed skilled nursing and long-term care facility. Hebrew Home has been caring for the frailest elderly for 107 years. Hebrew Home provides its services to the elderly population in two campus buildings – Smith Kogod and Wasserman Residence. The Hebrew Home is an important community resource providing post-acute care and long term care for the growing elderly population. We are the largest nursing home provider and the largest single site provider of Medicaid services in the State. The Charles E Smith Life Communities, including the Hebrew Home, serves over 1,100 seniors and employs over 1,000 team members across our campus. Our campus includes the Dekelboum building for our business office and ElderSAFE program.
- **Revitz House.** Revitz House is a ten-story, 250-unit, affordable independent living residence serving the elderly and developmentally disabled. Revitz provides supportive housing to enrich the lives of “low-income” and “very low-income” elders by providing them a healthy and safe environment. Revitz House is an asset to the stock of affordable housing in Montgomery County, again serving the growing elderly population.
- **Bender Jewish Community Center.** The JCC annually serves approximately 30,000 residents of all ages and backgrounds through social, physical, intellectual and spiritual well-being provided in a wide variety of programs rooted in Jewish values. The campus open areas are critical to the three core programs: (i) fitness and recreation; (ii) preschool and camp; and (iii) community events. These open spaces are used to deliver sports, recreation, fitness and festival style programs for the broad population at the campus - from young children to adults to the elderly.



Charles E. Smith Life Communities

- **Jewish Social Services Agency.** JSSA is located on the campus and provides services and support to more than 30,000 individuals and families annually through a wide range of counseling, educational, special needs services, in-home support, hospice and nursing care, and social services. JSSA serves Montgomery County residents, as well as others throughout the metropolitan area.

Recommendations:

The Planning Board proposed a floating CRT zone. The campus supports the CRT zoning recommendation as we know we will evolve to meet the needs of our populations but do not have specific redevelopment plans at this time and know that the current single family zoning ultimately is inappropriate for our institutional uses. However, we are concerned with several aspects of the Plan.

1. Public Street Requirements:

As previously mentioned, the Plan recommends the CRT floating zone as the tool for potential redevelopment. Yet, the Plan appears to imply that any redevelopment or improvement of our campus must incorporate an extensive road development that will literally bisect and run through the middle of our campus. We are strongly opposed to this for the following reasons:

- Our campus is used most heavily by seniors and youth. Adding traffic that is unrelated to our services through the middle of our campus is a hazard to our users.
- As a Jewish faith-based campus, we are very concerned with security and terrorism. Adding traffic unrelated to our uses to our campus is an extreme security risk and makes protecting our campus very difficult.
- The type of roads spelled out in the plan would consume a large amount of our property making it even more difficult to design and plan services to meet the needs of the vulnerable populations we serve.
- These roads literally would decimate some parking, pedestrian walks and the Dekelboum building fronting Montrose Road.

To serve the changing health care needs and the growing number of elderly, we expect to make some changes to the campus to continue to meet our mission. We want to be sure that we can evolve to meet the demands without disrupting the campus configuration by inserting public streets. Health care and senior services are in a state of rapid flux and we can only imagine how our services will evolve to meet the needs, an evolution that may require significant physical plant modifications. We are opposed to the concept that redevelopment of our campus to meet the needs of the elderly would trigger a requirement to insert public roads.



Charles E. Smith Life Communities

We request a modification to the language of the text to clearly state that the public streets would not be required until and unless the existing uses (*i.e.*, the entire campus) were to be relocated, and the site was redeveloped for other uses under either the existing R-200 zone or the CRT zone.

The Plan's language should state that "redevelopment" is determined to occur when the existing campus uses are relocated or cease to exist and the site is thereafter redeveloped for other uses.

2. Bicycle Network:

We are concerned about the recommendation in the Plan to construct bicycle lanes along East Jefferson Street, which is the western edge of the Property and would necessitate removing traffic lanes.

- This would negatively impact access and flow to the Jewish Day School, the three housing buildings operated by Charles E. Smith Life Communities) and located within the City of Rockville as well as the Bender Jewish Community Center. This portion of East Jefferson is congested, with numerous uses abutting, including carpool traffic for both the Jewish Day School and JCC, and many other demands.
- The fire department and emergency services most often use E. Jefferson Street since their existing and future firehouse is located within two blocks. The senior apartments and Hebrew Home have a very high demand for emergency vehicles.
- The Jewish Community Center also has many day and evening activities that demand high vehicle usage. A bicycle lane may cause further congestion, create a safety hazard, and makes the public use of the adjoining facilities more difficult.

We think the recommendation to narrow East Jefferson as reflected in the Plan to create bike lanes should be reconsidered.

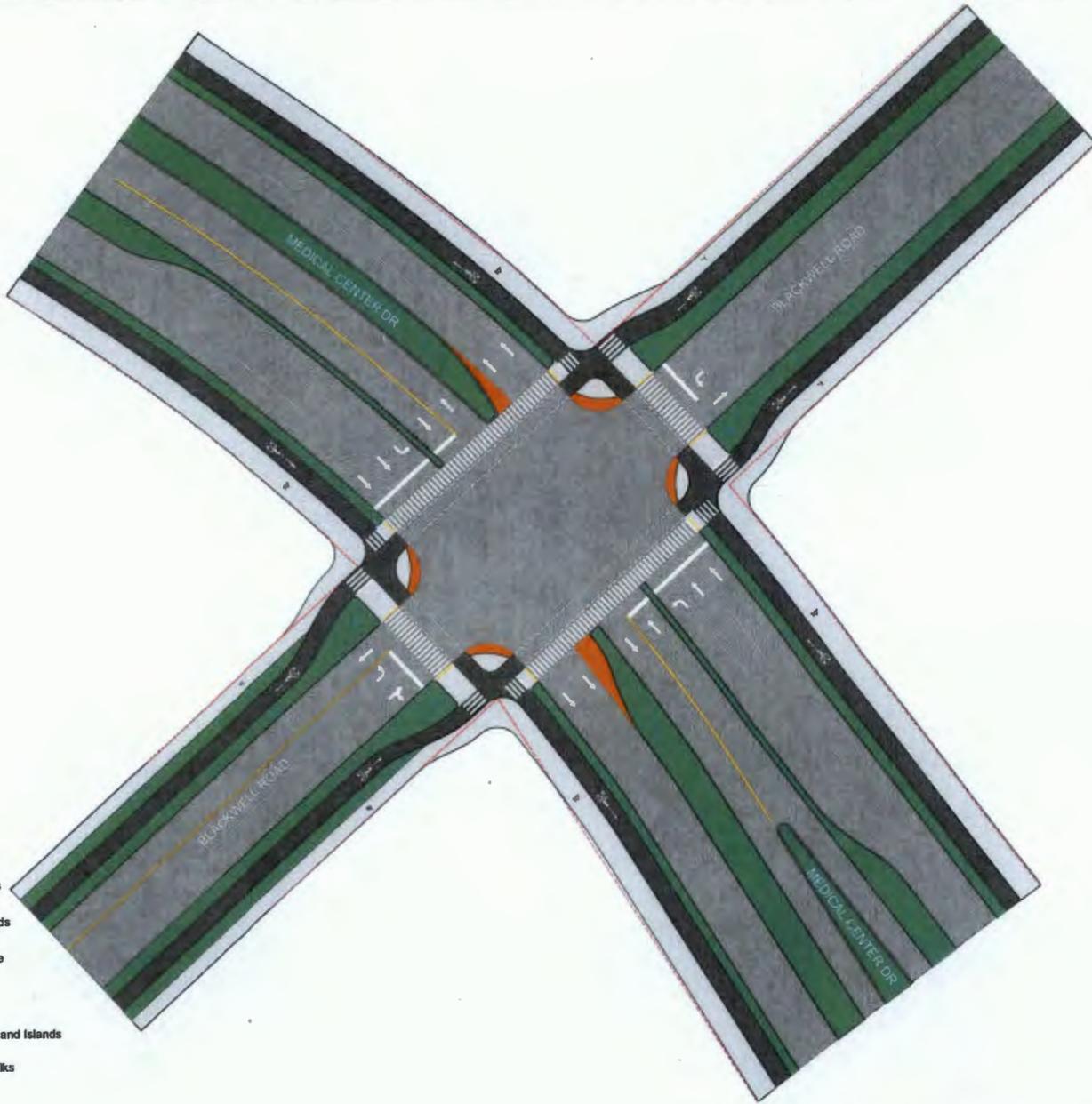
Thank you for your consideration of our position. I am happy to answer any questions.

Beth DeLucenay
Vice President, Strategic Planning
Charles E. Smith Life Communities
301.770.8421
delucenay@ceslc.org

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STATE	PROJECT	SHEET NO.	TOTAL SHEETS
MD	NO. 03 LOW SPEED BIKEWAY NETWORK	003	003

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Legend

-  Buffers and Medians
-  Sidewalks and Islands
-  Separated Bike Lane
-  Road
-  Mountable Medians and Islands
-  Pedestrian Crosswalks
-  Bike Crosswalks
-  Right Of Way



CONCEPT JANUARY 15, 2016

**County Capital and Operating Cost Estimates Assumed to be Incurred as a Result of the
White Flint 2 Sector Plan
9/18/2017**

Capital Improvement Projects					
Projects	Page	Description	(\$)	Total Cost Estimate (\$)	
Transportation	Mass Transit	76	Three Bus Rapid Transit (BRT) Lines - (A) MD 366 (\$10,900,000), (B) Randolph Road (\$12,600,000), and (C) North Bethesda Transit Way (\$8,000,000). Costs apply to section of BRT within the Plan area only. MD 366 and North Bethesda Transit Way are State roads likely to be partially funded by the State in the future.	\$ 28,500,000	\$ 121,100,000
		76	Bikeshare - 20% County share for 15 station installations, initial bikes, and one set of replacement bikes.	\$ 300,000	
	Intersections	79	Realign Randolph Road and Parklawn Drive	\$ 18,000,000	
		78	Remove free-right turn ramps to improve pedestrian and bike safety	\$ 3,900,000	
		79	Add a right-turn lane along Dolling Brook Parkway and Parklawn Drive	\$ 1,500,000	
		75	Create 20 Protected Intersections	\$ 10,000,000	
	Roads	81	Widen with separate bike lanes, restripe, and complete minor geomorphic work and signal modifications to Executive Boulevard	\$ 11,700,000	
		73.77	Reduce travel lanes to add two parking lanes and a shared use path to Chapman Ave	\$ 4,000,000	
		74.77	Reduce travel lanes to add two parking lanes and a shared use path to Bow Ave	\$ 4,300,000	
		81	Reduce travel lanes to add a shared use path, restripe, and complete minor geomorphic work and signal modifications to East Jefferson Ave	\$ 8,400,000	
	Pedestrians / Bikes	74.77	Widen Dolling Brook Parkway with separated bike lanes and remove parking lane.	\$ 18,000,000	
		77	Create separate bike lanes on Old Georgetown Road	\$ 4,400,000	
		77	Create separate bike lanes on Rockville Pike	\$ 4,700,000	
		77	Create a shared use path on Parklawn Drive	\$ 4,600,000	
77		Create a shared use path Montrow Road	\$ 5,500,000		
77		Create a shared use path and separate bike lanes to Randolph Road	\$ 8,400,000		
Public Schools	School Construction	98.97	Elementary: 286 students x \$7,192 per student	\$ 10,998,730	\$ 22,231,848
		98.97	Middle: 116 students x \$38,600 per student	\$ 4,534,000	
		98.97	High: 161 students x \$46,878 per student	\$ 7,678,125	
			Subtotal Capital Improvement Projects:	\$ 143,331,848	

Operating Budget Impacts						
Department	Page	Description	One-time (\$)	On Going (\$)	Total Cost Estimate (\$)	
Transportation	Annual Operating	78	15 Capital Bikeshare stations	\$ -	\$ 800,000.00	\$ 3,600,000
		75	Three Bus Rapid Transit (BRT) lines - (A) MD 366 (\$700,000), (B) Randolph Road BRT (\$2,000,000) and (C) North Bethesda Transit Way (\$900,000). Costs apply to section of BRT within the Plan area only.	\$ -	\$ 3,000,000.00	
Public Schools	Annual Operating	94	Elementary: 286 students x \$16,144 per student	\$ -	\$ 4,616,040.00	\$ 8,187,870
		94	Middle: 116 students x \$14,565 per student	\$ -	\$ 1,673,828.00	
		94	High: 161 students x \$14,655 per student	\$ -	\$ 2,107,805.00	
			Subtotal One-time costs:	\$ -		
			Subtotal Ongoing costs:	\$ 11,787,870		
			Subtotal Operating Budget Impacts:	\$ 11,787,870		

- Notes and Assumptions:**
- The following departments reported no fiscal impacts associated with this plan: Permitting Services, Recreation, Police, Fire and Rescue, Office of Agriculture, Environmental Protection, Housing and Community Affairs, and Health and Human Services.
 - Operating costs are representative of annual costs at full build-out of the plan.
 - Fiscal impacts for the preservation of affordable housing, senior and childcare services, and environmental impacts, and park land are dependent on developer plans for residential development.
 - Transportation fiscal impacts assume State funding for a MARO station (\$20 million), removal of the free-right turn ramp at Old Georgetown Road/Town Road/Executive Boulevard (\$1 million), and partial funding for MD 366 and the North Bethesda Transit Way Bus Rapid Transit lines.
 - Transportation fiscal impacts do not include currently programmed or funded County CIP projects, State Highway Administration (SHA) projects that are funded or identified in this plan, and developer contributions/projects that are either wholly assumed or identified in the Plan area. CIP projects include: Montrow Parkway East (P600717), White Flint West (P601118), and Western Workaround (P601600).
 - The following transportation items are assumed to be developer-funded: acquisition and opening costs for a Circulator; 90% of capital costs for 15 Capital Bikeshare stations, new roads including the Hubbard Road and Chapman Avenue extensions, and the narrowing of Hubbard Drive.
 - Transportation fiscal impacts were calculated prior to the Maryland-National Capital Park and Planning Commission (M-NCPPC) TPAR status. Additional expenses may result if the plan does not pass the areawide transportation adequacy test.
 - Student enrollment is based on the Plan's assumed addition of 6,832 residential units. This analysis assumes a 104/54/6 distribution between multi-family town homes, multi-family mid-rise, and multi-family high-rise units. Student generation rates for each type of unit are based on data contained in the 2016 Subdivision Staging Policy (See GSP FAC). Per-pupil operating costs are based on the Approved FY16 MCPS operating budget.
 - School construction is based on the Plan's identified options to address capacity issues in the Walter Johnson Cluster at the elementary and middle school level. This analysis assumes a prorated construction cost based on student generation rates for the Plan area and MCPS 2016 construction data contained in the 2016 Subdivision Staging Policy (See GSP FAC). Alternative options, including additions to existing schools and reopening former schools, are not included in this analysis. School construction requires approval by the Board of Education.

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MCPB