

MEMORANDUM

December 1, 2017

TO: County Council

FROM: Marlene Michaelson, Senior Legislative Analyst
Glenn Orlin, Deputy Council Administrator

SUBJECT: White Flint 2 Sector Plan Resolution

Attached is a resolution approving the White Flint 2 Sector Plan. The resolution is consistent with the Council discussion that took place on November 14 and the recommendations of the Planning, Housing, and Economic Development (PHED) Committee. A draft of the resolution was circulated to the Council and interested parties. Non-substantive recommendations to improve clarity, ensure consistency, or correct typographical errors were incorporated in the attached resolution. There are a few changes the Council should note.

1. A pedestrian-bike bridge over the CSX tracks was described in the Planning Board Draft Sector Plan as a potential public benefit if the property was developed under the CRT floating zone. Since the Council did not agree with the Planning Board recommendation for a floating zone, this should be removed as a potential requirement of the property owner (see lines 273-274), but should be added to the transportation chapter as something the County may want to explore (see lines 402-403).
2. The draft resolution indicated that within six months of adopting the SMA, the Council should amend the North Bethesda Policy Area to reflect the expansion of the White Flint Metro Station Policy Area to include the Guardian, Wilco, and Wilgus properties. Staff received a request asking that the time period be changed from 6 months to 3 months to prevent any delay in future development applications; Staff believes this is a reasonable request and has made the change at line 716.
3. Some property owners were concerned about listing limited specific transportation demand management programs, and Staff deleted the reference to shuttles and bike-sharing on line 482.
4. Some property owners were concerned about the reference to funding only two specific infrastructure items for the special taxing district, and Staff recommends deleting the

phrase “including the Western Workaround and the second Metro station entrance” on lines 630-631.

5. Other minor changes include changing the phrase “public amenity” to “public benefit” to match the terms used in the Zoning Ordinance, making sure all school language was consistent, and changing the description of the Wilgus properties from letters to actual parcel numbers.

F:\Michaelson\1PLAN\1MSTRPLN\1 White Flint 2\Resolution Cover Memo.doc

Resolution No.: _____
Introduced: _____
Adopted: _____

1
2
3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
7

8
9 By: County Council
10

11
12 **SUBJECT:** Approval of July 2017 White Flint 2 Sector Plan
13

- 14
- 15 1. On August 8, 2017, the Montgomery County Planning Board transmitted to the County
16 Executive and the County Council the July 2017 Planning Board Draft White Flint 2 Sector
17 Plan.
18
 - 19 2. The July 2017 Planning Board Draft White Flint 2 Sector Plan contains the text and supporting
20 maps for an amendment to portions of the approved and adopted 1992 North Bethesda/Garrett
21 Park Master Plan and portions of the 2010 White Flint Sector Plan, as amended. It also amends
22 The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-
23 Washington Regional District in Montgomery and Prince George's Counties, as amended; the
24 Master Plan of Highways and Transitways, as amended; and the Countywide Bikeways
25 Functional Master Plan, as amended.
26
 - 27 3. On September 19, 2017, the County Council held a public hearing on the July 2017 Planning
28 Board Draft White Flint 2 Sector Plan. The Sector Plan was referred to the Council's Planning,
29 Housing, and Economic Development Committee for review and recommendations.
30
 - 31 4. On September 20, 2017, the Office of Management and Budget transmitted to the County
32 Council the Executive's Fiscal Impact Statement for the July 2017 Planning Board Draft White
33 Flint 2 Sector Plan.
34
 - 35 5. On October 9, October 23, October 30, and November 6, 2017, the Planning, Housing, and
36 Economic Development Committee held worksessions to review the issues raised in
37 connection with the Planning Board Draft White Flint 2 Sector Plan.
38
 - 39 6. On November 14, 2017, the County Council reviewed the Planning Board Draft White Flint 2
40 Sector Plan and the recommendations of the Planning, Housing, and Economic Development
41 Committee.
42
43

Action

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

The Planning Board Draft White Flint 2 Sector Plan, dated July 2017, is approved with revisions. County Council revisions to the Planning Board Draft White Flint 2 Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2017 Planning Board Draft White Flint 2 Sector Plan.

Page 2: Add a new sentence at the end of the fourth paragraph as follows:

The Plan recommends up to 6,000 new residential dwelling units, primarily focused along Rockville Pike, the Executive Boulevard office park and some areas east of the CSX rail tracks. Development potential from the Guardian and Willco properties of approximately 1,800 dwelling units and 750,000 square feet of non-residential development is added to the phase one staging limits in the 2010 White Flint Sector Plan. Development potential from a portion of the Wilgus property (Parcels N208, N279, N174, and N231) of up to 700 residential dwelling units and 180,000 square feet of non-residential development is added to the phase two staging limits of the 2010 White Flint Sector Plan.

Page 2: Revise Table 1 per the Council decision.

Page 3: Revise Map 1: “White Flint 2 Concept Plan” per the Council decision.

Pages 20-21: Modify the last bullet on page 20 as follows:

- Encourage 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public [amenity] benefit for new residential development under the optional method of development, subject to section 11.1.4.

Page 26: Modify the first paragraph under “5.1.4 Open Spaces” as follows:

Most of the open spaces discussed in this Plan will be provided during the regulatory process as part of the public open space requirement. Because of their location or development potential, key properties that can make significant contributions to this network are identified on Map 11. Expanding the interconnected network of open spaces envisioned by prior planning efforts is an important priority of this Plan. The Plan also seeks to preserve existing natural areas and make them accessible as open space for existing and emerging communities. New open spaces should:

Page 29: Update Map 10: “White Flint 2 Proposed Overall Zoning” to reflect the Council-recommended zoning changes.

89 Page 30: Update Map 11: “Overall Height and Density Recommendations” to reflect the Council
90 decisions.

91
92 Page 34: Amend the last sentence of the second paragraph as follows:

93
94 This Plan recommends the retention of the southern and western forested areas to contribute
95 to the Plan’s environmental and tree canopy goals, and to [maintain a transitional area to]
96 establish a wooded buffer and facilitate a compatible relationship with the existing Luxmanor
97 residential community.

98
99 Page 34: Amend the first bullet under “A. Land Use and Zoning Recommendations” as follows:

100
101 Rezone 6000 Executive Boulevard from the EOF 0.75 H100T to the CR [2.0] 2.5, [[C1.0
102 R1.5]] C 1.5, R 2.0, H200 Zone to promote redevelopment opportunities, including new public
103 benefits that [support] further the Sector Plan recommendations. Development on this property
104 must transition from a maximum of 200 [foot building heights] feet high at the northeastern
105 corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot
106 wide landscape area must be retained on the southern portion of the property[. This landscape]
107 that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and
108 required utility easements. Public open space on this property should consist of a combination
109 of an urban greenway, plazas or pocket greens.

110
111 Page 34: Modify the second bullet under “A. Land Use and Zoning Recommendations” as follows:

112
113 Rezone the 6006 Executive Boulevard and 6010 Executive Boulevard properties from the
114 EOF 0.75 H100T Zone to the CR 2.0 C1.0 R1.5 H150 Zone to promote infill development and
115 support the Sector Plan’s recommended public benefits, including housing options and
116 amenities. [The existing water and sewer easement must be retained and the recommended
117 path must be located outside of this easement.]

118
119 Pages 34-35: Modify the third bullet under “A. Land Use and Zoning Recommendations” as
120 follows:

121
122 Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116
123 Executive Boulevard, and 6120 and 6130 Executive Boulevard from the EOF 0.75 H100T
124 Zone to the CR 1.5 C1.5 R1.0 H100 Zone to promote infill development, including new public
125 benefits that advance the Sector Plan recommendations. [The existing water and sewer
126 easement must be retained and the recommended path must be located outside of this
127 easement.]

128
129 Page 35: Revise Maps 18 and 19 to reflect the Council decisions.

130

131 Page 35: Amend the fourth bullet under “B. Design and Connectivity Recommendations” as
 132 follows:

133
 134 Create a pedestrian-bike path along the northern edge of the Old Farm-Neilwood Creek area
 135 with potential mid-block connections to Luxmanor Local Park to the south and Executive
 136 Boulevard to the north. Extend the path along the western edge of the wooded area to Montrose
 137 Parkway (Map 19). This path should utilize ecologically sensitive materials for pedestrians and
 138 bicyclists. The exact alignment of the path will be determined during the development review
 139 process in accordance with the Planning Board’s *Environmental Guidelines*.

140

141 Page 37: Revise the last sentence of the first full paragraph as follows:

142
 143 [A] At least 1.25[-acre] acres of open space should be provided on the Wilgus property when
 144 it is developed, either on the area south of the existing townhomes and/or as a neighborhood
 145 green [must be provided] on the central or eastern portion of the Wilgus property[, while a
 146 landscaped area must be provided adjacent to]. If the area south of the Cherington townhouses
 147 is developed with residential units, there should be appropriate transitions between the two
 148 communities, including landscaping.

149

150 Page 37: Amend the last sentence of the second bullet as follows:

151
 152 Density from this property could be transferred to the two vacant properties to the east and
 153 commercial uses should be concentrated to the east.

154

155 Page 37: Modify the third and fourth bullets under “A. Land Use and Zoning Recommendations”
 156 as follows:

157

- 158 • Rezone the vacant property (Parcel N279) from the R-200 Zone to the CR 2.0 C0.25 R1.75
 159 H-75 Zone to permit new mixed-use development that is predominantly residential,
 160 contributes to the Plan’s public benefits, and maintains compatibility with the existing
 161 residential townhouses to the west. No commercial development is permitted directly south
 162 of the Cherington residential community. Density from this property could be transferred
 163 to the two vacant properties to the east.
- 164 • Rezone the vacant property (Parcel N273) from the R-200 zone to the CRN 0.75 C0.0
 165 R0.75 H50 Zone [to promote]. During the development review process, pursue options for
 166 preserving all or a portion of the wooded area along Montrose Parkway for passive use.
 167 Ensure that new residential development [that] is compatible with the adjacent townhouse
 168 community.

169

170 Page 37: Modify the sixth bullet under B. Design and Connectivity Recommendations as follows:

171

- 172 • Create open spaces, including an area with a minimum 1.25[-acre neighborhood green]
 173 acres, for public use that are connected to the overall open space network. The location of
 174 open space should be defined during the development review process and may include
 175 wooded areas and/or a neighborhood green.

176
177 Page 42: Insert a new paragraph after the second paragraph under “5.4.5 Sub-area: Jewish
178 Community Center” as follows:

179
180 The Morgan Apartments is a multi-family residential development where all residential units
181 are two-bedroom units. There are 20 MPDUs for which the original control period has expired,
182 but they are continuing as income-restricted units through an agreement with the Department
183 of Housing and Community Affairs (DHCA) that will expire in 2022. The rents in all other
184 units are affordable to households earning about 110% of the area median income (AMI). If
185 the property is redeveloped, the developer must provide 17.5% MPDUs and 2.5% Workforce
186 Housing, capped at 100% of AMI, or 20% MPDUs. DHCA may agree to allow the developer
187 to meet some or all of their MPDU or Workforce Housing requirements by designating existing
188 two-bedroom units as MPDUs or Workforce Housing, if DHCA determines it benefits the
189 County’s affordable housing stock.

190
191 Page 42: Modify the third paragraph under “5.4.5 Sub-area: Jewish Community Center” as
192 follows:

193
194 This Plan supports the floating Commercial Residential Town (CRT) Zone, via a Local Map
195 Amendment, for potential redevelopment of the Hebrew Home property. The extension of
196 Hubbard Drive onto the Hebrew Home property, along with another new north-south road from
197 Montrose Road, will provide greater connectivity to surrounding streets. These roads are not
198 required unless and until the existing uses for the entire campus are relocated off-site and the
199 site thereafter is either completely redeveloped or the buildings are repurposed for other uses
200 under the existing R-200 or the CRT floating zones. New development should be primarily
201 residential rather than non-residential.

202
203 Page 42: Modify the second, third, and fourth bullets and add a new bullet under “A. Land Use
204 and Zoning Recommendations” as follows:

- 205
- 206 • Support a floating CRT 1.0 C0.25 R1.0 H-100 Zone for the JCC property. Redevelopment
207 of the campus in its entirety must provide for new public roadway connections to Rockville
208 Pike and Montrose Road.
 - 209 • Rezone the Verizon office building from the R-200 Zone to the [EOF 1.0 H75] CRT-3.0,
210 C-3.0, R-2.5, H-120 Zone [to align the existing use with an office zone and other office
211 zones in the area] to provide flexibility for redevelopment and to support the Sector Plan’s
212 recommended public benefits.
 - 213 • [Confirm the EOF 3.0 H-100 Zone for the] Rezone the [offices] office buildings at 6001
214 Montrose Road and 6101 Montrose Road (Map 33) from the EOF-3.0, H-100 Zone to the
215 CRT-3.0, C-3.0, R-2.5, H-120 Zone to provide flexibility for redevelopment and to support
216 the Sector Plan’s recommended public benefits.
 - 217 • Rezone the Morgan Apartments from the R-20 Zone to the CRT-1.5, C-0.25, R-1.5, H-120
218 Zone to promote the Sector Plan’s public benefits, including a greater percentage of
219 MPDUs and dwelling unit mix.
- 220

221 Page 42: Modify the third sub-bullet under “B. Design and Connectivity Recommendations” as
 222 follows:

- 223
- 224 • Provide additional internal streets to improve connectivity throughout and to provide better
 225 access for all modes of transit between East Jefferson Street, Rockville Pike, and Montrose
 226 Road. These internal streets are not required unless and until the existing uses for the entire
 227 campus are relocated off-site and the site thereafter is either completely redeveloped or the
 228 buildings are repurposed for other uses under the existing R-200 or the CRT floating zones.
 229

230 Page 43: Revise Maps 33 and 34 to reflect the Council decisions.
 231

232 Pages 46-47: Modify the fifth paragraph starting on page 46 as follows:
 233

234 This Plan recommends an overlay zone to retain the light industrial uses while recognizing the
 235 need for [limited] some residential uses [in the district] at the Randolph Hills Shopping Center
 236 area. The proposed overlay zone will be similar in concept to the existing Twinbrook Overlay
 237 Zone, but it will be more expansive in its residential potential since, unlike the Twinbrook
 238 Overlay Zone, the residential development in this overlay zone will be not be limited to a
 239 certain percentage of the existing non-residential floor area on a property] (Map 42). Major
 240 elements of the proposed White Flint 2 Overlay Zone [are] should be the following:
 241

- 242 • Maximum FAR of 1.5;
- 243 • ~~[[Maximum Residential FAR of 1.0:]]~~
- 244 • Maximum Building Height of 75 feet;
- 245 • Non-residential uses limited to those allowed in the Light Industrial I-L Zone;
- 246 • Residential uses: [Multi-unit] Limited to 50 percent of gross floor area of any development;
- 247 • [Ground floor to be used only for non-residential uses allowed in the base I-L Zone;]
- 248 • Minimum Public Use Space of 10 percent required for mixed-use developments;
- 249 • Design guidance in the Plan and separate Urban Design Guidelines; and
- 250 • Site Plan for developments that include residential uses [per the overlay zone].
 251

252 Page 47: Delete the second paragraph as follows:
 253

254 [This Plan also recommends that a future zoning text amendment should be introduced that
 255 will comprehensively examine both the Twinbrook and White Flint 2 industrial areas to
 256 determine how to balance the retention of light industrial zones with residential development.]
 257

258 Page 47: Delete the third bullet under “A. Land Use and Zoning Recommendations” as follows:
 259

- 260 • [Create an overlay zone for this area that would permit residential uses, while retaining
 261 industrial uses].

262 Page 48: Delete the third bullet under “A. Land Use and Zoning Recommendations” as follows:
 263

- 264 • [Create an overlay zone for this area that would permit residential uses, while retaining
 265 industrial uses].

266
267 Page 48: Modify the third paragraph under “5.5.3 Area 3: Randolph Hills Shopping Center” as
268 follows:

269
270 Both the Randolph Hills Shopping Center and the Pickford property offer the opportunity to
271 create a mixed-use, neighborhood-serving center that complements the industrial character of
272 the area. Both properties could [redeveloped, either] redevelop through the recommended
273 overlay industrial zone [or a floating CRT Zone]. [[A pedestrian-bike bridge across the CSX
274 tracks should be funded either through the county's capital improvements program, or a public-
275 private partnership,]] [or the public benefits of the CRT Zone. Both properties are suitable for
276 a floating CRT 1.5 H-75 Zone. A Floating CRT with 2.0 FAR and a maximum height of 75
277 feet should be supported only if the redevelopment contributes towards funding of a MARC
278 station at this location, if MDOT determines that a MARC station will be located here.]
279

280 Page 48: Amend “A. Design and Connectivity Recommendations” as follows:

281
282 If the recommended [floating CRT zones or] industrial overlay zone is implemented,
283 redevelopment on this location should create a unique center for the Randolph Hills community
284 that would:

- 285
- 286 • Provide work spaces and complementary amenities that are aligned with the unique needs
287 of creative and new economy businesses.
 - 288 • [Create high-density housing that] Consider housing types that serve families with young
289 children and other households.
 - 290 • Mix uses to promote collaboration and communication among businesses, residents, and
291 the community.
 - 292 • Incorporate innovative adaptive reuse techniques and sustainable practices to build new
293 structures, retrofit existing structures, and reduce impervious surfaces.
 - 294 • Locate a minimum $\frac{3}{4}$ acre neighborhood green on the Randolph Hills Shopping Center
295 property.
 - 296 • Locate new residential development to support the neighborhood center envisioned by the
297 Randolph Hills community, and to transition adequately to the abutting single-family
298 neighborhood. Mixed-use development in this area should:
 - 299 ○ Concentrate light industrial and new mixed-use development that includes multi-family
300 residential development on areas furthest from existing single-family detached
301 residential use (including the existing shopping center/surface parking lot area, or the
302 adjacent Pickford property). The recommended neighborhood green should be located
303 within the Randolph Hills Shopping Center surface parking area.
 - 304 ○ Consider residential uses along the Wyaconda Road frontage and adjacent to the
305 existing single-family residential development, to establish a compatible relationship
306 with the single-family dwellings to the south and east.
 - 307 ○ Reserve areas along the CSX tracks for industrial space and any required access to it.

309 Pages 48-49: Delete the second paragraph under “5.5.4 Area 4: Nicholson Court” as follows:

310
311 [The 2010 *White Flint Sector Plan* confirmed the light industrial zone for this area until the
312 *White Flint 2 Sector Plan* can evaluate both sides of the CSX rail tracks. The 2010 Sector Plan
313 also recommended a MARC station at Nicholson Court. Maryland Transit Administration
314 (MTA) is in the process of creating standards for new infill MARC stations, along the
315 Brunswick Line in Montgomery County. This Plan’s recommended staging plan requires that
316 MTA conduct a feasibility study in Phase 1 to determine if and where an infill station would
317 be located in the Plan area.]

318
319 Page 49: Modify the second and third bullets under “A. Land Use and Zoning Recommendations”
320 as follows:

- 321
- 322 • [Create an overlay zone for this area that would permit residential uses while retaining
 - 323 industrial uses.]
 - 324 • Support [a floating Commercial Residential Town (CRT) Zone with up to 1.5 FAR with
 - 325 the provision of] a pedestrian-bike crossing of the rail tracks. [The maximum FAR can be
 - 326 up to 2.0 if a MARC station is funded by the development.]

327
328 Page 49: Update Map 42 to reflect the Council decision to limit the area covered by the Overlay
329 zone to the Randolph Hills Shopping Center area.

330
331 Page 51: Amend the fifth bullet under “A. Land Use and Zoning Recommendations” as follows:

- 332
- 333 • [Confirm the R-60 zone for] Rezone the Montgomery County owned property (Parcel No.
 - 334 P268) from the R-60 zone to the CRT-1.0, C-0.25, R-1.0, H-65 Zone.

335
336 Page 58: Modify the last sentence on the page as follows:

337
338 To increase the supply of affordable housing in the Plan area, this Plan recommends that each
339 optional method development in the CR and CRT zones should provide 15 percent MPDUs as
340 the highest priority to earn their public [amenity] benefit points, subject to section 11.1.4.

341
342 Page 59: Amend the first bullet as follows:

- 343
- 344 • Require 15 percent MDPU as the highest priority public [amenity] benefit for all [optional
 - 345 method projects] new residential development, unless the property is required to dedicate
 - 346 land for a school site or athletic fields that can be used by MCPS and approximate the size
 - 347 of a local park.

348
349 Page 70: Amend the first bullet under “8.1.1 Street Network” as follows:

- 350
- 351 • Extend Hubbard Drive as a business street (B-1) westward from Rockville Pike (MD 355)
 - 352 from its current terminus onto the Hebrew Home property, when the property completely
 - 353 redevelops or the buildings are repurposed for other uses, as noted in Section 5.4.5, to

354 provide greater vehicular and pedestrian connectivity through this large property (Map 57
355 and Table 2).
356

357 Page 71: Add a new bullet at the end of the “8.1.1 Street Network” recommendations as follows:
358

- 359 • Extend Hubbard Drive as a public business street from Rockville Pike (MD 355) eastward
360 to Chapman Avenue on the Montrose Crossing property.
361

362 Page 71: Amend the first, second and third paragraphs under “8.1.2 Transportation Standards” as
363 follows:
364

365 This Plan recommends modifying the Local Area Transportation Review (LATR) congestion
366 standard [for the Plan area] by raising the Highway Capacity Manual (HCM) standard [in the
367 western and northern segments of the Plan area-the Executive Boulevard District and Montrose
368 North-Rockville Pike Districts-] for three properties—Guardian, Willco and a portion of the
369 Wilgus property (Parcels N208, N279, N174, and N231)—from its current average intersection
370 delay threshold of 71 seconds/vehicle to 120 seconds/vehicle. This recommendation
371 recognizes that the existing and planned mixed-use development for [the Executive Boulevard
372 and Rockville Pike-Montrose North Districts] these three properties are in character with the
373 2010 *White Flint Sector Plan*, and that new infrastructure from the 2010 *White Flint Sector*
374 *Plan* area will benefit these [districts] properties since [both] all are near the White Flint [and
375 Twinbrook] Metro [Stations] Station. Adjusting the HCM standard for these [two districts]
376 three properties will be consistent with the County’s transportation policy of accepting higher
377 levels of traffic congestion in urban areas, which are areas near existing and future transit.
378

379 The [area east of the CSX] congestion standard for the remaining segments of the Plan area
380 should remain at 71 seconds/vehicle (the broader North Bethesda policy area congestion
381 standard) because [the Plan area east of the CSX tracks will have less new development than
382 the area west of the tracks, and it is] these areas are relatively less accessible [by] to Metro
383 [compared to the northern and western segments of the Plan area].
384

385 Unique to the 2010 *White Flint Sector Plan* area, Local Area Transportation Review (LATR)
386 and Transportation Policy Area Review (TPAR) requirements are eliminated and replaced with
387 the White Flint Special Taxing District, which funds transportation infrastructure required for
388 the staging recommendations in the Plan. This Plan recommends expanding the existing White
389 Flint Special Taxing District to include [the Executive Boulevard and Rockville Pike-Montrose
390 North Districts] the Guardian and Willco properties and a portion of the Wilgus property
391 (Parcels N208, N279, N174, and N231).
392

393 Page 72: Revise Map 57: “Existing and Proposed Street Network” to reflect the Council revisions.
394

395 Pages 73-74: Update Table 2: “Roadway Classifications” to reflect the Council revisions.
396

397 Page 75: Revise the last bullet under “8.1.3 Bicycle and Pedestrian Network” and add a new bullet
 398 as follows:
 399

- 400 • All intersections should be [designed] considered as protected intersections to provide the
 401 safest crossings for bicyclists and pedestrians.
- 402 • Consider building a pedestrian-bike trail over the CSX tracks to connect the Randolph Hills
 403 Neighborhood with White Flint.
 404

405 Pages 75 and 79: Amend the third and fourth paragraphs under “8.1.4 Transit Network” as follows:
 406

407 [The 2010 *White Flint Sector Plan* recommended a MARC Station at Nicholson Court and this
 408 Plan supports this recommendation. It also recommends that the Maryland Transit
 409 Administration (MTA) conduct a feasibility study to establish new standards for an infill
 410 MARC station along the Brunswick Line]. In the long-term, a new MARC station is desired
 411 for the Plan area. This future station must not derogate service then current at the Garrett Park
 412 MARC station.
 413

414 The County’s BRT network recommended in the 2013 *Countywide Transit Corridors*
 415 *Functional Master Plan* includes three corridors that are within the Plan area: North Bethesda
 416 Transitway, Rockville Pike, and Randolph Road. The Rockville Pike BRT route in the Plan
 417 area will be within the dedicated lanes of Rockville Pike, and it will link to the multiway
 418 boulevard in the City of Rockville. The Maryland Department of Transportation and the
 419 Montgomery County Department of Transportation are conducting a BRT corridor planning
 420 study that will more specifically define BRT on Rockville Pike. The North Bethesda
 421 Transitway and Randolph Road BRT routes are anticipated to run in mixed traffic within the
 422 rights-of-way of Old Georgetown Road (MD 187) and Randolph Road, respectively (Map 60).
 423 The Old Georgetown Road route is one of two possible routes for the North Bethesda
 424 Transitway, the other being via Tuckerman Lane to the Grosvenor-Strathmore Metro Station.
 425

426 Page 76: Update Map 59: “Existing and Proposed Bikeway Network” to reflect the Council
 427 revisions.
 428

429 Page 77: Update Table 3: “Bikeway Facilities” to reflect the Council revisions.
 430

431 Page 79: Modify the first full paragraph and second paragraph as follows:
 432

433 The 2013 *Countywide Transit Corridors Functional Master Plan* and the preliminary
 434 Rockville BRT study recommend BRT stations in the Plan area at Hubbard Drive and
 435 Rockville Pike in the Montrose North-Rockville Pike district; at the intersection of Old
 436 Georgetown Road and Executive Boulevard to serve the Executive Boulevard district; and
 437 another station near Loehmann’s Plaza. The transit recommendations are the following:
 438

- 439 • Support the 2010 *White Flint Sector Plan* recommendation to construct a second White
 440 Flint Metro Station entrance on the southeast corner of the intersection of Rockville Pike
 441 and Old Georgetown Road.

- 442 • Support the alignments and character of both the MD 355 South (Corridor 4) and Randolph
 443 Road (Corridor 7) BRT corridors through the Plan area, as recommended in the 2013
 444 *Countywide Transit Corridors Functional Master Plan*.
- 445 • Support the recommendation that Maryland Department of Transportation
 446 [Administration] conduct a feasibility study for an infill MARC station in the Plan area.
- 447 • Implement a circulator or shuttle that provides local service for residents and businesses in
 448 the Plan area and adjacent Planning areas, including the White Flint Metro Station.
 449

450 A shuttle or circulator is recommended [in the staging plan as an infrastructure project that
 451 will] to increase [contribute towards increasing] the mobility options in the Plan area, and to
 452 contribute towards achieving the recommended NADMS goal. The shuttle service [can] could
 453 begin as a developer initiative [limited to a few properties] and expand to be a public/private
 454 service for the larger plan area, or it [can] could be funded entirely as a public shuttle/circulator
 455 for the area.
 456

457 Page 80: Update the second and third paragraphs under “8.1.6 Transportation Demand
 458 Management” as follows:
 459

460 This Plan recommends [a higher NADMS goal for properties in the Executive Boulevard and
 461 Rockville Pike-Montrose North districts, while areas east of the CSX tracks will have lower
 462 NADMS goal] that [[since]] the Guardian, Willco and a portion of the Wilgus properties
 463 (Parcels N208, N279, N174, and N231) [[are to be included in the White Flint Sector Plan,
 464 they]] will be subject to the NADMS goals in [[that]] the White Flint Sector Plan’s (April
 465 2010) staging, depending upon the staging phase [[under which they are approved]].
 466

467 [The higher NADMS goal for the Executive Boulevard and Rockville Pike-Montrose North
 468 districts mirrors the 2010 White Flint Sector Plan area NADMS recommendations since these
 469 districts are between two Metro Station areas, adjacent to recommended and new transportation
 470 infrastructure of the 2010 *White Flint Sector Plan*, and will be served by future BRT routes.
 471 Unlike the 2010 Sector Plan, each phase of the staging plan requires NADMS goals for both
 472 residents and employees.] This Plan recommends a blended average NADMS goal of 40
 473 percent at buildout for all other properties in this Plan. The area east of the CSX tracks has
 474 relatively less accessibility to Metrorail due to the limited areas for crossing the CSX tracks.
 475 As a result, the area east of the CSX tracks will likely have an NADMS at buildout lower than
 476 40 percent, and the area north and west of the CSX tracks will likely have an NADMS at
 477 buildout higher than 40 percent.
 478

479 [In addition, these NADMS goals are consistent with the urbanizing character of this portion
 480 of North Bethesda. They] NADMS goals will be [achievable] achieved through a combination
 481 of land use (density, diversity and design) and zoning requirements, transit improvements, and
 482 supportive TDM programs[[, such as shuttles and bike-sharing,]] managed by the North
 483 Bethesda Transportation Management District.
 484

485 Page 80: Modify the two paragraphs under “8.1.8 East Jefferson Street” as follows:
486

487 East Jefferson Street provides western access to the City of Rockville. It is classified as an
488 arterial with five travel lanes, including a turn lane for a segment of the roadway. This Plan
489 recommends the reclassification of East Jefferson Street to a business street with [a protected
490 bikeway] either a separated bikeway or standard bike lanes to link the proposed bikeway
491 network between Executive Boulevard and the City of Rockville[. To implement the bikeway
492 recommendation, the Plan recommends modifying the existing number of travel lanes to two
493 travel lanes in each direction with a center turning lane] (Figure 4).
494

495 Page 81: Update Figure 4: “East Jefferson Street with Protected Bikeway” to reflect the Council
496 decision.
497

498 Page 88: Modify the fourth bullet under “C. Create green parks when development occurs within
499 the Plan area” as follows:
500

501 Create a minimum 1¼-acre [Neighborhood Green Urban Park] open space area for public use
502 at the Wilgus Property when it redevelops. This [park should] area could include neighborhood
503 amenities, including a flexible green gathering place, picnic areas, and play features or maybe
504 a wooded area with passive recreation. It should be linked to the Montrose Parkway bikeway
505 by a trail connection.
506

507 Page 92: Modify the paragraph under “10.1.3 Libraries” as follows:
508

509 A public library is recommended in the 2010 *White Flint Sector Plan*. The Montgomery
510 County Department of Public Libraries [endorses] notes the recommendation for a public
511 library in the Metro East or Metro West Districts in the 2010 *White Flint Sector Plan* area, but
512 acknowledges that delivery of library services is an evolving practice. [This] Any future library
513 [, along with] or delivery of library services should be considered in the context of other
514 libraries in the greater North Bethesda vicinity[, including Twinbrook and Rockville, will
515 provide sufficient library services for the White Flint 2 Plan area]. Evaluating the delivery of
516 services in the future should include consideration of non-traditional methods such as self-
517 service options, MCPL outreach programs at non-library facilities and internet-based
518 programming.
519

520 Page 93: Remove the symbol for the single site identified as a Proposed White Flint 2 Sector Plan
521 school, since the Sector Plan includes a process for evaluating numerous potential sites for schools.
522

523 Page 94: Update Table 4 to include enrollment forecasts for 2046 in the Superintendent’s
524 Recommended FY 2019 Capital Budget, and enrollment generated by the residential development
525 in the Council-approved White Flint 2 Sector Plan.
526

527 Page 95: Delete the last sentence of the first full paragraph as follows:
528

529 [This Plan’s recommended staging indicates that a new elementary school be built by the third
530 stage of the phasing plan.]

531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575

Page 96: Add a new paragraph directly under “10.1.8 Walter Johnson Cluster” as follows:

Residential development in the Rock Spring, White Flint, White Flint 2, and Grosvenor-Strathmore master and sector plans have the potential to impact school enrollment. Several potential means of adding school capacity are noted in the sections below. In addition, if there is a major development or redevelopment within these planning areas, several sites or a combination of sites may be appropriate for consideration of a public school. Each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school and that this be the top priority [amenity] benefit under the review process of projects proceeding under these plans.

Page 96: Revise the second sentence in the paragraph entitled “Facility Planning at the Walter Johnson Cluster” as follows:

The Board of Education is addressing enrollment capacity issues in the Cluster through several actions, including [utilizing] future utilization of an annex facility at Garrett Park Elementary and [convening a roundtable discussion to include] the completion of a study group that included representatives from the Downcounty Consortium high schools and the Walter Johnson, Whitman, and Bethesda-Chevy Chase high school [cluster] clusters.

Page 96: Revise the last sentence in the first bullet under “A. Elementary Schools” as follows:

Therefore, all Cluster schools will be at the high end of the range of student enrollment with capacities ranging from [729] 714 to [881] 777; no further expansions will be considered.

Page 97: Revise the first full bullet as follows:

- Construct a new middle school. There [are two] is one future middle school [sites] site in the vicinity of the Walter Johnson Cluster[.]; [The] the Brickyard Middle School site [is] in the Winston Churchill Cluster [and the King Farm Middle School site is in in the Richard Montgomery Cluster]. If building a new school at [these locations] this location is considered infeasible, then the purchase of a middle school site or co-location with a park[,] could be considered.

Page 97: Revise the first bullet under “C. High Schools” as follows:

- Build an addition at Walter Johnson High School. The high school [currently has] had [an enrollment] a capacity in the fall of 2017 of [2,335] 2,330 students. [Long range enrollment projections indicate 3,500 students by 2045 not counting any students generated by this Plan and other North Bethesda plans currently underway.] However, long-term enrollment projections for the school developed in the fall of 2017 anticipate enrollment reaching 4,010 students by 2032, including some, but not all, of the students that would be generated

576 by the North Bethesda plans. [If the high school capacity was increased to 3,500 students
577 or more, it may be possible to accommodate the build-out of this Plan.]
578

579 Page 97: Revise the second bullet under “C. High Schools” as follows:
580

- 581 • The Board of Education has requested funds to [Reopen] reopen the former Woodward High
582 School. Reopening this facility and expanding it over time will accommodate projected
583 enrollment increases from this Plan, the 2010 *White Flint Sector Plan*, and the *Rock Spring*
584 *Master Plan* currently underway. An addition at Woodward could take the school up to
585 2,400 students, which, when combined with Walter Johnson capacity, could total up to
586 4,400 students. An expanded Woodward may also contribute to [alleviate] alleviating
587 overcrowding at [Bethesda-Chevy Chase or Whitman] adjacent high schools.
588

589 Page 97: Delete the last bullet under “C. High Schools” as follows:
590

- 591 • [Beyond the approaches noted above, reassign students from the Walter Johnson Cluster
592 to high schools with available enrollment capacity, or expand their capacities. Currently,
593 most high schools adjacent to the Walter Johnson Cluster are projected to have enrollments
594 greater than their capacities, and will already be built out to the high end of the desired
595 enrollment size of 2,400 students each. The exception is Rockville High School. Although
596 this school is projected to be fully enrolled in the next six years, with a capacity of 1,570,
597 it is relatively small for a high school by current standards. An addition at this high school,
598 with reassignment of students from this Plan area, could be considered in the future.]
599

600 Page 98: Add a bullet under “B. Middle Schools” as follows:
601

- 602 • Consider locating a middle or high school site on the Rocking Horse Road Center facility
603 in the Randolph Hills neighborhood.
604

605 Page 98: Amend the second sub-bullet under the last bullet under “C. Middle Schools” as follows:
606

- 607 • Construct a new middle school by either purchasing a new site or collocating with a park
608 [since there are no recommended middle school sites in the Downcounty Consortium].
609

610 Page 99: Revise the first sub-bullet as follows:
611

612 [Reopen the former Woodward High School in the Walter Johnson Cluster, currently under
613 consideration as a part of the community roundtable discussion process (described under
614 “Walter John Cluster School Facilities” in this Plan). The Board of Education has requested
615 funds to reopen the former Woodward High School in the Walter Johnson Cluster. This [option
616 would] may require reassignment of students from the Downcounty Consortium portion of the
617 White Flint 2 Sector Plan area [[from the Walter Johnson [c]Cluster]] to this high school.
618

619 Page 99: Amend the second sub-bullet under the first bullet as follows:
620

- 621 • Construct a new high school by either purchasing a new site or co-locating with a park [as
622 there are no recommended future high school sites in the Downcounty].
623

624 Page 102: Amend the third and fourth paragraphs under “11.1.2 Financing” as follows:
625

626 Due to the proximity of the northern and western portions of the White Flint 2 Plan area to the
627 2010 *White Flint Sector Plan* area, the Willco, Guardian, and a portion of the Wilgus (Parcels
628 N174, N231, N208, and N279) properties in the Executive Boulevard and the Rockville Pike-
629 Montrose North Districts would benefit substantially from the new transportation
630 infrastructure improvements in the 2010 *White Flint Sector Plan*[[, including the Western
631 Workaround and the second Metro station entrance]]. Balancing the considerations of equity
632 and infrastructure benefits between these [areas] properties, this Plan recommends that these
633 three properties in the [northwestern] western portion of the Plan area contribute towards the
634 implementation and funding of these infrastructure improvements. [Therefore, the
635 northwestern area of this Plan should have the same financing mechanism as the 2010 *White*
636 *Flint Sector Plan* area]. [Subsequently] Consequently, the Willco and Guardian properties and
637 a portion of the Wilgus property (Parcels N208, N279, N174, and N231) [properties in the
638 Executive Boulevard and Rockville Pike-Montrose North districts] will have the same benefit
639 of no LATR review for new developments.
640

641 [New infrastructure that is associated with properties east of the CSX tracks and are further
642 away from new infrastructure in the 2010 *White Flint Sector Plan* could be financed via a Local
643 Transportation Improvement Program or a Unified Mobility Program.]
644

645 Page 103: Update Map 64 to reflect the Council decisions.
646

647 Page 104: Modify the fourth full paragraph as follows:
648

649 An industrial mixed-use overlay zone is recommended for Light Industrial (IL) zoned
650 properties [primarily east of the CSX tracks and at Nicholson Court] in the Randolph Hills
651 Shopping Center area. The Plan’s objective of preserving the existing light industrial uses in
652 the area east of the tracks while providing flexibility to create some residential use [on upper
653 floors] will be implemented through the new overlay zone. This overlay zone [will be similar
654 in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its
655 residential potential, and] will be implemented through a zoning text amendment to the Zoning
656 Ordinance.
657

658 Page 104: Add a bullet and amend the first two bullets under “11.1.4 Public Benefits in the EOF,
659 CRT and CR Zones” as follows:
660

- 661 • Dedication of land for needed school sites as the highest priority public [amenity] benefit.
- 662 • Fifteen (15) percent MPDUs as the highest priority public [amenity] benefit for new
663 residential development, unless the property is required to dedicate land for a school site
664 or athletic fields that can be used by MCPS and approximate the size of a local park.

- 665 • The provision of major public facilities other than school sites, including but not limited
 666 to:[, a dedicated elementary or middle school site;] land for school athletic fields; new
 667 neighborhood parks and open spaces; [bike share stations;] public transportation (new
 668 Metro Station entrance); and undergrounding of utilities.
 669

670 Pages 104-106: Amend the “11.1.5 Staging of Development” section as follows:
 671

672 Staging of development links new development with the provision of public infrastructure
 673 required to support the Plan recommendations. [Prior North Bethesda master plans, including
 674 the 1992 *North Bethesda-Garrett Park Master Plan* and 2010 *White Flint Sector Plan* required
 675 staging of new residential and non-residential development with required public infrastructure,
 676 especially transportation.] The 2010 *White Flint Sector Plan* established a three-phased staging
 677 plan that links new development with required mobility and transportation infrastructure to
 678 support new development and contribute to creating a new urban area.
 679

680 This Plan’s [proposed] staging recommendation is influenced [by various factors, but]
 681 primarily by the adjacency of [the area] three properties to the 2010 *White Flint Sector Plan*
 682 area and its staging plan, and the common infrastructure improvements, such as [Rockville
 683 Pike BRT,] Executive Boulevard/Western [workaround] Workaround improvements, and the
 684 White Flint Metro Station[, that would be needed to support new development in both plan
 685 areas]. This Plan includes the Guardian and Willco properties and a portion of the Wilgus
 686 property (Parcels N208, N279, N174, and N231) within the staging limits in the 2010 *White*
 687 *Flint Sector Plan* by:
 688

- 689 • increasing the Phase 1 cap from 3,000 dwelling units and 2 million square feet of non-
 690 residential development to 4,800 dwelling units and 2.75 million square feet of non-
 691 residential development; and
 692 • increasing the Phase 2 cap from 3,000 dwelling units and 2 million square feet of non-
 693 residential development to 3,700 dwelling units and 2.18 million square feet of non-
 694 residential development.
 695

696 [The proposed staging framework is guided by the following principles:

- 697 • Ensure an adequate level of development or tax contributions to help fund new
 698 infrastructure.
 699 • Address the infrastructure needs for White Flint 2 while balancing the infrastructure needs
 700 of both White Flint plan areas.
 701 • Limit the free-rider effect where properties in White Flint 2 could benefit
 702 disproportionately from new infrastructure in the 2010 *White Flint Sector Plan* area.
 703 • Development in the core of the 2010 *White Flint Sector Plan*, which is near to the Metro
 704 Station and along Rockville Pike, should be prioritized before White Flint 2 properties are
 705 developed.]
 706

707 [The Planning Board should take the following actions before the proposed staging plan takes
 708 effect.

- 709 • Expand the existing White Flint Sector Plan Implementation Advisory Committee to
 710 include the stakeholders from the *White Flint 2 Sector Plan* area.

- 711 • Expand the White Flint Sector Plan biennial monitoring report to include staging
712 recommendations in this Plan.]

713
714 [Prior to approval of any new development in the Plan area, the] The following implementation
715 actions must be taken:

- 716 • Within [[six]] three months of adopting the [Sectional Map Amendment] SMA, the County
717 Council should amend the North Bethesda Policy Area to [create a new Local Area
718 Transportation Review (LATR) Policy Area for the White Flint 2 area] reflect the
719 expansion of the White Flint Metro Station Policy Area to include the Guardian, Willco,
720 and a portion of the Wilgus (Parcels N208, N279, N174, and N231) properties.
- 721 • Within [12] six months of adopting the SMA, [determine if a public financing mechanism
722 will be established to fund public infrastructure recommended by the Plan] extend the
723 existing White Flint Special Taxing District to include the Willco, Guardian and a portion
724 of the Wilgus (Parcels N208, N279, N174, and N231) properties.
- 725 • The Planning Board must [create a staging allocation procedure for new development in
726 the Plan area or] modify the existing *White Flint Sector Plan Implementation Guidelines*
727 to account for the Willco, Guardian, and a portion of the Wilgus (Parcels N208, N279,
728 N174, and N231) properties.

729
730 [The recommended staging plan combines key staging transportation infrastructure
731 requirements from the 2010 *White Flint Sector Plan* with new transportation and public
732 facilities from this Plan. This combination approach acknowledges the relationship and
733 infrastructure linkages between the two plan areas (Table 5).]

734
735 [The recommended zoning envelope has more potential density than what is permitted in the
736 staging plan. The amount of development represents the desired mix of new development in
737 White Flint 2 that will be predominately residential, approximately more than 60 percent, with
738 the remaining development as non-residential. The recommended development is divided into
739 three phases with the largest amount in the third phase. The NADMS goals further the County's
740 investment in promoting transit and other non-automotive modes.]

741
742 [New development can occur anywhere in the Plan area. Infrastructure listed for each phase
743 could be funded either through the Capital Improvements Program (CIP), Consolidated
744 Transportation Program (CTP) for State projects, White Flint Special Taxing District, public-
745 private partnership, or developer initiative or contribution. During each phase, the Planning
746 Board may approve both residential and non-residential development until it reaches its
747 maximum allowed limit, at which time any further development in that category (residential
748 or non-residential, whichever has reached the allowed limit) will need to demonstrate that the
749 staging requirements to proceed to the next phase have been met.]

750
751 Page 105: Delete Table 5 to reflect the Council decision.

752
753 Page 107: Modify Table 6 per the Council decisions.

756 **General**
757
758 All illustrations and tables included in the Plan will be revised to reflect the District Council
759 changes to the Planning Board Draft White Flint 2 Sector Plan (July 2017). The text and graphics
760 will be revised as necessary to achieve and improve clarity and consistency, to update factual
761 information, and to convey the actions of the District Council. Graphics and tables will be revised
762 and re-numbered, where necessary, to be consistent with the text and titles.

763
764
765 This is a correct copy of Council action.

766
767
768
769

Linda M. Lauer, Clerk of the Council