

MEMORANDUM

November 21, 2017

TO: County Council

FROM: ^{MM} Marlene Michaelson, Senior Legislative Analyst
Glenn Orlin, Deputy Council Administrator ^{GO}

SUBJECT: White Flint 2 Sector Plan Resolution

Attached is a **DRAFT** resolution approving the White Flint 2 Sector Plan. This draft is being circulated to give Councilmembers and interested parties a chance to comment before Staff finalizes the resolution for Council action on Tuesday, December 5.

The resolution is consistent with the Council discussion that took place during its worksession on November 14 and the recommendations of the PHED Committee. Comments on the draft should be submitted to Council Staff **by 5pm on Tuesday November 28** so that Staff can make any revisions before the final resolution is distributed on December 1.

Resolution No.: _____
Introduced: _____
Adopted: _____

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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
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11 **SUBJECT:** Approval of July 2017 White Flint 2 Sector Plan
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- 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.
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 - 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 18, 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.
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 - 31 4. On September 18, 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.
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 - 35 5. On October 9, October 23, 2017, October 30 and November 6, 2017, the Planning, Housing,
36 and Economic Development Committee held worksessions to review the issues raised in
37 connection with the Planning Board Draft White Flint 2 Sector Plan.
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 - 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.
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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 fifth 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. The development potential from the Guardian and Willco properties, approximately 1,800 dwelling units and 750,000 square feet of non-residential development, are added to the phase one staging limits in the 2010 White Flint Sector Plan. The development potential from a portion of the Wilgus property (Parcel N174 and N231), up to 700 residential dwelling units and 180,000 square feet of non-residential development, are 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.

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.

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

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

This Plan recommends the retention of the southern and western forested areas to contribute to the Plan’s environmental and tree canopy goals, and to [maintain a transitional area]

90 establish a wooded buffer and to facilitate a compatible relationship with the existing
91 Luxmanor residential community.

92
93 Page 34: Amend the first bullet under the “Land Use and Zoning Recommendations, 5.3.2 Area
94 2: Executive Boulevard South”, as follows:

95
96 Rezone 6000 Executive Boulevard from the EOF 0.75 H100T to the CR [2.0] 2.5 C1.0 R1.5
97 H200 Zone to promote redevelopment opportunities, including new public benefits that
98 [support] further the Sector Plan recommendations. Development on this property must
99 transition from a maximum of 200 [foot building heights] feet high at the northeastern corner
100 of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide
101 landscape area must be retained on the southern portion of the property[. This landscape] that
102 will include preserved and new trees, the pedestrian-bike path called for in this Plan, and
103 required utility easements. Public open space on this property should consist of a combination
104 of an urban greenway, plazas or pocket greens.

105
106 Page 34: Modify the last sentence of the second bullet under the “Land Use and Zoning
107 recommendations, 5.3.2 Area 2: Executive Boulevard South”, as follows:

108
109 Rezone the 6006 Executive Boulevard and 6010 Executive Boulevard properties from the EOF
110 0.75 H100T Zone to the CR 2.0 C1.0 R1.5 H150 Zone to promote infill development and
111 further the Sector Plan’s recommended public benefits, including housing options and
112 amenities. [The existing water and sewer easement must be retained and the recommended
113 path must be located outside of this easement.]

114
115 Page 35: Modify the last sentence of the third bullet under the Land Use and Zoning
116 recommendations, 5.3.2 Area 2: Executive Boulevard South, as follows:

117
118 Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116
119 Executive Boulevard, and 6120 and 6130 Executive Boulevard from the EOF 0.75 H100T
120 Zone to the CR 1.5 C1.5 R1.0 H100 Zone to promote infill development, including new public
121 benefits that advance the Sector Plan recommendations. [The existing water and sewer
122 easement must be retained and the recommended path must be located outside of this
123 easement].

124
125 Page 35: Revise Maps 18 and 19 to reflect the Council decisions.

126
127 Page 35: Add a sentence at the end of the fourth bullet under the Design and Connectivity
128 Recommendations, 5.3.2 Area 2: Executive Boulevard South

129
130 Create a pedestrian-bike path along the northern edge of the Old Farm-Neilwood Creek area
131 with potential mid-block connections to Luxmanor Local Park to the south and Executive
132 Boulevard to the north. Extend the path along the western edge of the wooded area to Montrose
133 Parkway (Map 19). This path should utilize ecologically sensitive materials for pedestrians and
134 bicyclists. The exact alignment of the path will be determined during the development review
135 process in accordance with the Planning Board’s *Environmental Guidelines*.

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Page 37: Revise the end of the first full paragraph as follows:

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

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

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

Page 37: Modify the third bullet under the Land Use and Zoning recommendations, 5.4.1 Area 1: Cherington Area, as follows:

- Rezone the vacant property (Parcel N279) from the R-200 Zone to the CR 2.0 C0.25 R1.75 H-75 Zone to permit new mixed-use development that is predominantly residential, contributes to the Plan’s public benefits, and maintains compatibility with the existing residential townhomes to the west. No commercial development is permitted directly south of the Cherington residential community. Density from this property could be transferred to the two vacant properties to the east.

Page 37: Modify the fourth bullet under A. Land Use and Zoning recommendations as follows:

- Rezone the vacant property (Parcel N273) from the R-200 zone to the CRN 0.75 C0.0 R0.75 H50 Zone [to promote]. During the development review process, pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use. Ensure that new residential development [that] is compatible to the adjacent townhouse community.

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

- Create open spaces, including a minimum 1.25-acre area [neighborhood green], for public use that are connected to the overall open space network to be defined during the development review process and may include wooded areas and/or a neighborhood green.

Page 42: Insert a new paragraph, after the second paragraph, under 5.4.5 Sub-area: Jewish Community Center

The Morgan Apartments is a multi-family residential development where all residential units are two-bedroom units. There are 20 MPDUs for which the original control period has expired, but they are continuing as income-restricted units through an agreement with the Department of Housing and Community Affairs (DHCA) that will expire in 2022. The rents in all other

182 units are affordable to households earning about 110% of the area median income (AMI). If
 183 the property is redeveloped, the developer must provide 17.5% MPDUs and 2.5% Workforce
 184 Housing, capped at 100% of AMI, or 20% MPDUs. DHCA may agree to allow the developer
 185 to meet some or all of their MPDU or Workforce Housing requirement by designating existing
 186 two-bedroom units as MPDUs or Workforce Housing, if DHCA determines it benefits the
 187 County's affordable housing stock.
 188

189 Page 42: Modify the third paragraph under 5.4.5 Sub-area: Jewish Community Center, as follows:
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191 This Plan supports the floating Commercial Residential Town (CRT) Zone, via a Local Map
 192 Amendment, for potential redevelopment of the Hebrew Home property. The extension of
 193 Hubbard Drive onto the Hebrew Home property, along with another new north-south road from
 194 Montrose Road, will provide greater connectivity to surrounding streets. These roads are not
 195 required unless and until the existing uses for the entire campus are relocated off-site and the
 196 site thereafter is either completely redeveloped or the buildings repurposed for other uses under
 197 the existing R-200 or the CRT floating zones. New development should be primarily
 198 residential rather than non-residential.
 199

200 Page 42: Add a new bullet and modify the second, third, and fourth bullets, and third sub-bullet
 201 under Land Use and Zoning recommendations, 5.4.5 Sub-area: Jewish Community Center, as
 202 follows:
 203

- 204 ▪ Support a floating CRT 1.0 C0.25 R1.0 H-100 Zone for the JCC property. Redevelopment
 205 of the campus in its entirety must provide for new public roadway connections to Rockville
 206 Pike and Montrose Road.
 207
- 208 ▪ Rezone the Verizon office building from the R-200 Zone to the [EOF 1.0 H75] CRT 3.0
 209 C3.0 R2.5 H-120 Zone [to align the existing use with an office zone and other office zones
 210 in the area] to provide flexibility for redevelopment and to support the Sector Plan's
 211 recommended public benefits.
 212
- 213 ▪ [Confirm the EOF 3.0 H-100 Zone for the] Rezone the office[s] buildings at 6001 Montrose
 214 Road and 6101 Montrose Road from the EOF 3.0 H-100 Zone to the CRT 3.0 C3.0 R2.5
 215 H-120 Zone to provide flexibility for redevelopment and to support the Sector Plan's
 216 recommended public benefits.
 217
- 218 ▪ Rezone the Morgan Apartments from the R-20 Zone to the CRT 1.5 C0.25 R1.5 H-120
 219 Zone to promote the Sector Plan's public benefits, including a greater percentage of
 220 MPDUs and dwelling unit mix.
 221
- 222 ▪ Provide additional internal streets to improve connectivity throughout, and to provide
 223 better access for all modes of transit between East Jefferson Street, Rockville Pike, and
 224 Montrose Road. These internal streets are not required unless and until the existing uses
 225 for the entire campus are relocated off-site and the site thereafter is either completely
 226 redeveloped or the buildings repurposed for other uses under the existing R-200 or the CRT
 227 floating zones.

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

230

231 Page 46: Modify the sixth paragraph, as follows:

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233 This Plan recommends an overlay zone to retain the light industrial uses while recognizing the
 234 need for [limited] some residential uses [in the district] at the Randolph Hills Shopping Center
 235 area. [The proposed overlay zone will be [similar in concept to the existing Twinbrook Overlay
 236 Zone, but it will be more expansive in its residential potential since, unlike the Twinbrook
 237 Overlay Zone, the residential development in this overlay zone will be not be limited to a
 238 certain percentage of the existing non-residential floor area on a property] (Map [38]39). Major
 239 elements of the proposed White Flint 2 Overlay Zone are the following:

240

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- **Maximum [Residential] FAR of 1.5;**

242

- Maximum Building Height of 75 feet;

243

- Non-residential uses limited to those allowed in the Light Industrial I-L Zone;

244

- Residential uses: [Multi-unit] Limited to 50 percent of gross floor area of any development.

245

- [Ground floor to be used only for non-residential uses allowed in the base I-L Zone;]

246

- Minimum Public Use Space of 10 percent required for mixed-use developments;

247

- Design guidance in the Plan and separate Urban Design Guidelines; and

248

- [Site Plan for developments that include residential uses per the overlay zone.]

249

250 Page 47: Delete the second paragraph

251

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

256

257 Page 47: Delete the third bullet under Land Use and Zoning recommendations 5.5.1 Area 1:
 258 Randolph Square

259

260

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

261 Page 48: Delete the third bullet under Land Use and Zoning recommendations 5.5.2 Area 2:
 262 Parklawn Drive.

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 through] redevelop through the

273 recommended overlay zone [or a floating CRT Zone]. A pedestrian-bike bridge across the
 274 CSX tracks should be funded either through the county's capital improvements program, or a
 275 public-private partnership [or the public benefits of the CRT Zone. Both properties are suitable
 276 for a floating CRT 1.5 H-75 Zone. A Floating CRT with 2.0 FAR and a maximum height of
 277 75 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 the Design and Connectivity recommendations under 5.5.3 Area 3: Randolph
 281 Hills Shopping Center, as follows:
 282

283 If the recommended [floating CRT zones or] industrial overlay zone is implemented,
 284 redevelopment on this location should create a unique center for the Randolph Hills community
 285 that would:
 286

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

310
 311 Page 48: Delete the second paragraph under 5.5.4 Area 4: Nicholson Court, as follows:
 312

313 [The 2010 *White Flint Sector Plan* confirmed the light industrial zone for this area until the
 314 *White Flint 2 Sector Plan* can evaluate both sides of the CSX rail tracks. The 2010 Sector Plan
 315 also recommended a MARC station at Nicholson Court. Maryland Transit Administration
 316 (MTA) is in the process of creating standards for new infill MARC stations, along the
 317 Brunswick Line in Montgomery County. This Plan's recommended staging plan requires that

318 MTA conduct a feasibility study in Phase 1 to determine if and where an infill station would
319 be located in the Plan area. A pedestrian-bike connection is also recommended that links this
320 area to the Randolph Hills area].

321
322 Page 49: Modify the second and third bullets Land Use and Zoning recommendations under 5.5.4
323 Area 4: Nicholson Court, as follows:

- 324
- 325 ▪ [Create an overlay zone for this area that would permit residential uses while retaining
 - 326 industrial uses.]
 - 327 ▪ Support [a floating Commercial Residential Town (CRT) Zone with up to 1.5 FAR with
 - 328 the provision of] a pedestrian-bike crossing of the rail tracks. [The maximum FAR can be
 - 329 up to 2.0 if a MARC station is funded by the development].
- 330

331 Page 49: Update Map 42 to reflect the Council decision.

332
333 Page 51: Amend the fifth bullet under land use and zoning recommendations for 5.6.1 Area 1:
334 Loehmann Plaza, as follows:

- 335
- 336 ▪ [Confirm the R-60 zone for] Rezone the Montgomery County owned property (Parcel No.
 - 337 P268) from the R-60 zone to the CRT 1.0 C0.25 R 1.0 H-65 Zone.
- 338

339 Page 59: Amend the first bullet under 6.1.1 Affordable Housing, as follows:

- 340
- 341 ▪ Require 15 percent MDPU as the highest priority public amenity for all [optional method
 - 342 projects] new residential development, unless the property is required to dedicate land for
 - 343 a school site or athletic fields that can be used by MCPS and approximate the size of a local
 - 344 park.
- 345

346 Page 70: Amend the first bullet under 8.1.1 Street Network, as follows:

- 347
- 348 ▪ Extend Hubbard Drive as a business street (B-1) westward from Rockville Pike (MD 355)
 - 349 from its current terminus onto the Hebrew Home property, when the property completely
 - 350 redevelops or the buildings are repurposed for other uses, as noted in Section 5.4.5, to
 - 351 provide greater vehicular and pedestrian connectivity through this large property (Map 53,
 - 352 and Table 2).
- 353

354 Page 70: Add a new bullet under the 8.1.1 Street Network recommendations, as follows:

- 355
- 356 ▪ Extend Hubbard Drive as a public business street from Rockville Pike (MD 355) eastward
 - 357 to Chapman Avenue on the Montrose Crossing property.
- 358

359 Page 71: Amend the first, second and third paragraphs under 8.1.2 Transportation Standards, as
360 follows:

361
362 This Plan recommends modifying the Local Area Transportation Review (LATR) congestion
363 standard [for the Plan area] by raising the Highway Capacity Manual (HCM) standard [in the

364 western and northern segments of the Plan area-the Executive Boulevard District and Montrose
 365 North-Rockville Pike Districts-] for three properties--Guardian, Willco and Wilgus (Parts C
 366 and D)--from its current average intersection delay threshold of 71 seconds/vehicle to 120
 367 seconds/vehicle. This recommendation recognizes that the existing and planned mixed-use
 368 development for [the Executive Boulevard and Rockville Pike-Montrose North Districts] these
 369 three properties are in character [to] with the 2010 *White Flint Sector Plan*, and that new
 370 infrastructure from the 2010 *White Flint Sector Plan* area will benefit these [districts]
 371 properties since [both] all are near the White Flint [and Twinbrook] Metro Station[s].
 372 Adjusting the HCM standard for these [two districts] three properties will be consistent with
 373 the County's transportation policy of accepting higher levels of traffic congestion in urban
 374 areas, which are areas near existing and future transit.

375
 376 The congestion standard for the [area east of the CSX] remaining segments of the Plan area
 377 should remain at 71 seconds/vehicle (the broader North Bethesda policy area congestion
 378 standard) because [the Plan area east of the CSX tracks will have less new development than
 379 the area west of the tracks, and it is] these areas are relatively less accessible [by] to Metro
 380 [compared to the northern and western segments of the Plan area].

381
 382 Unique to the 2010 *White Flint Sector Plan* area, Local Area Transportation Review (LATR)
 383 and Transportation Policy Area Review (TPAR) requirements are eliminated and replaced with
 384 the White Flint Special Taxing District that funds transportation infrastructure required for the
 385 staging recommendations in the Plan. This Plan recommends expanding the existing White
 386 Flint Special Taxing District to [include the Executive Boulevard and Rockville Pike-Montrose
 387 North Districts] the Guardian and Willco properties and Parts C and D of the Wilgus property.

388
 389 Page 72: Revise Map 57: Existing and Proposed Street Network to reflect the Council revisions.

390
 391 Pages 73-74: Update Table 2: Roadway Classifications to reflect the Council revisions.

392
 393 Page 75: Revise the last bullet under 8.1.3 Bicycle and Pedestrian Network as follows:

394
 395 All intersections should be [designed] considered as protected intersections to provide the
 396 safest crossings for bicyclists and pedestrians.

397
 398 Page 75: Amend the third and fourth paragraphs under the 8.1.4 Transit Network, as follows:

399
 400 [The 2010 *White Flint Sector Plan* recommended a MARC Station at Nicholson Court and this
 401 Plan supports this recommendation. It also recommends that the Maryland Transit
 402 Administration (MTA) conduct a feasibility study to establish new standards for an infill
 403 MARC station along the Brunswick Line]. In the long-term, a new MARC station is desired
 404 for the Plan area. This future station must not derogate service then current at the Garrett Park
 405 MARC station.

406
 407 The County's BRT network recommended in the 2013 *Countywide Transit Corridors*
 408 *Functional Master Plan* includes three corridors that are within the Plan area: North Bethesda
 409 Transitway, Rockville Pike, and Randolph Road. The Rockville Pike BRT route in the Plan

410 area will be within the dedicated lanes of Rockville Pike, and it will link to the multiway
 411 boulevard in the City of Rockville. The Maryland Department of Transportation and the
 412 Montgomery County Department of Transportation are conducting a BRT corridor planning
 413 study that will further define BRT on Rockville Pike. The North Bethesda Transitway and
 414 Randolph Road BRT routes are anticipated to run in mixed traffic within the rights-of-way of
 415 Old Georgetown Road (MD 187) and Randolph Road, respectively (Map 56). The Old
 416 Georgetown Road route is one of two possible routes for the North Bethesda Transitway, the
 417 other being via Tuckerman Lane to the Grosvenor-Strathmore Metro Station.
 418

419 Page 76: Update Existing and Proposed Bikeway Network (Map 59) to reflect the Council
 420 revisions.

421
 422 Page 77: Update Table 3-Bikeway Facilities to reflect the Council revisions.

423
 424 Page 79: Modify the fourth and fifth paragraphs under 8.1.4 Transit Network, as follows:
 425 The 2013 *Countywide Transit Corridors Functional Master Plan* and the preliminary
 426 Rockville BRT study recommend BRT stations in the Plan area at Hubbard Drive and
 427 Rockville Pike in the Montrose North-Rockville Pike district; at the intersection of Old
 428 Georgetown Road and Executive Boulevard to serve the Executive Boulevard district; and
 429 another station near Loehmann's Plaza. The transit recommendations are the following:

- 430
- 431 ▪ Support the 2010 *White Flint Sector Plan* recommendation to construct a second White
 432 Flint Metro Station entrance on the southeast corner of the intersection of Rockville Pike
 433 and Old Georgetown Road.
 - 434 ▪ Support the alignments and character of both the MD 355 South (Corridor 4) and Randolph
 435 Road (Corridor 7) BRT corridors through the Plan area, as recommended in the 2013
 436 *Countywide Transit Corridors Functional Master Plan*.
 - 437 ▪ Support the recommendation that Maryland Department of Transportation
 438 [Administration] conduct a feasibility study for an infill MARC station in the Plan area.
 - 439 ▪ Implement a circulator or shuttle that provides local service for residents and businesses in
 440 the Plan area and adjacent Planning areas, including the White Flint Metro Station.

441
 442 A shuttle or circulator is recommended [in the staging plan as an infrastructure project that
 443 will] to contribute towards furthering the mobility options in the Plan area, and to contribute
 444 towards achieving the recommended NADMS goal. The shuttle service [can] could begin as
 445 a developer initiative [limited to a few properties] and expand to be a public/private service for
 446 the larger plan area, or it [can] could be funded entirely as public shuttle/circulator for the area.
 447

448 Page 80: Update the second and third paragraphs of 8.1.6 Transportation Demand Management,
 449 as follows:

450
 451 This Plan recommends [a higher NADMS goal for properties in the Executive Boulevard and
 452 Rockville Pike-Montrose North districts, while areas east of the CSX tracks will have lower
 453 NADMS goal] that, since the Guardian, Willco and Wilgus properties are to be included in the
 454 White Flint Sector Plan, they will be subject to the NADMS goals in that sector plan's staging,
 455 depending upon the phase under which they are approved.

456
457 [The higher NADMS goal for the Executive Boulevard and Rockville Pike-Montrose North
458 districts mirrors the 2010 White Flint Sector Plan area NADMS recommendations since these
459 districts are between two Metro Station areas, adjacent to recommended and new transportation
460 infrastructure of the 2010 *White Flint Sector Plan*, and will be served by future BRT routes.
461 Unlike the 2010 Sector Plan, each phase of the staging plan requires NADMS goals for both
462 residents and employees.] This Plan recommends a blended average NADMS goal of 40
463 percent at buildout for all other properties in this Plan. The area east of the CSX tracks has
464 relatively less accessibility to Metrorail due to the limited areas for crossing the CSX tracks.
465 As a result, the area east of the CSX tracks will likely have a NADMS at buildout lower than
466 40 percent, and the area north and west of the CSX tracks will likely have a NADMS at
467 buildout higher than 40 percent.

468
469 [In addition, these NADMS goals are consistent with the urbanizing character of this portion
470 of North Bethesda. They] NADMS goals will be [achievable] achieved through a combination
471 of land use (density, diversity and design) and zoning requirements, transit improvements, and
472 supportive TDM programs, such as shuttles and bike-sharing, managed by the North Bethesda
473 Transportation Management District.

474

475 Page 80: Modify the East Jefferson Street paragraph (8.1.8), as follows:

476

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

484

485 Page 81: Update the Figure 4, East Jefferson Street, to reflect the Council decision.

486

487 Page 88: Modify the seventh bullet, under Create green parks when development occurs within
488 the Plan area, as follows:

489

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

495

496 Page 92: Modify the Library section paragraph, as follows:

497

498 A public library is recommended in the 2010 *White Flint Sector Plan*. The Montgomery
499 County Department of Public Libraries [endorses] notes the recommendation for a public
500 library in the Metro East or Metro West Districts in the 2010 *White Flint Sector Plan* area, but
501 acknowledges that delivery of library services in an evolving practice. [This] Any future library

502 [, along with] or delivery of library services should be considered in the context of other
503 libraries in the greater North Bethesda vicinity [, including Twinbrook and Rockville, will
504 provide sufficient library services for the White Flint 2 Plan area]. Evaluating the delivery of
505 services in the future should include consideration of non-traditional methods such as self-
506 service options, MCPL outreach programs at non-library facilities and internet based
507 programming.
508

509 Page 94: Update Table 4 to include enrollment forecasts for 2046 in the Superintendent's
510 Recommended FY 2019 Capital Budget, and enrollment generated by the residential development
511 in the Council-approved White Flint 2 Sector Plan.
512

513 Page 95: Delete the last sentence of the first full paragraph as follows:
514

515 [This Plan's recommended staging indicates that a new elementary school be built by the third
516 stage of the phasing plan.]
517

518 Page 96: Add a new paragraph to the Public Schools section, under 10.1.8 Walter Johnson Cluster,
519 as follows:
520

521 Residential development in the Rock Spring, White Flint, White Flint 2, and Grosvenor-
522 Strathmore master and sector plan have the potential to impact school enrollment. Several
523 potential means of adding school capacity are noted in the sections below. In addition, if there
524 is a major development or redevelopment within these planning areas, several sites or
525 combination of sites may be appropriate for consideration of a public school. *Each and every*
526 development application should be thoroughly evaluated for a potential school site,
527 notwithstanding any previous development approvals. It is this plan's direction that the
528 Planning Department will negotiate for maximum dedication of land for a school and that this
529 be the top priority amenity under the review process of projects proceeding under these plans.
530

531 Page 96: Revise the second sentence in the paragraph entitled Facility Planning at the Walter
532 Johnson Cluster, as follows:
533

534 The Board of Education is addressing enrollment capacity issues in the Cluster through several
535 actions, including [utilizing] future utilization of an annex facility at Garrett Park Elementary
536 and [convening a roundtable discussion to include] the completion of a study group that
537 included representatives from the Downcounty Consortium high schools and the Walter
538 Johnson, Whitman, and Bethesda-Chevy Chase high school clusters.
539

540 Page 96: Revise the last sentence in the first bullet under A. Elementary Schools, as follows:
541

542 Therefore, all Cluster schools will be at the high end of the range of student enrollment with
543 capacities ranging from [729] 714 to [881] 771; no further expansions will be considered.
544

545 Page 97 Revise the third bulleted paragraph under B. Middle Schools, as follows:
546

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

553

554 Page 97: Revise the first bulleted paragraph under C. High Schools, as follows:

555

- 556 • Build an addition at Walter Johnson High School. The high school [currently has] had a[n
 557 enrollment] capacity in the fall of 2017 of [2,335] 2,330 students. [Long range enrollment
 558 projections indicate 3,500 students by 2045 not counting any students generated by this
 559 Plan and other North Bethesda plans currently underway.] However, long-term enrollment
 560 projections for the school developed in the fall of 2017 anticipate enrollment reaching
 561 4,010 students by 2032, including some but not all of the students that would be generated
 562 by the North Bethesda plans. [If the high school capacity was increased to 3,500 students
 563 or more, it may be possible to accommodate the build out of the White Flint 2 and Rock
 564 Spring plans.]

565

566 Page 97: Revise the second bulleted paragraph under C. High Schools, as follows:

567

- 568 • The Board of Education has requested funds to [R]reopen the former Woodward High
 569 School. ... An expanded Woodward may also contribute to [alleviate] alleviating
 570 overcrowding at [Bethesda-Chevy Chase or Whitman] adjacent high schools.

571

572 Page 97: Delete the last bulleted paragraph under C. High Schools.

573

574 Page 98: Under Downcounty Consortium section, 10.1.9, add a bullet under B. Middle Schools,
 575 as follows:

576

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

579

580 Page 98: In the second sub-bullet under the last bullet Under C. Middle Schools, delete the phrase
 581 “since there are no recommended middle school sites in the Downcounty Consortium”.

582

583 Page 99: Revise the first sub-bullet under the last bullet Under B. High Schools, as follows:

584

585 [Reopen the former Woodward High School in the Walter Johnson Cluster, currently under
 586 consideration as a part of the community roundtable discussion process (described under
 587 “Walter John Cluster School Facilities” in this Plan.) The Board of Education has requested
 588 funds to reopen the former Woodward High School in the Walter Johnson Cluster. This
 589 [option] would likely require reassignment of students from the Downcounty Consortium
 590 portion of the White Flint 2 Sector Plan area from the Walter Johnson [c]Cluster to this high
 591 school.

592

593 Page 99: In the second sub-bullet under the last bullet Under B. High Schools, delete the phrase
594 “as there are no recommended future high school sites in the Downcounty”.

595
596 Page 102: Under financing section, 11.1.2, amend the second and third paragraph, as follows:
597

598 Due to the proximity of the northern and western portions of the White Flint 2 Plan area to the
599 2010 *White Flint Sector Plan* area, the Willco, Guardian and a portion of the Wilgus properties
600 (Parcels N174 and N231) in the Executive Boulevard and the Rockville Pike-Montrose North
601 Districts would benefit substantially from the new transportation infrastructure improvements
602 in the 2010 *White Flint Sector Plan*, including the Western Workaround and the second Metro
603 station entrance. Balancing the considerations of equity and infrastructure benefits between
604 these [areas] properties, this Plan recommends that these three properties in the [north]western
605 portion of the Plan area contribute towards the implementation and funding of these
606 infrastructure improvements. [Therefore, the northwestern area of this Plan should have the
607 same financing mechanism as the 2010 *White Flint Sector Plan* area]. Subsequently, the Willco
608 and Guardian properties and Parts C and D of the Wilgus property[ies in the Executive
609 Boulevard and Rockville Pike-Montrose North districts] will have the same benefit of no
610 LATR review for new developments.

611
612 [New infrastructure that is associated with properties east of the CSX tracks and are further
613 away from new infrastructure in the 2010 *White Flint Sector Plan* could be financed via a Local
614 Transportation Improvement Program or a Unified Mobility Program.]
615

616 Page 103: Update Map 64 to reflect the Council decisions.
617

618 Page 104: Modify the last paragraph under the zoning section, 11.1.3, as follows:
619

620 An industrial mixed-use overlay zone is recommended for Light Industrial (IL) zoned
621 properties [primarily east of the CSX tracks and at Nicholson Court] at the Randolph Hills
622 Shopping Center area. The Plan’s objective of preserving the existing light industrial uses in
623 the area east of the tracks while providing flexibility to create some residential use [on upper
624 floors] will be implemented through the new overlay zone. [that will be similar in concept to
625 the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential].
626 This overlay zone will be implemented through a zoning text amendment to the Zoning
627 Ordinance.
628

629 Page 104: Amend the first two bullets under the discussion of public benefits, as follows:
630

- 631 ▪ Dedication of land for needed school sites as the highest priority public amenity.
- 632
- 633 ▪ Fifteen (15) percent MPDUs as the highest priority for new residential development, unless
634 the property is required to dedicate land for a school site or athletic fields that can be used
635 by MCPS and approximate the size of a local park.
- 636
- 637 ▪ The provision of major public facilities other than school sites, including but not limited
638 to:[, a dedicated elementary or middle school site;] land for school athletic fields; new

639 neighborhood parks and open spaces; [bike share stations;] public transportation (new
640 Metro Station entrance); and undergrounding of utilities.

641

642 Pages 104-106: Amend the 11.1.5 Staging of Development section, as follows:

643

644 Staging of development links new development with the provision of public infrastructure
645 required to support the Plan recommendations. [Prior North Bethesda master plans, including
646 the 1992 *North Bethesda-Garrett Park Master Plan* and 2010 *White Flint Sector Plan* required
647 staging of new residential and non-residential development with required public infrastructure,
648 especially transportation.] The 2010 *White Flint Sector Plan* established a three-phased staging
649 plan that links new development with required mobility and transportation infrastructure to
650 support new development and contribute to creating a new urban area.

651

652 This Plan's [proposed] staging recommendation is influenced [by various factors, but]
653 primarily by the adjacency of [the area] three properties to the 2010 *White Flint Sector Plan*
654 area and its staging plan, and the common infrastructure improvements, such as [Rockville
655 Pike BRT,] Executive Boulevard/Western [w]Workaround improvements, and the White Flint
656 Metro Station [, that would be needed to support new development in both plan areas]. This
657 Plan includes the Guardian and Willco properties and Parts C and D of the Wilgus property
658 within the staging limits in the 2010 *White Flint Sector Plan* by:

659

- 660 • increasing the Phase 1 cap from 3,000 dwelling units and 2 million square feet of non-
661 residential development to 4,800 dwelling units and 2.75 million square feet of non-
662 residential development; and
- 663 • increasing the Phase 2 cap from 3,000 dwelling units and 2 million square feet of non-
664 residential development to 3,700 dwelling units and 2.18 million square feet of non-
665 residential development.

666

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

- 668 ▪ Ensure an adequate level of development or tax contributions to help fund new
669 infrastructure.
- 670 ▪ Address the infrastructure needs for White Flint 2 while balancing the infrastructure needs
671 of both White Flint plan areas.
- 672 ▪ Limit the free-rider effect where properties in White Flint 2 could benefit
673 disproportionately from new infrastructure in the 2010 *White Flint Sector Plan* area.
- 674 ▪ Development in the core of the 2010 *White Flint Sector Plan*, which is near to the Metro
675 Station and along Rockville Pike, should be prioritized before White Flint 2 properties are
676 developed].

677

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

- 680 ▪ Expand the existing White Flint Sector Plan Implementation Advisory Committee to
681 include the stakeholders from the *White Flint 2 Sector Plan* area.
- 682 ▪ Expand the White Flint Sector Plan biennial monitoring report to include staging
683 recommendations in this Plan.]

684

685 [Prior to approval of any new development in the Plan area, t] The following implementation
 686 actions must be taken:

- 687 ▪ Within six months of adopting the [Sectional Map Amendment] SMA, the County Council
 688 should amend the North Bethesda Policy Area to [create a new Local Area Transportation
 689 Review (LATR) Policy Area for the White Flint 2 area] reflect the expansion of the White
 690 Flint Metro Station Policy Area to include the Guardian, Willco, and Wilgus (Part C and
 691 D) properties.
- 692 ▪ Within [12] six months of adopting the SMA, [determine if a public financing mechanism
 693 will be established to fund public infrastructure recommended by the Plan] extend the
 694 existing White Flint Special Taxing District to include the Willco, Guardian and Wilgus
 695 (Part C and D) properties.
- 696 ▪ The Planning Board must [create a staging allocation procedure for new development in
 697 the Plan area or] modify the existing *White Flint Sector Plan Implementation Guidelines*
 698 to account for the Guardian, Willco and Wilgus (Part C and D) properties.

699
 700 [The recommended staging plan combines key staging transportation infrastructure
 701 requirements from the 2010 *White Flint Sector Plan* with new transportation and public
 702 facilities from this Plan. This combination approach acknowledges the relationship and
 703 infrastructure linkages between the two plan areas (Table 5).
 704

705 [The recommended zoning envelope has more potential density than what is permitted in the
 706 staging plan. The amount of development represents the desired mix of new development in
 707 White Flint 2 that will be predominately residential, approximately more than 60 percent, with
 708 the remaining development as non-residential. The recommended development is divided into
 709 three phases with the largest amount in the third phase. The NADMS goals further the County's
 710 investment in promoting transit and other non-automotive modes].
 711

712 [New development can occur anywhere in the Plan area. Infrastructure listed for each phase
 713 could be funded either through the Capital Improvements Program (CIP), Consolidated
 714 Transportation Program (CTP) for State projects, White Flint Special Taxing District, public-
 715 private partnership, or developer initiative or contribution. During each phase, the Planning
 716 Board may approve both residential and non-residential development until it reaches its
 717 maximum allowed limit, at which time any further development in that category (residential
 718 or non-residential, whichever has reached the allowed limit) will need to demonstrate that the
 719 staging requirements to proceed to the next phase have been met.]
 720

721 Page 105: Delete Table 5 to reflect the Council decision.
 722

723 Page 107: Modify Table 6 per the Council decisions.
 724
 725

726 **General**

727 All illustrations and tables included in the Plan will be revised to reflect the District Council
 728 changes to the Planning Board Draft White Flint 2 Sector Plan (July 2017). The text and graphics
 729 will be revised as necessary to achieve and improve clarity and consistency, to update factual

730 information, and to convey the actions of the District Council. Graphics and tables will be revised
731 and re-numbered, where necessary, to be consistent with the text and titles.

732

733

734 This is a correct copy of Council action.

735

736

737

738

Linda M. Lauer, Clerk of the Council

DRAFT