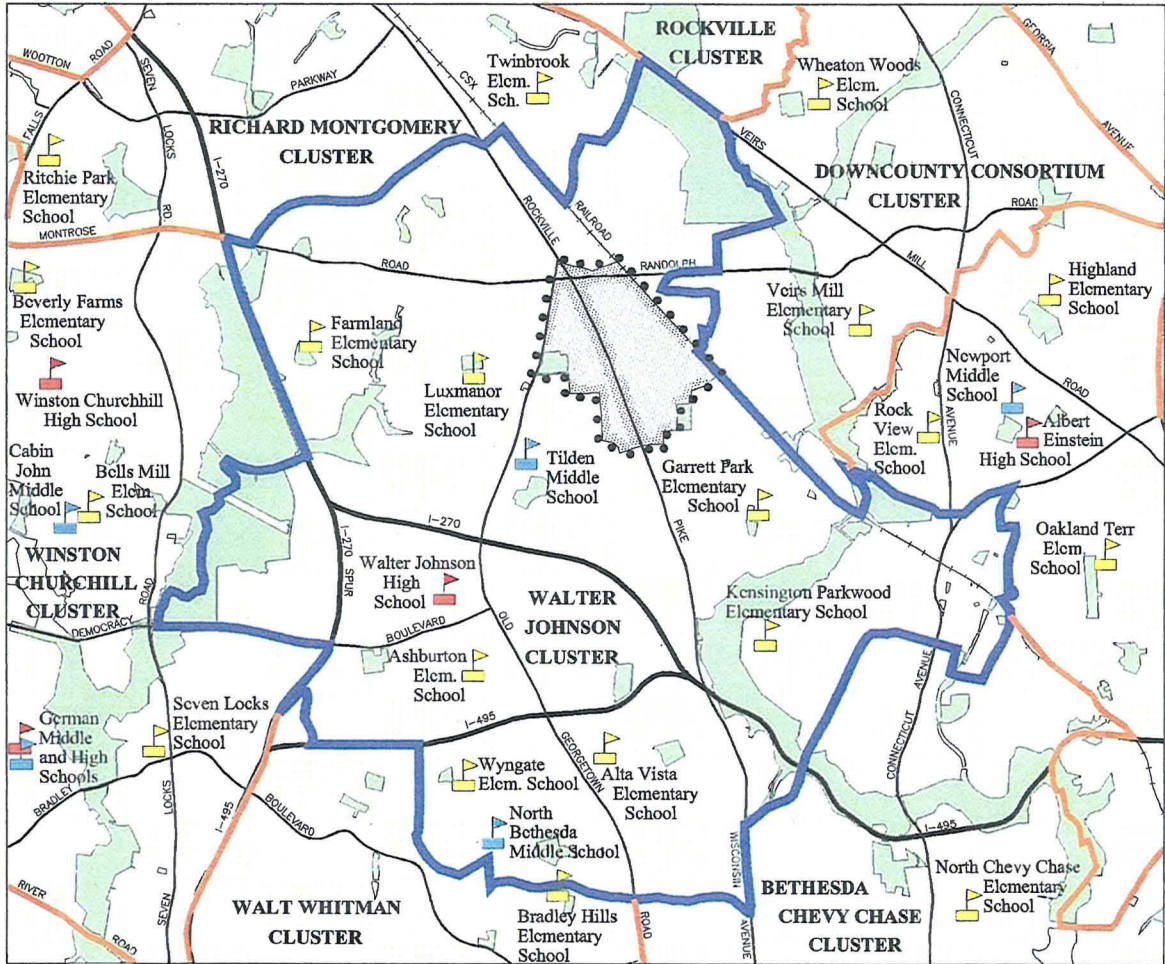


FIGURE 6: WALTER JOHNSON HIGH SCHOOL CLUSTER

Walter Johnson High School Cluster



- Sector Plan Area Boundary
- High School Cluster Boundary
- Parkland
- High School
- Middle School
- Elementary School



TABLE 4: WHITE FLINT SECTOR PLAN PROPOSED DEVELOPMENT AND PROJECTED STUDENTS

County-Wide Student Generation Rates				
<i>Mover Rate</i>	K - 5	6 - 8	9 - 12	
Single Family Detached	0.3197	0.1437	0.1307	
Single Family Attached	0.2103	0.1221	0.1066	
Garden Apartment	0.1524	0.0558	0.0725	
High Rise Apartment	0.0418	0.0388	0.0328	
<i>The mover rate is used by MCPS for future school projections.</i>				
New Students Per Phase				
	Phase 1	Phase 2	Phase 3	Total Students
	3,200 dus*	2,600 dus *	3,800 dus*	
<i>Mover Rate</i>				
K-5	134	109	159	402
Middle (6-8)	124	101	147	372
High (9-12)	105	85	124	314
<i>* Phasing density</i>				
<i>All new residential development is assumed at more than 5 levels, high-rise residential</i>				

The MCPS FY 2009-14 Capital Improvements Program (CIP) indicates that the Walter Johnson cluster elementary schools are close to, or over capacity. Several elementary schools have planned additions and modernizations, including Ashburton, Luxmanor, and Garrett Park. There are no additions or modernizations planned for middle schools in the cluster. Walter Johnson High School modernization is scheduled to be completed by August 2010.

Site Selection Criteria

Planning staff and MCPS staff developed the following criteria to select a school site:

- proximity to existing residential neighborhoods
- proximity to compatible public facilities, such as a park
- potential for obtaining land through dedication
- three or more acres
- interior to a new residential area rather than on a major roadway

MCPS and Planning staff considered possibilities for site size, site ownership, building type and on-site recreational potential in order to develop site selection criteria (see Figure 7).

1. Size:

There was little possibility of obtaining through dedication a land area containing 10 to 12 acres that is typical for an elementary school, although the State of Maryland does not require a minimum land area for a school size. Staff notes that there are several school sites in the County that are less than 5 acres: Somerset Elementary in Chevy Chase is 3.7 acres; Garrett Park Elementary is 4.4 acres; Farmland Elementary is 4.8 acres; and Takoma Park Elementary is 4.7 acres.

2. Site ownership

One idea was to locate a school in part of a non-residential building or on leased land. However, long term lease arrangements are not practical because MCPS must own the property in order to receive State funding.

3. Recreational Facilities

It is important to have some outdoor recreational facilities. One idea was locating recreational activities on the school building rooftop or locating the school near existing recreational facilities.

4. Building Type

In order to best utilize a small site the new elementary school will need to be multi-level, instead of a single-level, to maximize land efficiencies.

5. Walkability

A school located in walking distance of residential communities provides a civic presence and community focus.

Site Evaluation

Planning staff and MCPS staff evaluated four private properties in the Sector Plan area: Lutrell, Gables Residential, Mid-Pike Plaza and White Flint Mall/White Flint Plaza and three publicly owned sites: the Pre-Release Center, Wall Park and the WMATA bus facility site (see Figure 7).

Publicly Owned Sites

Wall Park

Wall Park/Montgomery County Aquatic Center was explored as an alternative to locate an elementary school. While the site is 11 acres, severing 5 acres for a school conflicts with the Department of Recreation plans to expand the facility and Department of Parks plans to create an urban park.

Pre-Release Center

Staff briefly considered the Montgomery Pre-Release Center, a little more than 3 acres in size, located on Nebel Street. The current use is acceptable today, but in the future, it may not be. There is merit in recycling a publicly owned site. However, the site offers no major advantage other than it is already owned by the County. The site is adjacent to the CSX tracks and the Washington Gas property and isolated from residential communities.

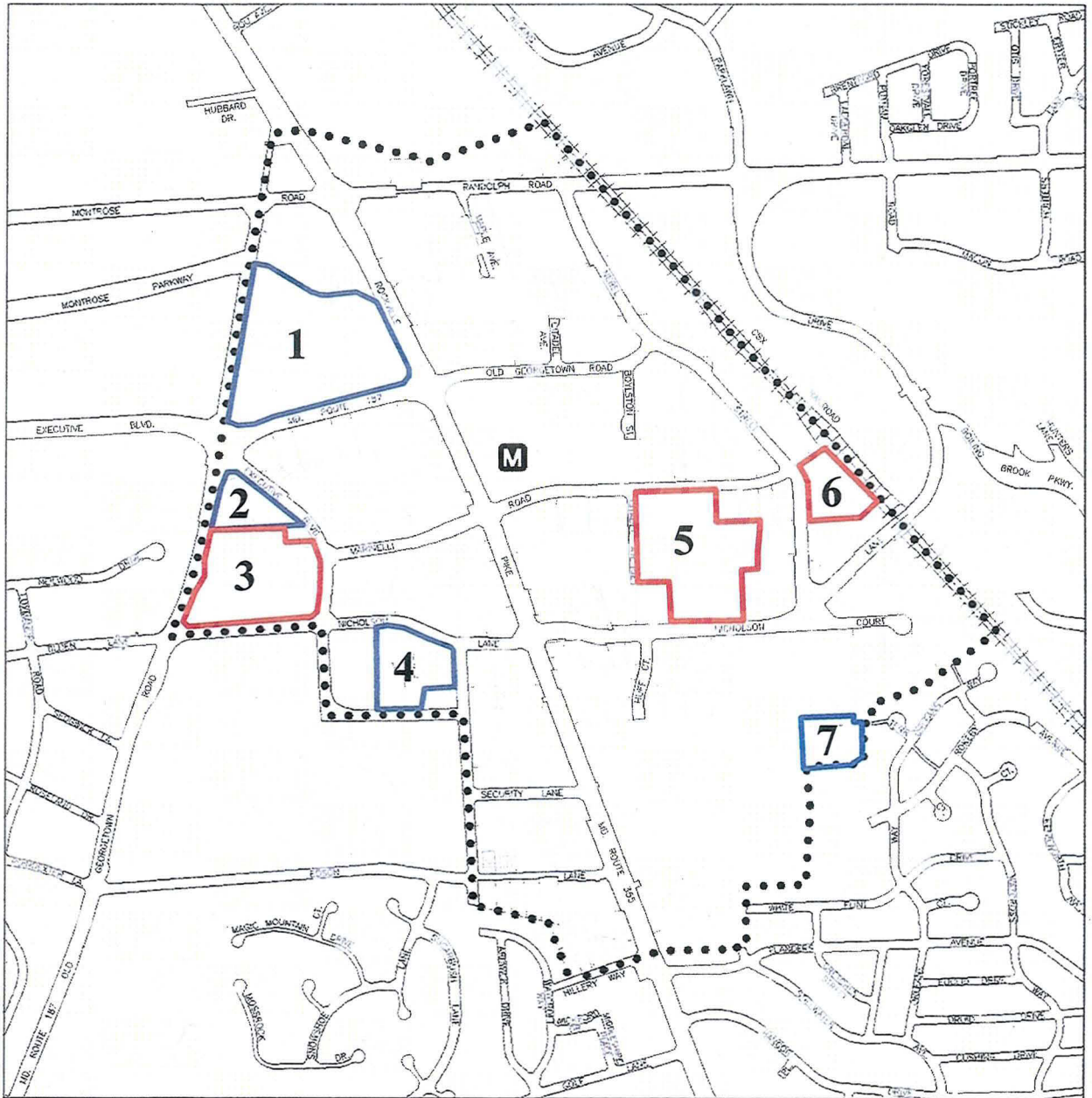
WMATA Bus Facility

There was spoken and written testimony recommending the use of the 11-acre WMATA Bus Lot Facility (Montgomery County Division) or another central site for an elementary school. The site is the only WMATA bus facility in Montgomery County. There are 209 buses assigned to the Montgomery County Division providing service for 19 bus lines (32 bus routes). Total capacity at the facility is 240 transit buses with vehicle storage, fueling and servicing operations. WMATA supports the retention of the bus facility since it serves critical local and regional needs.

There are no alternative sites within the Sector Plan area to relocate the bus facility. It may be possible to redevelop the bus facility with structured parking in the long-term, freeing space for other public uses. A 5-acre school site would be better located along Marinelli Road rather than Nicholson Lane, one of the major roads in the Sector Plan area. However, that portion of the site displaces existing bus facility buildings.

FIGURE 7: POTENTIAL SCHOOL SITES

Potential School Sites



..... Sector Plan Area Boundary

M White Flint Metro Station

— Private Sites

— Public Sites



TABLE 5: COMPARISON OF SCHOOL SITES

Property	Advantages	Disadvantages
Mid Pike Plaza 20 acres	Property is large enough to accommodate 5 acres school site	Cost of property acquisition Adjacent to major highways Not adjacent to residential community
Gables Residential 3.47 acres	Meets minimum size Adjacent to Wall Park and Aquatic Center Near existing residential community	Cost of property acquisition Conflicts with Wall Park structured parking public-private partnership with Parks Department Adjacent to major highway
Wall Park 11 acres	Public ownership Meets minimum size	Conflicts with expansion plans by Department of Recreation and Department of Parks
Luttrell Property 5.28 acres	Meets minimum size Adjacent to existing community and road network	Cost of property acquisition
WMATA Bus Lot 13.7 acres	Meets minimum size (entire site is 13 acres) Centrally located	Cost of property acquisition Dislocates existing WMATA bus operations Located on a major roadway Co-location may cause operational difficulties for both uses
Pre-Release Center 3 acres	Public ownership Meets minimum size	Adjacent to incompatible uses: railroad tracks and Washington Gas facility
White Flint Mall and White Flint Plaza 4.32 acres	Meets minimum size Adjacent to existing park and residential neighborhood Potential dedication from largest property in Plan area Walkable for existing and future development	Environmental constraints Two property owners Requires redevelopment including new public streets

Closed School Sites

As noted earlier, the Draft Plan suggested the use of former school sites in the Walter Johnson Cluster. There are several: Alta Vista, Ayr lawn, Kensington, and Montrose elementary schools. Alta Vista and Ayr lawn are owned by Montgomery County and leased to private schools. Kensington is owned by the County and leased to the Housing Opportunities Commission. Montrose is owned by the Board of Education and leased to a private school.

Most of these sites are smaller than the typical elementary school facility and would require substantial modifications. In addition to these facilities, MCPS operates the former Grosvenor Elementary School as a holding school for elementary schools undergoing modernization (see Table 6).

The Public Hearing Draft also suggests looking at closed schools outside the cluster but nearby. The Randolph Hills community, which is east of the Plan area, has recommended the use of the Rockinghorse Road Center property owned by MCPS. This property is in the Downcounty Consortium Cluster.

TABLE 6: LIST OF CLOSED SCHOOL SITES – WALTER JOHNSON CLUSTER

SCHOOL NAME (#)	CURRENT OWNER/TENANT	ACRES	PARK ADJ	CLRMS	SF	BLT	CLSD	COMMENT
1 ALTA VISTA ES (407) 5615 BEECH AVENUE BETHESDA 20817	MCGOVT BETHESDA COUNTRY DAY SCHOOL	3.53	NO	12	26,369	1935	1976	This site is slightly smaller than Somerset ES. Building would need replacement to larger model. Full-size ballfields will not fit.
2 AYRLAWN ES (421) 5650 OAKMONT AVENUE BETHESDA 20817	MCGOVT BETHESDA YMCA	3.08	YES	11	27,735	1961	1982	Recreational elements are located in adjacent Ayrlawn LP. Building would need substantial enlargement and reconstruction.
3 GROSVENOR CENTER (418) 5701 GROSVENOR LANE BETHESDA 20814	BOE MCPS HOLDING FACILITY	10.21	NO	18	36,770	1955	1980	Holding facility for MCPS in support of MCPS modernization program. If reopened, a replacement facility would be needed.
4 KENSINGTON ES (751) 10400 DETRICK AVENUE KENSINGTON 20895	MCGOVT HOC OFFICES	4.54	NO	19	45,206	1946	1982	HOC offices would need to be relocated by County. Full-size ballfields will not fit.
5 MONTROSE ES (225) 12301 ACADEMY WAY ROCKVILLE 20852	BOE REGINALD S. LOURIE CENTER KENNEDY KRIEGER INSTITUTE	7.50	NO	16	38,310	1967	1982	Two tenants accommodate many MCPS special education placements. Building renovated in 1999.
NEARBY CLOSED SCHOOL OUTSIDE WALTER JOHNSON CLUSTER								
6 ROCKINGHORSE ROAD CENTER 4910 MACON ROAD ROCKVILLE 20852	BOE MCPS - ADMINISTRATIO N	18.70	NO	28	57,639	1957	1983	International Student Admission Office and other personnel could be relocated to transit accessible office space within sector plan, if available
Source: MCPS								

Evaluate and Select a MARC Station Location

Staff Recommendation:

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

Background

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

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

TABLE 7: COMPARISON OF TWO MARC STATION SITES

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

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

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

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

TABLE 8: PROS AND CONS – MARC Station Sites

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

Coordination with MTA and CSX

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

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

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

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

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

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

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TABLES

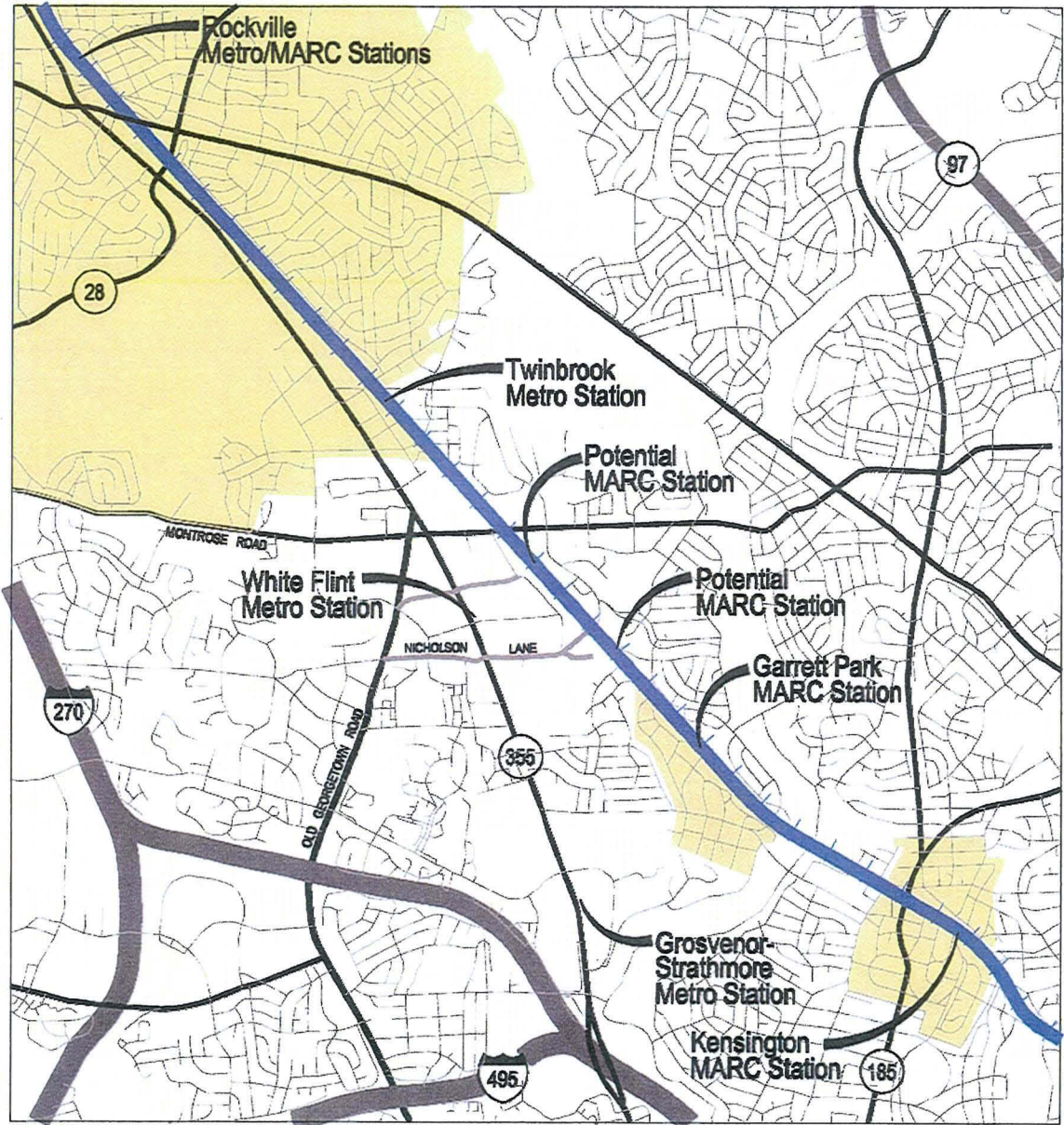
Table 1:	Properties in White Flint Organized by Size Groupings
Table 2:	White Flint Sector Plan Existing Zoning and Maximum FAR
Table 3:	Comparison of Existing FAR, Draft Plan FAR, Requested FAR and Bonus FAR
Table 4:	White Flint Sector Plan Proposed Development and Projected Students
Table 5:	Comparison of School Sites
Table 6:	List of Closed School Sites – Walter Johnson Cluster
Table 7:	Comparison of Two MARC Station Sites
Table 8:	Pros and Cons: MARC Station Sites

FIGURES

Figure 1:	Land Values in the White Flint Sector Plan Area
Figure 2:	The F.R.I.T. Ten Minute Walk Map
Figure 3A:	Collaborative Ellipse Concept
Figure 3B:	Collaborative Elliptical Distribution of Density
Figure 4:	10-Minute Staff Test Walk- Existing Roads
Figure 5:	10-Minute Walk- Proposed Road Network
Figure 6:	Map of Walter Johnson Cluster
Figure 7:	Map of Potential School sites
Figure 8:	MARC and METRO
Figure 9:	MARC Plan

FIGURE 8: MARC and Metro

MARC and METRO in WHITE FLINT AREA



 Incorporated Areas

 CSX Rail Line



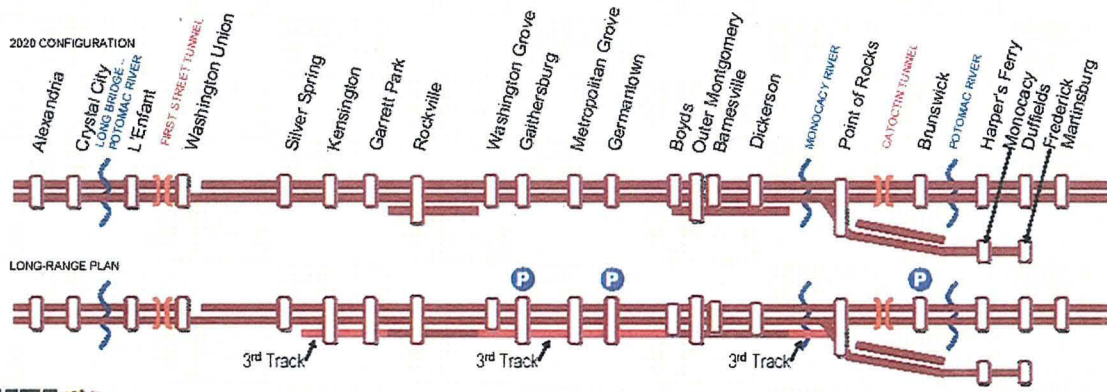
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July 2008

FIGURE 9: MARC Plan

2035 Plan – Brunswick Line

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



ATTACHMENTS

1. Proposed Density Concept
2. Figure 15 from the Draft Sector Plan: Metro Proximity and Maximum FAR
3. Figure 17 from the Draft Sector Plan: Transfer of Density along Rockville Pike
4. Projected Enrollment and Space Availability - Walter Johnson Cluster
5. 1992 Plan Map – Proposed Public Transportation Improvements
6. Excerpt from Complete Summary of January 12 Public Hearing Testimony
 - A. Circles 42- 45 Land Use and zoning (circle pages 6A 37-40)
 - B. Circles 22- 24 Schools (circle pages 6B 41-43)
 - C. Circle 52 MARC Station (circle page 6C 44)
7. Correspondence regarding the MARC Station