



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item # 2
4/1/10

March 24, 2010

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Chief Vision Division *GK*

FROM: *PW* Piera Weiss (301-495-4728) for the Montgomery County Planning Department

SUBJECT: Approved White Flint Sector Plan
Montgomery County Resolution of Adoption

RECOMMENDATION: Approve Resolution of Adoption for Transmission to Full Commission

Attached for your review and approval is the Montgomery County Planning Board Resolution No. 10-19 to adopt the White Flint Sector Plan. The County Council, sitting as the District Council, approved the White Flint Sector Plan by Resolution No. 16-1300 on March 23, 2010.

PW:ha M:\White Flint Plan production file\Resolution letterWF (2).doc

Attachments:

1. Montgomery County Planning Board Resolution No. 10-19
2. Montgomery County Council Resolution No. 16-1300



ATTACHMENT 1

MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB NO. 10-19

M-NCPPC NO. 10-02

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on January 12, 2009 on the Public Hearing Draft White Flint Sector Plan, being also an amendment to the *Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan*, as amended; the Countywide Bikeways Functional Master Plan, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 16, 2009, approved the Planning Board Draft White Flint Sector Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft White Flint Sector Plan and forwarded those recommendations and analysis to the District Council on October 6, 2009; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on October 20 and 22, 2009, wherein testimony was received concerning the Planning Board Draft White Flint Sector Plan; and

WHEREAS, the District Council, on March 23, 2010, approved the Planning Board Draft White Flint Sector Plan subject to modifications and revisions set forth in Resolution No. 16-1300.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said *White Flint Sector Plan*, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 16-1300; and

BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

ATTACHMENT 2

Resolution No.: 16-1300

Introduced: March 23, 2010

Adopted: March 23, 2010

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**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: District Council

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SUBJECT: Approval of Planning Board Draft White Flint Sector Plan

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1. On August 6, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft White Flint Sector Plan.
 2. The Planning Board Draft White Flint Sector Plan amends the approved and adopted 1992 North Bethesda/Garrett Park Master Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; and the Countywide Bikeways Functional Master Plan.
 3. On October 6, 2009 the County Executive transmitted to the County Council his fiscal analysis of the White Flint Sector Plan.
 4. On October 20 and October 22, 2009 the County Council held a public hearing regarding the Planning Board Draft White Flint Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
 5. On November 16, November 30, December 7, and December 10, 2009 and January 19, February 1, and February 16, 2010 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft White Flint Sector Plan.
 6. On February 23, 2010 and March 2, 2010 the County Council reviewed the Planning Board Draft White Flint Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

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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:

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The Planning Board Draft White Flint Sector Plan, dated July 2009, is approved with revisions. County Council revisions to the Planning Board Draft White Flint 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 2009 Planning Board Draft Plan.

General: All page references are to the July 2009 Planning Board Draft Plan.

Page 14: Modify the first sentence as follows:

There are more than 150 properties in the Plan area, ranging in size from 3,000 square feet to 40 acres.

Page 15: Add a row to the bottom of Table 3:

<u>Zoning not shown</u>	<u>Public right-of-way</u>	<u>63</u>
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Page 15: Add the following sentence to the Paragraph under Table 3 as follows:

Table 3 indicates the amount and type of zoning in the Plan area and Figure 5 shows the distribution of zoning categories. The public right-of-way measures approximately 63 acres; zoning is not shown in public rights-of-way.

Page 18: Modify the fifth sentence on the page as follows:

A secondary focal area lies along both sides of Rockville Pike between Montrose [Road] Parkway and Executive Boulevard (Extended), where existing and planned retail centers will continue to serve the regional market.

Page 19: Revise the fifth sentence under the heading Street Hierarchy as follows:

Undergrounding utilities and locating “wet” and “dry” utilities under the pavement or [and “dry” utilities] under the sidewalk will allow the street tree canopy space to grow.

Page 19: Revise the last paragraph as follows:

This Plan recommends reconstructing the “Pike” as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes[,] and street trees[, and possibly buses or light rail]. Street tree panels and wider sidewalks will promote walking. Bus priority lanes will be provided, located either in the median or along the curb (Figure 8)."

Page 19: Revise Figure 8 to include two alternatives: one with a center median busway and one with a curbside busway.

Page 21: Revise Figure 11 to illustrate heights supported by the Council.

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Page 22: Revise Figure 12 to show all public use spaces indicated in text or diagrams, including a public use space on the Luttrell Property, Halloday Property, Montouri Property and at the metro station entrance in Metro West District.

Page 23: Modify the paragraphs at the top of the page as follows:

Wall Park

Wall Park will function both as a regional destination (the Aquatic Center) and as a local park. It is also an appropriate location for a new community recreation center. When the surface parking is relocated, there will be space for outdoor recreational facilities.

The Central Civic Green

This centrally located 1 to 2 acre public park is to be located along Market Street in the core of White Flint. The civic green is intended to function as the major outdoor civic space for public activities, ceremonies, and gatherings.

Page 24: Revise Figure 13 to illustrate heights and floor area ratios supported by the Council.

Page 26: Modify the second sentence in the fourth paragraph:

The CR zone has [three] four components: a total CR FAR, a maximum commercial (C) FAR, a maximum residential (R) FAR and a height (H) maximum.

Page 26: Modify the last sentence in the fourth paragraph to reflect changes to the CR Zone:

[The incentives cover a variety of features including diversity, sustainability, improved access to transit and walkability, and better designed communities]. New development must provide public benefits that enhance or contribute to the objectives of the CR zone, such as master-planned major public facilities, transit proximity, connectivity, diversity of uses and activities, quality of building and site design, protection and enhancement of the natural environment, and advanced dedication of rights-of-way. The proposed public street grid and reconstruction of Rockville Pike require substantial dedication of rights-of-way. The advanced dedication of right-of-way provision reduces the public costs of purchasing rights-of-way.

Page 28: Modify the third sentence of the second paragraph:

The White Flint Mall District has the greatest potential for a series of new neighborhoods [including a transit-oriented development centered at the] as well as a proposed MARC station.

Page 28: Modify the last sentence of the second paragraph, delete and replace the third paragraph, and add a fourth and fifth paragraph as follows:

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The promenades that run through the core and along Rockville Pike, coupled with the public use spaces, will draw the neighborhoods together and create a sector-wide character.

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[Three maps accompany each district. The location maps identify blocks, properties, and special features. The height and density maps indicate how density should be dispersed through the recommended street grid and the location of public use spaces to create an interconnected public open space network. It also indicates where heights should be limited to ensure compatibility with surrounding neighborhoods and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines, a separate document, will describe in greater detail the form that new development should take to create a distinctive character for each district. The zoning maps identify recommended zoning changes.]

Four maps accompany each district. The location maps identify blocks, properties, and special features and proposed road alignments. The road alignments and sizes of blocks as depicted are not intended to represent specific or final locations and could shift. The height and density maps indicate how density should be dispersed through the recommended street grid and the approximate location of public use spaces to create an interconnected public open space network. These maps indicate where heights should be lower than the maximum permitted in the zone to ensure compatibility with surrounding neighborhoods, and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines (a separate document) will describe in greater detail the form that new development should take to create a distinctive character for each district.

The zoning maps identify recommended zoning changes. Each CR zone indicates the maximum FAR densities for overall development, the proportion of residential and non-residential uses, and height. In order to create a distinctive urban fabric, proposed designs should provide variation and transition within each CR zone. The height and density maps suggest where variation and transitions should occur given existing conditions, compatibility, and the goals of the sector plan to create great places.

The Metro West District is envisioned as functioning as the main civic core for the Sector Plan and contains publicly owned properties and is, therefore, the preferred location for co-locating recommended public facilities with existing ones. Wall Park is recommended for the co-location of a recreation center in conjunction with the expanded Aquatic Center. The proposed Civic Green is to be located within the Conference Center Block and it may be appropriate to co-locate the recommended library and regional services center within the same block.

Page 30: Under the heading **Block 1: Conference Center**, amend the first paragraph and both bullets as follows:

179 The Bethesda North Conference Center and Hotel [(TS-R Zone), surrounded by automobile
 180 sales and other commercial uses, is the main feature in this block. These properties are in the
 181 C-2 and TS-R Zones. The new civic green, public use spaces, and Market Street will create
 182 the backdrop for future private redevelopment. The road alignments and location of public
 183 facilities indicated in Figure 18 are not meant to represent specific or final locations and
 184 could shift. Development at the intersection of Rockville Pike and Marinelli Road at the
 185 Metro station entrance should have a significant public use space.

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- 188 • Properties zoned C-2 and TS-R fronting Rockville Pike should be rezoned to CR 4: C
 189 3.5, R 3.5, and H 300 with the remainder of the block CR 4: C 2.0, R 3.5, and H 250.
 190 The lower height in the block’s interior will be consistent with residential development
 191 across Marinelli Road, which is 200 feet or greater. [The proposed zoning lines follow
 192 property lines.] The Conference Center property is split zoned to accommodate taller
 193 buildings along Rockville Pike and lower buildings on the west.
- 194 • The Conference Center Block contains 11 different properties. The proposed street
 195 alignment will create smaller blocks. The [one-acre] civic green is to be located on the
 196 north side of Market Street. Redevelopment in this block will require careful
 197 coordination between property owners and the public sector to align, dedicate, acquire,
 198 and build the public roads so that the new blocks formed by the new street network are of
 199 a size and configuration that is suitable for redevelopment and can accommodate the 1 - 2
 200 acre civic green. The Planning Board should attempt to maximize the size of the civic
 201 green, provided it does not compromise functionality. When the Conference Center site
 202 redevelops, there should be a complementary public use space on the south side of
 203 Market Street to anchor the civic green.

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205 Pages 30-31: Revise Figure 17 to label the ownership of additional properties. Revise Figures
 206 18 (page 30) and currently numbered Figure 16 (page 31) and 17 to adjust zoning lines and
 207 heights to reflect the Council’s decisions. Correct Figures to show the correct location of the
 208 PD-9 zoning boundary. Re-label Figure 16 as Figure 19.

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210 Page 31: Adjust the zoning line on the Conference Center property on currently labeled Figure
 211 16 to reflect the higher building heights along Rockville Pike. The property will be split zoned
 212 to accomplish this.

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214 Page 31: Insert the following sentence between the last two sentences in the first paragraph:

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216 Wall Local Park should be redesigned with more active outdoor facilities through developer
 217 contributions. It may also be an appropriate location for a new community recreation center.
 218 This area should be primarily residential in character and use.

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220 Page 32: Insert the following at the end of the first paragraph:

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222 The Metro East District, because of its proximity to transit in the center of the Sector Plan
 223 area, is a suitable alternate location for the co-location of the recommended library and
 224 regional services center.

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226 Page 32: Change reference in the first bullet from Citadel Street Extended to Chapman Avenue
227 Extended.

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229 Page 32: Amend the first sentence in the last bullet as follows:

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231 Rezone the TS-M zoned land between [Citadel Road Extended (] Chapman [/ Oak Grove)]
232 Avenue Extended and Wentworth Place (including the 0.17 acre R-90 zoned Montouri
233 property) to CR 4: C 2.0, R 3.5, and H 250.

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235 Page 33: Amend the first bullet as follows:

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- 237 • Rezone the remaining TS-M zoned area and the I-1 parcel east of Wentworth Place (once
238 used for stormwater management) in the North Bethesda Center project to CR 3: C 1.5,
239 R 2.5, and H [200] 250 to correspond to heights in approved development. [Rezone the
240 0.17-acre, R-90 zoned Montouri property to CR 3: C 1.5, R 2.5, and H 200.]

241 Page 33: Under the heading **Block 2: Sterling**, revise the second bullet and add a new third
242 bullet:

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- 244 • Confirm the O-M Zone on the existing office buildings [and the R-H Zone on the Forum
245 property].
- 246 • Rezone the Forum Property to CR 3: C 1.5, R 2.5, and H 200 to allow for future mixed-
247 use redevelopment comparable in density and height to surrounding properties. The
248 existing access may have to be modified in order to accommodate the recommended
249 location of the Fire Station in the Maple Avenue District and is shown as a local street on
250 Figure 43, Existing and Proposed Street Network.

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252 Page 34: Amend the second paragraph as follows:

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254 Redevelopment in the district should retain its regional marketplace function and include
255 residential and civic uses. Building heights of 300 feet should frame the corner of Rockville
256 Pike and Old Georgetown Road. Public use space, such as an urban plaza or neighborhood
257 green[,] or a civic or cultural attraction, [such as a community playhouse or theater, in
258 conjunction with [an express/electronic a library,] will provide reasons to gather and
259 encourage all day activity.

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261 Page 34: Revise Figure 24 to show a 2.0 FAR on the State Highway Administration (SHA)
262 right-of-way.

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264 Page 35: Revise Figure 25 to show the zoning on SHA property as CR 2: C 1.5, R .75, H 100.

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266 Page 35: Modify bullet 4 as follows:

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- 268 • [Retain] Rezone the C-2 zoning on the SHA property north of Montrose Parkway to CR
 269 2: C 1.5, R .75, H 100 to allow for mixed uses. Public facilities[, such as EMS, fire and
 270 rescue, and police services] are suitable uses. Surface parking is not an appropriate use at
 271 this location, since much of the Plan’s emphasis is to reduce the amount of surface
 272 parking.
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274 Page 36: On Figure 27 change the height on the northeast corner of Executive Boulevard and
 275 Woodglen Drive from 100 feet to 150 feet and indicate a height transition on the Rockwall
 276 property with 250 feet along Rockville Pike and 150 feet along Woodglen Avenue. (The
 277 Rockwall property will be split zoned.)
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279 Page 37: Under the heading **Block 1: Water Tower**, modify the last bullet as follows:
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- 281 • Locate a one-half[-] acre neighborhood green on the Luttrell property. The Luttrell
 282 property is suitable as an alternative site for an elementary school. When there is an
 283 application for development of the Luttrell property, Montgomery County Public Schools
 284 must make a realistic assessment of whether an elementary school site is needed and
 285 whether MCPS and the County have the funds necessary to purchase the property in a
 286 timely manner. If the finding cannot be made, development should be permitted to
 287 proceed.
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289 Page 38: Under the heading **Block 2: North Bethesda Market**, modify the third bullet and add
 290 a fourth bullet as follows:
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- 292 • Rezone the remainder of the [C-2 and] TS-M zoned properties along Woodglen Drive
 293 Extended to CR 3: C 1.5, R 2.5, and H 100 to transition to existing residential
 294 development and the proposed rezoning [in Block 1] to the north.
 295 • Rezone the remainder of the C-2 zoned properties along Woodglen Drive Extended and
 296 north of the proposed Executive Boulevard (B-7) to CR 3: C 1.5, R 2.5, H 150 to
 297 transition to existing residential development and the recommended rezoning in the
 298 southern portion of Block 1. Heights may be less than 150 feet to achieve compatibility
 299 with the residential development southwest of this block.
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301 Page 38: Under the heading **Block 3: Security Lane**, modify the first bullet as follows:
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- 303 • [Rezone the C-O Rockwall property on the north side of Security Lane to CR 4: C 3.5, R
 304 3.5, and H 300.] Rezone the C-O zone on the Rockwall property to CR 4: C 3.5, R 3.5,
 305 and H 250 on the eastern portion and CR 4: C 3.5, R 3.5, and H 150 on the western
 306 portion of the site. This property will be split zoned. This designation will accommodate
 307 the existing office buildings, which are already in excess of a 3.0 FAR, and allow for
 308 some additional square footage if buildings are converted to mixed uses. Redevelopment
 309 on the north side of Security Lane should transition between the 300-foot height in Block
 310 2 and the 150-foot height recommended on the south side of Security Lane.

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312 Page 39: Under the heading **Block 4: Edson Lane**, correct the first bullet and modify the last
313 two bullets as follows:

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- 315 • Rezone the O-M properties north of Edson Lane to CR 2.5:[,] C [2.9] 2.0, R 1.25, and H
316 150 to continue the transition established on Block 3.
- 317 • Confirm the residential development and religious institution in the R-90/TDR Zone.
- 318 • Confirm the C-T Zone south of Edson Lane.
- 319 • Rezone the O-M property south of Edson Lane to CR [2.5] 1.25; C [2] 1.0, R [1.25] 0.75,
320 and H [150] 100. The lower density and heights will provide a transition to the C-T Zone
321 and residential uses to the south.
- 322 • Rezone the C-2 property to CR [2.5] 1; C [2] 0.75, R [1.25] 0.5, and H [150] 50 to
323 continue the transition to the less dense commercial and residential uses at the southern
324 boundary of the Plan area.

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326 Page 39: Under the heading **Block 5: Hillery Way**, modify the second bullet as follows:

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- 328 • [Recommend] The RT 12.5 Zone [as] is suitable for the R-90 zoned properties.
- 329 • Rezone the R-90 properties (N390, N391) to CR 1.0: C 0.75, R 0.5 and H 50 to prevent a
330 split zoning of these small properties.
- 331 • Rezone the C-2 property at the corner of Rockville Pike (P420) to CR [1.5] 0.5; C [0.75]
332 0.25, [and] R [1.5] 0.25, and H 50 to complete the density transition to the Plan's
333 southern boundary. [This zone allows for all residential development if desirable.]

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335 Page 40: Revise the second sentence on the page as follows:

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337 Along Rockville Pike is an office building and excess right-of-way for the Montrose [Road]
338 Parkway interchange.

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340 Page 40: Modify the last sentence in the first paragraph as follows:

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342 Existing zones in this district are I-4, C-2, O-M, R-200, RMX/3C, and R-90 (Figure 29).

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344 Page 40: Insert a new sentence after the first sentence in the second paragraph:

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346 The excess right-of-way for the Montrose Parkway interchange, owned by the SHA, is the
347 appropriate location for the Fire and Emergency Services Facility and police facility because
348 it is possible to provide signalized access to both Rockville Pike and Montrose Parkway.

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350 Page 40: Revise Figure 30 to indicate that there will be a signature building (at the corner of
351 Randolph Road and Nebel Street) that may be up to 200 feet in height.

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353 Page 41: Revise Figure 31 to reflect the Council's change in zoning on the SHA property.

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Page 41: Modify the fourth bullet and add two new bullets at the bottom of the page as follows:

- Rezone the remaining I-4 and C-2 properties (Montrose Shopping Center and the properties on Maple Avenue) to CR 3: C 1.5, R 2.5, and H 200. The density map indicates that lower heights, 150 feet, are generally intended for this area. Building heights should transition down from the core, but it may be desirable to have a taller building of up to 200 feet define the corner of Randolph Road and Nebel Street.
- There should be significant green area in the public use space site on the Montrose Shopping Center property.
- Rezone the SHA property at the intersection of Randolph Road and Rockville Pike from the R-90 and C-2 zones to CR 3: C 2.5, R 1.5, and H 200 to allow for a greater percentage of commercial development at the intersection.

Page 42: Revise Figure 33 to indicate possible locations for signature building sites.

Page 44: Add the following sentence after the second sentence:

The WMATA bus depot provides maintenance service for all WMATA buses serving the County.

Page 46: Amend Figure 39 to show changes in heights so that there is a transition between the taller buildings in the interior and the shorter buildings on the north side of Nebel Street Extended—see text.

Page 46: Modify the next to last sentence in the first paragraph as follows:

Properties in this district are zoned I-4, C-T, C-2, C-0, and R-90.

Page 47: Modify the first and second sentences as follows:

This C-2 zoned block contains commercial properties located at the [north] southwestern and [north] southeastern corners of the intersection of Huff Court and Nicholson Lane. The Fitzgerald property has frontage along Rockville Pike, while the Eisinger property is located at the [north]southeastern intersection of Nicholson Lane and Huff Court.

Page 48: Revise Figure 40 to have the zoning on the Figure match the zoning in the text on page 47 for the properties in Block 1 west of Huff Court. Figure 40 will be revised to show CR 4: C 3.5, R 2.0, and H 250 for this area.

Page 48: Amend Figure 40 to change the mix of commercial and residential FAR in the CR zone to reflect more residential uses along the boundary with the adjoining public park and residential community to correspond to the changes recommended to the text on page 49.

Page 48: Edit the paragraph and bullet under **Block 3: Nicholson Court** as follows:

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Block 3: Nicholson Court

Light industrial and commercial uses, including a Ride On bus parking facility and warehouses, are the primary uses in this block. Redevelopment in this district is likely to take place in the long-term. [This block could redevelop as a residential enclave with local services.] The MARC station will be located in this block and there may be some interest in combining Ride On bus storage and MARC parking facilities. Nicholson Lane, the northern boundary, crosses the CSX tracks and will provide excellent east-west access to the MARC station. [Any new development must provide transitions in height and density to the adjacent single-family residential community.] For this reason, the zoning and existing uses in this block should be retained and revisited during the development of the White Flint II Sector Plan that will examine the eastern side of the CSX tracks.

- [Rezone the entire block to CR 2.5: C 1.25, R 2.0, and H 70 for a transit-oriented neighborhood centered on the MARC station. The C 1.25 will accommodate existing commercial FAR on individual properties. A public use space to be provided as shown in Figure 39.]
- Retain the existing I-4 zoning.

Page 49: Add this new paragraph after the second paragraph and before the bullets.

The land use mix on the blocks between Nebel Street Extended and the residential community and neighborhood park should reflect a greater proportion of residential than commercial uses. This will allow for the gradual transition to the more intense residential and commercial uses in the center and northern portion of the property. Building heights should also transition between the south side of Nebel Street Extended, where 50 feet is recommended, to 70 feet along the north and west sides of the street. The elementary school site is recommended for the approximately 4 acre area south of Nebel Street Extended between the adjacent medical office building to the west and the residential community to the east. A school at this location will serve as a community gathering place for families from established and future residential development. Should the mall site redevelop before MCPS is prepared to build a school, appropriate interim uses should be selected to ensure compatibility with the adjoining residential neighborhood.

Page 49: Amend Bullet 4, first sentence as follows:

- Rezone the existing R-90 and C-T portions to CR 1.5[.]; C [0.75] 0.25, [and] R 1.5, and H 50.

Page 49: Revise the beginning of the fifth bullet as follows:

- Rezone the central portion to CR 3.0: C 1.5, R 2.5, and H 200. The Density and Height map indicates height bands across the central portion, with the taller buildings at the north, lower buildings in the middle (150 feet) and the southern portion ([100] 70 feet) as

443 shown in the height and density maps. The 70 foot tall buildings are to be located on the
444 north side of Nebel Street Extended to continue the transition to the lower building
445 height of 50 feet south of the proposed street.
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447 Page 50: Modify the second paragraph as follows:
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449 Redevelopment is an opportunity to improve environmental conditions and create a greener
450 community, which conserves energy and uses roofs and green spaces to filter stormwater and
451 purify the air. The CR Zone [will provide] provides incentives to [incorporate green building
452 technology and environmental site design] protect and enhance natural resources while
453 reinforcing current environmental regulations.
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455 Page 51: Under second series of bullets, **Recommendations to accomplish this goal include**
456 **amend the first bullet and first two sub-bullets as follows:**
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- 458 • using the incentives for protection and enhancement of the natural environment
459 [maximizing the use of environmental incentives], as described in the CR zone [zoning
460 code], on all properties. These [Environmental] incentives should be chosen based on
461 the individual sites and integrated into the design of the development: [Environmental
462 incentives should be used to:]
 - 463 ○ [improve air quality] increase tree canopy
 - 464 ○ [improve water quality] maximize energy conservation

466 Page 51: Insert a new bullet under second set of bullets, **Recommendations to accomplish this**
467 **goal include** as follows:
468

- 469 • Increasing the tree canopy for the entire planning area from 10.5 percent to 20 percent
470 through streetscaping and tree plantings in public use space.

471 Page 51: Revise Figure 42 to add a quantitative measurement to the axis labeled “Stream
472 Degradation” and use equal intervals between years or delete the Figure.
473

474 Page 52: Revise the second sentence in the first paragraph as follows:
475

476 Street enhancements are necessary to fully [use] support transit service.
477

478 Page 53: Revise Figure 43 to change certain pink streets to Business Streets and add Access
479 Street (as a pink street) for Fire Station and Forum property.
480

481 Page 53: Revise Figure 43 to incorporate the changes described on Pages 56 and 57 and add
482 local street to the Forum Property.
483

484 Page 53: Revise the first bullet as follows:
485

- 486 • [Augment] Implement the master planned street network (Figure 43).
487

488 Page 53: Add a new section after **Street Network** as follows:

489

490 Privatization of Traffic-Carrying Streets

491

492 Four proposed street segments in the Sector Plan area are classified as master-planned
493 business streets, based on their need to carry traffic as part of the determination of master
494 plan transportation system adequacy:

495

- 496 • Woodglen Drive Extended (B-3) between Nicholson Lane and Mid-Pike Rung;

- 497 • Huff Court Extended (B-4) between Executive Boulevard Extended and Nebel Street
498 Extended;

- 499 • New Street (B-18) between Chapman Avenue and Nebel Street; and

- 500 • New Street (B-19) between Nicholson Lane and Executive Boulevard Extended.

501 These four streets may be implemented as private streets subject to the following conditions:

502

- 503 1. Public easements must be granted for the roadway and be reviewed and approved by
504 the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the
505 Department of Transportation (MCDOT) for connectivity and consistency with
506 Figure 43 of the White Flint Sector Plan prior to acceptance of the easement.

- 507 2. The design of the road must follow or improve the corresponding Road Code
508 standard for a similar public road, unless approved by MCDOT and M-NCPPC at the
509 subdivision review stage or otherwise specified in the Sector Plan.

- 510 3. Installation of any public utilities must be permitted within such easement.

- 511 4. The road will not be closed for any reason unless approved by MCDOT.

- 512 5. Approval from the Department of Fire and Rescue Services must be obtained for
513 purpose of fire access.

- 514 6. The public easement may be volumetric to accommodate uses above or below the
515 designated easement area.

- 516 7. The County may require the applicants to install appropriate traffic control devices
517 within the public easement, and the easement must grant the right to the County to
518 construct and install such devices.

- 519 8. Maintenance and Liability Agreements will be required for each Easement Area.
520 These agreements must identify the applicants' responsibility to maintain all of the
521 improvements within their Easement Area in good fashion and in accordance with
522 applicable laws and regulations.

523

524 Page 54: Revise the first sentence of the second bullet as follows:

525

526 Provide bus transit transfer facilities [at] servicing the Metro and MARC stations.

527

528 Page 54: Revise the second bullet under **Rockville Pike and Promenade** as follows:

529

- 530 • on-road bicyclist accommodation [facilitated by the east-side sidewalk]

531

532 Page 55: Add a new sentence at the end of the section **Rockville Pike and Promenade** as
533 follows:

534

535 Within six months of the publication of a final report documenting the Countywide Bus
536 Rapid Transit Study, and after holding a public hearing, the County Council may determine
537 whether the busway should be located in the median or along the outside curbs of Rockville
538 Pike. The Council may also reduce the minimum right-of-way width for Rockville Pike from
539 162' to 150' at that time.

540

541 Page 55: Revise the bullet under **Travel Demand Management** as follows:

542

- 543 • Establish a [39] 50 percent non-auto driver mode share goal for employees arriving at
544 work during the morning peak period in the entire Plan area. The current non-auto driver
545 mode share for the Plan area is 26 percent. The Plan goal is aggressive but achievable
546 through the combination of land use (density, diversity, and design) and zoning
547 requirements, transit improvements, supportive travel demand management programs,
548 and staging. Establish a 51% non-auto driver mode share goal for employed residents in
549 the Plan area leaving home during the morning peak period.

550

553 **Table 4: Roadway Facility and Segment**

Street	From	To	Road Number	ROW (feet)	Lanes*	Road Code Standard
Major Highways						
Old Georgetown Road (MD 187)	Nicholson Ln	Executive Blvd	M-4	150	6, divided	2008.02 Mod.
	Executive Blvd	Rockville Pike (MD 355)	M-4	120	4, divided	2008.01 Mod.
["Old" Old Georgetown Road] Hoya Street	Executive Blvd	Montrose [Pkwy] Road	M-4a	120	4, divided	2008.01 Mod.
	Sector Plan southern boundary	Sector Plan northern boundary	M-6	150 (162**)	6, divided	2008.02 Mod.
Arterials						
Montrose Parkway	["Old" Old Georgetown Road] Hoya Street	Sector Plan eastern boundary	A-270	300	4, divided	2007.01 Mod.
Randolph Road	Montrose Parkway	Sector Plan eastern boundary	A-90	100	4	2004.01 Mod. & 2004.28 Mod.
Nicholson Lane	Old Georgetown Rd	Sector Plan eastern boundary	A-69	90	4	2004.02 Mod. & 2004.26 Mod.
Business Roads						
Chapman Ave (Maple Ave)	Marinelli Rd	Old Georgetown Rd	B-12[***]	70	2	2005.02
	Old Georgetown Rd	Montrose Pkwy	B-12[***]	70	2	2005.02
Citadel Ave/Boylston St[***]	Nicholson Ln	Old Georgetown Rd	B-4	70	2	2005.02
	Woodglen Dr	Rockville Pike (MD 355)	B-5	70	2	2004.21 Mod. & 2005.02 Mod.
Executive Blvd Extended	[Woodglen Dr	Nebel St Extended	B-7	80	4]	

Street	From	To	Road Number	ROW (feet)	Lanes*	Road Code Standard
	[Marinelli Rd	Nicholson Ln	B-7	80	4]	
	[Nicholson Ln] <u>Marinelli Rd</u>	Nebel St Extended (B-5)	B-7	80	4	<u>2004.01</u>
Huff Ct/ Huff Ct Extended	[Nebel St Extended] <u>Executive Blvd Extended</u>	Nicholson Lane	B-4	70	2	<u>2005.02</u>
<u>Huff Court/ Huff Court Extended***</u>	<u>Nebel St Extended (B-5)</u>	<u>Executive Blvd Extended</u>	<u>B-4</u>	<u>70</u>	<u>2</u>	<u>2005.02</u>
[Lansown] Station St	Marinelli Rd	Old Georgetown Road	B-11	70	2	<u>2005.02</u>
Marinelli Rd	Executive Blvd	Nebel St	B-6	90	4	<u>2005.03 Mod.</u>
Market St	Old Georgetown Rd (MD 187)	Rockville Pike (MD 355)	B-10	70	2	<u>2005.02</u>
McGrath Blvd	[Old Georgetown Rd (MD 187)] <u>Rockville Pike (MD 355)</u>	Wentworth Pl (B-13)	B-10	70	2	<u>2005.02</u>
Mid-Pike Spine Street	Marinelli Rd	Old Georgetown Rd (MD 187)	B-15	80	4	<u>2004.01</u>
	Old Georgetown Rd (MD 187)	New Street (Mid-Pike rung, B-16)	B-15	70	2	<u>2005.02</u>
<u>Nebel Street Extended</u>	<u>Randolph Rd</u>	<u>Sector Plan northern boundary</u>	<u>B-5</u>	<u>80</u>	<u>4</u>	<u>2004.24 Mod.</u>
Nebel St	Nicholson Ln	[Sector Plan northern boundary] <u>Randolph Road</u>	B-5	80	[3] 2	<u>2004.24 Mod.</u>
Nebel St Extended	Rockville Pike (MD 355)	Nicholson Ln	B-5	80	[3] 2	<u>2004.01 Mod.</u> & <u>2005.02 Mod.</u>
New St (Mid-Pike rung)	[Old" Old Georgetown Rd] <u>Hoya St</u>	Rockville Pike (MD 355)	B-16	80	2	<u>2005.02 Mod.</u>
Nicholson Ct (realigned)	Nebel St Extended	900 feet east of Nebel St Extended	B-14	70	2	<u>2005.02</u>
Old Georgetown Rd	Rockville Pike (MD 355)	Nebel St	B-2	90	4	<u>2004.02 Mod.</u> & <u>2005.03 Mod.</u>
Security Ln/Security Ln Extended	Woodglen Dr	Huff Ct Extended (B-4)	B-17	70	2	<u>2005.02</u>

Street	From	To	Road Number	ROW (feet)	Lanes*	Road Code Standard
Wentworth Pl	Marinelli Rd	Nebel St	B-13	70	2	2005.02
Woodglen Dr	Edson Ln	Nicholson Ln	B-3	70	2	2005.02 Mod.
Woodglen Drive ***	Nicholson Ln	Marinelli Rd	B-3	60	2	2005.02 Mod.
Woodglen Drive ***	Marinelli Rd	Mid-Pike Rung (B-16)	B-3	70	2	2005.02 Mod.
New Street ***	Chapman Ave	Nebel Stt	B-18	70	2	2005.02
New Street ***	Nicholson Ln	Executive Blvd Extended	B-19	70	2	2005.02

*The number of planned through travel lanes for each segment, not including turning, parking, acceleration, deceleration, or other auxiliary lanes.

** The Rockville Pike 150-foot right-of-way can be expanded to 162 feet (the additional feet to be obtained through reservation) (see page 54)

*** [North of Nicholson Lane, Woodglen Drive is needed for connectivity but will be constructed as a private street because site constraints limit the availability of needed right-of-way.] New streets B-18, B-19, Huff Court Extended (B-4), and the portion of Woodglen Drive (B-3) north of Nicholson Lane may be constructed as private streets subject to use easements meeting the requirements described in the Sector Plan text.

“Mod.” Indicates that some modification is needed to the referenced design standard to reflect planned elements such as transit priority, bike lanes, or turn lanes.

The target speed for all master planned roadways in the Plan area is 25 m.p.h., except for Montrose Parkway with a target speed of 35 m.p.h. in the Plan Area.

554

555 Page 59: Revise Table 5 as follows:

556

557 Table 5: Bikeway Facility and Segment

Street	From	To	[Road] Route Number	[ROW (feet)] Bikeway Type
Nebel St	Randolph Rd	Nicholson Ln	DB-13	Dual Bikeway: Shared Use Path/Bike Lanes
Nebel St Extended	Nicholson Ln	Rockville Pike	DB-13	Dual Bikeway: Shared Use Path/Bike Lanes
Edson Ln	Rockville Pike (MD 355)	Woodglen Dr	DB-13	Dual Bikeway: Shared Use Path/Bike Lanes
Randolph Rd	Montrose Pkwy	CSX [t]Tracks	SP-25	Shared Use Path
Nebel St Extended	Randolph Road	Sector Plan northern boundary	SP-47	Shared Use Path

Street	From	To	[Road] Route Number	[ROW (feet)] Bikeway Type
Montrose Pkwy	["Old" Old Georgetown Rd] <u>Hoya St</u>	CSX Tracks	SP-50	Shared Use Path
Nicholson Ln	Old Georgetown Road	CSX Tracks	BL-27	Bike Lanes
Old Georgetown Rd (MD 187)	Nicholson Ln	Executive Blvd	LB-1	Shared Use Path
["Old" Old Georgetown Rd] <u>Hoya St</u>	Executive Blvd	Montrose Pkwy	LB-1	Shared Use Path
Old Georgetown Rd	Executive Blvd/["Old" Old Georgetown Rd] <u>Hoya St</u>	Rockville Pike (MD 355)	LB-2	Dual Bikeway: Shared Use Path/Bike Lanes
	Rockville Pike (MD 355)	Nebel St	LB-2	Bike Lanes
Market St	Old Georgetown Rd	Rockville Pike (MD 355)	LB-3	Shared Use Path
Rockville Pike (MD 355)	Edson Ln/Nebel St Extended	Marinelli Rd	LB-5	Shared Use Path
North Bethesda Trolley Trail				
Woodglen Dr	Edson Ln	Nicholson Ln	SP-41 & LB-4	Dual Bikeway: Shared Use Path/Bike Lanes
	Nicholson Ln	Marinelli Rd	SP-41	Shared Use Path
Marinelli Rd	Woodglen Dr	Rockville Pike (MD 355)	SP-41	Shared Use Path
Rockville Pike (MD 355)	Marinelli Rd	Sector Plan Northern boundary	SP-41	Shared Use Path

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Page 60: Revise Figure 45 to add a community recreation center to Wall Park and potential elementary school sites to White Flint Mall and Luttrell properties. Remove the proposed school symbol shown on a site outside the planning area. Show the proposed Fire Station at the new location and show the current WSSC site as potential parkland.

Page 60: Insert the following after the second paragraph:

Co-Location of Community Facilities

Community facilities, such as a library, recreation center, and a satellite regional services center can help create an important civic presence and destination in the planning area. The best locations for the library and regional services center are in the two districts closest to Metro: Metro West and Metro East. Primarily private development in Metro East could provide the opportunity for public facilities as part of this development. The Conference Center Block in Metro West is adjacent to the civic green and has the potential to contribute to the creation of a great central place. The county owns the conference center land; it is close to the Metro portal and adjacent to the civic green. If this is the site selected for the co-location of public facilities, a public building of exceptional design should be provided to house the facilities, either as a CIP project or as part of a public-private partnership, and could face on the civic green. The civic building should meet all the standards of the CR Zone in which it is located. Wall Park is less central and should not contain the service center or library, but the area's recreational opportunities would be enhanced by co-locating the recreation center with the aquatic center. An alternative would be to locate a separate recreation center nearer Metro as one of the public benefits obtained through the development of a large private tract.

Page 61: Amend the second paragraph as follows:

Whether acquired or dedicated, the civic green must be approximately one [acre] to two acres and designed [to] so that activation of this central public space is ensured and that the surrounding uses contribute and complement the desired functions, so that it can accomplish the following:

Page 61: Revise Figure 46 to be consistent with the revisions to Figure 12 on page 22.

Page 62: At the end of the first paragraph insert the following sentence:

Wall Park is a suitable site for co-location of a recreation center in conjunction with the expansion of the aquatic center.

Page 62: After the last bullet, add a new heading and the following:

WSSC Site

605 The 0.72 acre WSSC site, located in Block 1 of the NoBe District, is in use as part of the
 606 community water delivery system, but is well located for a small public park.

- 607 • The WSSC site is suitable for public parkland, should the facility no longer be needed.

608 Page 64: Under the heading **Public Schools**, delete paragraphs two and three and the bullet, and
 609 replace as follows:

610
 611 [There is no site large enough for a typical 10 to 12 acre elementary school within the Plan
 612 area. As a result, the Plan recommends that Montgomery County Public Schools (MCPS)
 613 consider utilizing Rocking Horse Center, a closed elementary school on 18 acres of land
 614 approximately one half-mile from the center of the Plan area and located on Macon Road.

615
 616 MCPS may consider reopening one of the former elementary schools in the Walter Johnson
 617 cluster: the former Alta Vista, Arylawn, Kensington, and Montrose elementary schools. Alta
 618 Vista and Arylawn are owned by Montgomery County and leased to private schools.
 619 Kensington is owned by the County and leased to the Housing Opportunities Commission
 620 (HOC). Montrose Elementary School is owned by the Board of Education and leased to a
 621 private school. MCPS operates the former Grosvenor Elementary School as a holding school
 622 for elementary schools undergoing modernization and it is not a likely candidate for
 623 reopening. Garrett Park Elementary School is slated for complete modernization to expand
 624 the capacity to 640 students from the existing capacity of 450 students by the 2012.

- 625
 626 • Locate an elementary school site on the Rocking Horse Road facility in the Randolph
 627 Hills neighborhood or explore redistricting to accommodate the new students generated
 628 by future development in the Plan area.]

629
 630 There is no site large enough for a typical 10 to 12 acre elementary school site within the
 631 Plan area. MCPS has identified two sites that are suitable for an elementary school. The
 632 preferred site is located on the White Flint Mall Property, along the southern boundary south
 633 of the proposed Nebel Street Extended. The second site is the Luttrell Property, in Block 1
 634 of the NoBe District,

- 635
 636 • Designate an elementary school site in the southern portion of the White Flint Mall
 637 Property as the preferred site.

- 638 • Designate the Luttrell Property as an alternative school site.

639 Page 64: Under the heading **Fire, Rescue, and Emergency Medical Services**, delete the bullet
 640 and replace with the following bullet:

- 641
 642 • [Locate a new fire, rescue, and emergency medical services (EMS) station on the excess
 643 right-of-way for the Montrose Parkway owned by the SHA.]
 644
 645 • Locate a new Fire and Emergency Services Facility on the State Highway Administration
 646 right-of-way east of Rockville Pike and south of Randolph Road.

647 Page 64: Under the Heading **Public Safety**, revise bullet as follows:

648

- 649 • Locate a new police substation [with other public uses,] with the new Fire and
650 Emergency Services Facility on [excess] the SHA property in the [Mid-Pike Plaza]
651 Maple Avenue District.

652 Page 65: Under the heading **Satellite Regional Services Center**, revise the second sentence as
653 follows:

654

655 The services center should include space to house the public entities that will manage
656 redevelopment in White Flint [(see page 57, bullet 5 in the Staging Plan),] and [a]
657 community meeting space [room, and a transit store].

658

659 Page 65: Revise the first bullet on the page as follows:

660

- 661 • [Locate] Co-locate a satellite regional services center and library in the Metro East[,] or
662 Metro West [, or Mid-Pike] Districts.

663 Page 65: Revise the paragraph under the heading **Libraries** as follows:

664 The Montgomery County Department of Public Libraries has recommended that a new
665 [express] library should be located within the Plan area. The new library [will] may be
666 smaller than a traditional library and may be integrated with residential or non-residential
667 development. It will be designed to serve existing and future residents and employees who
668 can walk to the library from adjacent residential development or from Metro and public
669 transportation. The library should be co-located with the satellite regional services center
670 and sized to provide sufficient services to the community.

671

672 Page 65: Revise the second bullet on the page as follows:

673

- 674 • [Locate] Co-locate a new [express] library in the Metro East or [Mid-Pike Plaza Districts]
675 Metro West Districts close to the high-density urban core.

676 Page 65: After the section on Libraries, add a new section on recreation as follows:

677

678 Recreation Center

679 The Montgomery County Department of Recreation has recommended that a recreation
680 center will be needed to serve the existing and future residents of the White Flint Sector Plan.
681 There may be cost efficiencies in co-locating the recreation center on the Wall Park site in
682 conjunction with expansion of the Aquatic Center and proposed new recreational facilities.
683 [See page 62.]

684

- 685 • The Aquatic Center at Wall Park may be the appropriate location to provide recreational
686 facilities as needed to complement and expand existing recreational facilities.
687 Alternatively, the community recreation center could be located in the Metro East or
688 Metro West Districts.

689 Pages 66 and 67: Revise the Proposed Land Use and Zoning Maps to reflect Council changes to
690 the Sector Plan. Add a symbol and label for the Commercial/Office Building (C-0) zone to the
691 key for Figure 49.

692

693 Page 67: Delete the second sentence in the third paragraph:

694

[There are nine discrete CR Zones proposed (Table 6).]

696

697 Page 67: Revise the first paragraph to be consistent with the approved CR Zone language:

698

699 Properties within the Plan area can redevelop using incentives allowed under the CR zone,
700 such as master planned major public facilities, transit proximity connectivity and mobility,
701 and diversity of uses [will have the benefit of incentives based on proximity to transit as well
702 as incentives for providing a range of housing types, additional affordable housing,
703 incorporating community facilities into mixed-use developments, environmental
704 sustainability features, and innovative design].

705

706 Page 68: Delete Table 6: Proposed CR Zones

707

708 Page 68: After the last bullet under the heading **Priority Projects Eligible for Amenity Fund**
709 **Support** add the following:

710

- 711 • Recreation Center
- 712 • Library
- 713 • Satellite Regional Services Center

714

715 Pages 70-74: Amend the staging section of the Sector Plan beginning with the second paragraph
716 as follows:

717

718 Before any additional development can be approved, the following actions must be taken.

719

- 720 • Approval and adoption of the Sector Plan.
- 721
- 722 • Approval of sectional map amendment.
- 723
- 724 • Amend the Growth Policy to expand the White Flint Metro Station Policy Area (MSPA)
725 to encompass the Sector Plan boundary, and to exempt development within White Flint
726 from the Policy Area Review test. The traffic from existing and approved development
727 in the White Flint MSPA would still be counted in the Policy Area Review of all other
728 Policy Areas, including North Bethesda.
- 729
- 730 • [Council resolution to expand the Metro Station Policy Area to encompass the entire
731 Sector Plan boundary, which:
 - 732 ○ Requires workforce housing
 - 733 ○ proposes legislative changes to allow impact fees to be captured in a Metro Station
734 Policy Area

- 735 ○ reduces Transportation Impact Tax
- 736 ○ allows Critical Lane Volume (CLV) Standard to increase to 1,800.]
- 737
- 738 ● Establish the Sector Plan area as a State of Maryland Bicycle Pedestrian Priority Area.
- 739
- 740 ● Initiate development of plans for through-traffic access restrictions and other appropriate
- 741 protective measures for the residential neighborhoods abutting the Sector Plan area,
- 742 including traffic from future development in White Flint, and implement these plans if
- 743 sufficient neighborhood consensus is attained.
- 744

745 Additional Development may proceed subject to existing regulatory requirements (including
 746 LATR and Policy Area Review, when appropriate) and subject to the following:
 747

- 748 ● Create public entities or financing mechanisms necessary to implement the Sector Plan
- 749 within [12] 6 months of adopting the sectional map amendment. [These include, as
- 750 appropriate, the following:
- 751 ○ parking management authority
- 752 ○ urban service district
- 753 ○ redevelopment office or similar entity
- 754 ○ tax increment financing district
- 755 ○ special assessment district.]
- 756
- 757 ● Develop a transportation approval mechanism and monitoring program within 12 months
- 758 of adopting the sectional map amendment.
- 759 ○ Planning Board must develop biennial monitoring program for the White Flint Sector
- 760 Plan area. This program [will] must include a periodic assessment [on] of
- 761 development approvals, [traffic issues] public facilities and amenities, the status of
- 762 new facilities, and the Capital Improvements Program (CIP) and [Annual] Growth
- 763 Policy [(AGP)] as they relate to White Flint. The program must include a
- 764 Comprehensive Local Area Transportation Review (or comparable analysis) that will
- 765 identify and recommend for Council approval and action specific projects and
- 766 services necessary to promote adequate transportation service. The program should
- 767 conduct a regular assessment of the staging plan and determine if any modifications
- 768 are necessary. The biennial monitoring report must be submitted to the Council and
- 769 Executive prior to the development of the biennial CIP.
- 770 ○ The Planning Board must establish an advisory committee of property owners,
- 771 residents and interested groups that [support] are stakeholders in the redevelopment
- 772 of the Plan area, as well as representatives from the Executive Branch, to evaluate the
- 773 assumptions made regarding congestion levels, transit use, and parking. The
- 774 committee's responsibilities should include monitoring the Plan recommendations,
- 775 identifying new projects for the Amenity Fund, monitoring the CIP and [AGP]
- 776 Growth Policy, and recommending action by the Planning Board and County Council
- 777 to address issues that may arise.
- 778
- 779 ● [Any development approvals that proceed before the public entities are in place are
- 780 subject to existing regulatory review requirements, including, LATR and PAMR.]

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Phasing

Development may occur anywhere within the Plan area[,]; however, all projects will be required to fund or, at a minimum, defray total transportation infrastructure costs. The phases of the staging plan are set at 30 percent, 30 percent, and 40 percent respectively of the 17.6 million square feet of new development. This Plan recommends that affordable housing units provided under the CR Zone incentives (and are in addition to those required by Chapter 25A) may be excluded from the staging capacity. Residential development must pass the School Adequacy Test in the Growth Policy. This test is assessed annually. Any development approvals that predate the approval of this Sector Plan are considered to be in conformance with this Plan. For such approvals, only the difference between the amount of the prior approval and any requested increase would be subject to the phasing caps.

Phase 1: 3,000 dwelling units and 2.0 million square feet non-residential development

During Phase 1, the Planning Board may approve both residential and non-residential development until either of the limits above is reached. Work-around road projects west of Rockville Pike, including the streets for the civic core, should be contracted for construction during Phase 1 and completed before commencement of Phase 2.

The following prerequisites must be met during Phase 1 before [to] moving to Phase 2.

- Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.
- Contract for construction of Market Street (B-10) in the Conference Center block.
- Fund streetscape improvements, sidewalk improvements, and bikeways for [all streets] substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.
- Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT, and M-NCPPC.
- [Establish a bus circulator system linked to surrounding office districts and residential neighborhoods.]
- [Establish an inventory of long-term parking spaces to set requirements for Phase 1 and Phase 2 parking caps that provide a progressive achievement of the end-state limitation of 0.61 long-term parking spaces per employee in the Plan area.]
- [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
- Achieve [30] 34 percent non-auto driver mode share for the Plan area.

- 827 • The Planning Board should assess whether the build out of the Sector Plan is achieving
 828 the Plan’s housing goals.
 829

830 *Phase 2: 3,000[,] dwelling units and 2.0 million square feet non-residential development*
 831

832 Before development beyond the limits set in Phase 1 can be approved, the Planning Board
 833 must determine that all the Phase 1 public projects have been completed. The amount of
 834 development that could be approved in Phase 2 is set at approximately one-third of the
 835 planned development. During Phase 2, the Planning Board may approve both residential and
 836 non-residential development until either of the limits above is reached.
 837

838 The following prerequisites must be completed during Phase 2 before proceeding to Phase 3.
 839

- 840 • Construct streetscape improvements, sidewalk improvements, and bikeways for [all
 841 streets] substantially all of the street frontage within one quarter-mile of the Metro
 842 station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.
 843
- 844 • Complete realignment of Executive Boulevard and Old Georgetown Road.
 845
- 846 • Construct the portion of Market Street as needed for road capacity.
 847
- 848 • Fund the second entrance to the White Flint Metro Station.
 849
- 850 • [Construct Nebel Street Extended between Nicholson Lane and Rockville Pike as needed
 851 for road capacity.]
 852
- 853 • Explore the potential for expediting portions of Rockville Pike where sufficient right-of-
 854 way exists or has been dedicated. It should be constructed once the “work-around” roads
 855 are open to traffic.
 856
- 857 • [Conduct a North Bethesda residential areas circulation study.]
 858
- 859 • Increase non-auto driver mode share to [35] 42 percent.
 860
- 861 • [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
 862
- 863 • The Planning Board should assess whether the build out of the Sector Plan is achieving
 864 the Plan’s housing goals.
 865
- 866 • The Planning Board must develop a plan to determine how to bring the mode share to 51
 867 percent NADMS for residents and 50 percent NADMS for employees during Phase 3.
 868

869 *Phase 3: 3,800 dwelling units and 1.9 million square feet non-residential development*
 870

871 Before development beyond the limits set in Phase 2 can be approved, the Planning Board
 872 must determine that all the Phase 2 public and private projects have been completed. In Phase

873 3, the remaining transportation capacity could be committed. At the end of Phase 3, the
 874 development should total 14,500 units (17.4 million square feet) and 12.9 million non-
 875 residential square feet. This is a 58/42 percent residential/ non-residential mix and close to
 876 the desired 60/40 percent residential/non-residential mix.

- 877
- 878 • Complete all streetscape improvements, sidewalk improvements, and bikeways outside
- 879 one quarter-mile from the Metro.
- 880
- 881 • Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.
- 882
- 883 • [Fund MARC station.]
- 884
- 885 • [Increase non-auto driver mode share to 39 percent.]
- 886
- 887 • Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50
- 888 percent NADMS for employees.
- 889
- 890 • [Limit long-term parking spaces to 0.61 per employee.]
- 891

892 **[Phase 4: Raising the Transportation Cap**

893

894 The Plan recommends a level of development and a mix of uses that can be accommodated
 895 by the road network and transit facilities. The proposed road infrastructure supports the
 896 proposed development and it is important to note that there are no additional roads within the
 897 Plan boundaries that would further improve vehicular mobility.

898

899 There is growing evidence from other parts of the country that urban scale, transit-served
 900 development does not always result in higher traffic congestion. Detailed monitoring of
 901 traffic conditions over time will indicate if transit use results in fewer than anticipated vehicle
 902 trips. If that is the case, the transportation cap of 9,800 dwelling units and 5.9 million square
 903 feet of development should be reexamined. The CR Zone as applied in the Plan allows a
 904 greater zoning capacity than can be served by the proposed mobility infrastructure. This was
 905 done so that if assumptions regarding the transportation cap proved conservative, the County
 906 Council would not have to revisit the zoning envelope to allow more development and could
 907 confine their review to the transportation issue. The proposed monitoring program should
 908 include provisions for alternative transportation analyses, such as a cordon line cap, to
 909 evaluate how much additional density could be supported.]

910

911 Page 74: Revise Table 7 to conform to the changes on pages 70-73.

912

913 Page 76: In the Financing section, revise the second sentence as follows:

914

915 The infrastructure necessary to advance phases of the staging plan should be financed
 916 through general fund revenues appropriated in the regular CIP process, as well as through
 917 [the creation of a tax increment financing district and a special assessment district]

918 mechanisms that would generate significant revenues from properties and developments
919 within the Sector Plan area.

920

921 Page 76: Under **Financing**, delete the first and fifth bullets as follows:

922

- 923 • [Leverage the substantial tax increment generated by redevelopment in the Plan area.]
- 924
- 925 • Be sensitive to the limits of the private sector’s capacity to fund public infrastructure in
- 926 light of the requirements to provide public benefits and amenities.
- 927
- 928 • Provide maximum certainty regarding the timing and extent of public sector investments.
- 929
- 930 • Expand the Metro Station Policy Area boundary to be coterminous with the Plan
- 931 boundary.
- 932
- 933 • [To the extent possible, capture impact taxes or similar excise taxes paid by development
- 934 in the district and spend those revenues within the Plan boundary.]
- 935

936

937

938

General

939

940 All illustrations and tables included in the Plan are to be revised to reflect District Council
941 changes to the Planning Board Draft (July 2009). The text and graphics are to be revised as
942 necessary to achieve and improve clarity and consistency, to update factual information, and to
943 convey the actions of the District Council. Graphics and tables should be revised to be
944 consistent with the text. The existing and proposed zoning figure should be separated into two
945 figures with a key for each.

946

947 All references throughout the Plan to Old Old Georgetown Road should be changed to Hoya
948 Street.

949

950 The planned land use and transportation in this plan are considered to be in balance at the end of
951 Phase 3, based on a Relative Arterial Mobility of 39.2%.

952

953 Achieving a balance of land use and transportation at the end of Phase 3 assumes that the non-
954 auto-driver mode share (NADMS) of certain other master and sector plan areas will be achieved
955 by Year 2030. The NADMS for these other planning areas are: Germantown Town Center—
956 25%; Gaithersburg West—30%; North Bethesda (outside the White Flint Sector Plan)—39%;
957 Bethesda CBD—37%; Friendship Heights CBD—39%; and Silver Spring CBD—50%.

958

959

960 This is a correct copy of Council action.

961

962

963

Linda M. Lauer, Clerk of the Council