



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

MCPB
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MEMORANDUM

DATE: March 23, 2011

TO: Montgomery County Planning Board

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SUBJECT: Roundtable-White Flint Implementation Guidelines

Attached is a discussion draft of the White Flint Implementation Guidelines. The discussion draft is intended to provide the Planning Board with an update with respect to staff's progress, and to provide an early opportunity for the Board to comment on the topics addressed and not addressed in the document.

The sector plan establishes a deadline of 12 months after the adoption of the sectional map amendment for the development of a transportation approval mechanism and monitoring program (the 12 month period will expire on July 13, 2011). Adoption of the Guidelines by the Planning Board would satisfy the requirement that the Planning Board establish a transportation approval mechanism and monitoring program.

The next work session on the guidelines will be on April 14, 2011. That work session will introduce an updated draft of the entire Implementation Guideline document, though the focus of that work session will be on Chapter 3 (Transportation Approval Mechanism).

**WHITE FLINT IMPLEMENTATION GUIDELINES
DISCUSSION DRAFT
March 23, 2011**

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1. Introduction

The 2010 Approved and Adopted White Flint Sector Plan is being implemented through focused coordination between public and private interests. The vision of the Sector Plan is to transform an auto-oriented development pattern into an urban center with residential and non-residential development with new amenities including parks and open spaces, and new cultural destinations and public facilities.

Most new development in White Flint is regulated by the Commercial Residential (CR) zone. The zone requires a sketch plan for optional method development, which is a conceptual plan that illustrates the general development pattern of a project, including streets, building heights, pedestrian network, parks and open space, and other features.

The Sector Plan recommends the creation of a financing mechanism. The County Council, via Bill 50-10, enacted the White Flint Special Tax District in November 2010 as the source to fund several transportation infrastructure improvements in the Plan area. The Council also approved the White Flint Sector Plan Implementation Strategy and Infrastructure List (Resolution No. 16-1570) that complements the tax district.

This *ad valorem* tax will cover all existing commercial properties, and excludes existing multi-family residential buildings, townhouses and a religious institution. Beginning July 1, 2011, the White Flint Special Tax rate will be \$1.027 per \$100 of assessed value. This tax will be levied and collected as other County property taxes.

Pursuant to the Sector Plan, the Planning Board established an implementation advisory committee comprised of stakeholders in the Plan's redevelopment, including property owners and residents. The committee is responsible for monitoring the Plan's recommendations, Capital Improvement Program (CIP), and subdivision staging, and recommending action to the Planning Board and Council.

The White Flint Sector Plan directs the Montgomery County Planning Board to develop a transportation approval mechanism and biennial monitoring program to implement the Sector Plan.

These Guidelines provide direction to the Planning Board and their staff on appropriate procedures for implementing the Sector Plan and related enabling legislation.

The focus of these Guidelines is on the procedures required to initiate Phase 1 and to proceed from Phase 1 to Phase 2. The White Flint Sector Plan recognizes that over the decades required for full sector plan implementation, some modifications may be needed to the staging plan. The process for considering amendments to the White Flint Implementation Guidelines is described in Section II of these Guidelines.

2. Guideline Procedures

2.1. White Flint Implementation Advisory Committee

The Sector Plan requires that the Planning Board must establish an advisory committee that consists of property owners, interest groups, and residents that are stakeholders in the redevelopment in the Sector Plan area. The committee is also responsible for monitoring the Plan's recommendations, Capital Improvement Program (CIP), and subdivision staging and recommending actions to the Planning Board and Council.

The committee consists of 23 individuals including representatives from surrounding civic and homeowners associations, property owners, and representatives from the Executive Branch. All members are appointed by the Planning Board for two year-terms with reappointments also made by the Board. The Committee meets monthly to discuss issues related to the Plan's implementation, including the Comprehensive Local Area Transportation Review (CLATR), and CIP projects.

2.2. Use of Guidelines

These guidelines are intended to be used by the Planning Board and its staff in the implementation of the White Flint Sector Plan. They will provide direction specific guidance and supplement situations that are not articulated in the Sector Plan, Subdivision Staging or other County policies.

2.3. Changes to Guidelines

The Approved and Adopted Sector Plan states the following: "A successful staging plan should be elastic enough to respond to market forces without losing the plan's vision or requiring amendments." The biennial monitoring program that is established in the Sector Plan is charged with several specific tasks, one of which is to "conduct a regular assessment of the staging plan and determine if any modifications are necessary." The Sector Plan clearly contemplates that implementation of the staging plan will be an iterative and evolving process. However, the staging plan and Implementation Guidelines must also remain constant enough that market actors will be able to make rational decisions based on their reasonable expectations that the implementation process is predictable.

Changes to the Implementation Guidelines require Planning Board approval. The need to balance flexibility and certainty indicates that Planning Board changes to the Implementation Guidelines should be guided by the following principles:

- 1) To the extent appropriate, major changes approved by the Planning Board should generally take effect at the commencement of the next phase of development as set forth in the staging plan. This would mean that major changes made in Phase 1 generally should not take effect until the beginning of Phase 2. In considering whether it is appropriate to make major changes to the Implementation Guidelines that take effect

before the commencement of the next stage, the Planning Board may consider a variety of factors, including the nature of the change under consideration, the underlying facts that justified the proposed change, and the testimony submitted by stakeholders.

- 2) The Planning Board may consider a proposed change to the Implementation Guidelines at any time if the Planning Board finds that events have occurred or facts have emerged that render specific provisions of the Guidelines no longer appropriate.
- 3) The Planning Board should reconsider the Implementation Guidelines in conjunction with the Planning Board's review of the biennial monitoring report or other periodic assessments.

3. Transportation Approval Mechanism

The streamlined transportation infrastructure delivery described on Page 54 of the White Flint Sector Plan directs the County to “establish an alternative adequate public facilities (APF) review procedure with an exaction process based on the planned transportation infrastructure as proportioned to the traffic generated by each development.”

The intent was fulfilled by the implementing legislation contained in Appendix A that established the Special Taxing District and the Alternative Review Procedure within the Subdivision Staging Policy.

In accordance with amendments to the Subdivision Staging Policy adopted by the County Council in Resolution #xxx on June xx, 2011, the transportation APF process for properties within the Special Taxing District has been replaced by the combination of taxing and staging described in the resolution and detailed in these Guidelines.

3.1. Staging Allocation Request Process

Under the White Flint Sector Plan, staging capacity in Phase 1 will be allocated on a “first-in, first-out” basis. The advantages of this approach include fairness, predictability, and efficiency. Such a system encourages potential applicants to request capacity earlier in the process, which will generate additional tax revenues that can be used to construct the infrastructure projects that are triggers under the Staging Plan. The biennial monitoring reports will provide the Planning Board with the information it needs to determine whether this approach is achieving the Sector Plan vision.

3.1.1. Staging Allocation Request

A Staging Allocation Request is a request for staging capacity under the White Flint Sector Plan. The contents of a Staging Allocation Request and the effect of submitting a completed Staging Allocation Request will be established in these guidelines.

3.1.2. Contents of Staging Allocation Request

A Staging Allocation Request must include a statement by the applicant that the applicant has received any necessary sketch plan approvals, preliminary plan approvals, or site plan approvals. The request should indicate the number of buildings proposed as well as the amount of residential and non-residential staging capacity requested, the gross amount of new development, and the net amount of new development if there will be demolition of existing structures. If demolition occurred before the submission of the Staging Allocation Request, the applicant must furnish information showing the amount of demolition that occurred after the adoption of the Sector Plan. If a Staging Allocation Request Form has been approved by the Planning Board, each Staging Allocation Request must include that form.

3.1.3. Planning Board review of Staging Allocation Request

The Planning Board must approve the Staging Allocation Request if sufficient staging capacity remains available, under the White Flint Sector Plan, to accommodate the applicant's entire request.

3.1.4. Effect of Staging Allocation Request

In order to be deemed complete, a Staging Allocation Request must contain all information required under the Subdivision Staging Policy section TA6 Alternative Review Procedure for the White Flint Policy Area, must comply with these Planning Board guidelines, and must be submitted concurrently with any application fees established under these guidelines.

Once a Staging Allocation Request has been deemed complete the Planning Board must not allocate to any other applicant the capacity requested unless the Staging Allocation Request is rejected by the Planning Board or withdrawn by the applicant or unless a Staging Allocation Approval becomes void or expires under these guidelines. A Staging Allocation Request that has been deemed complete must be approved by the Planning Board if sufficient capacity remains available, under the White Flint Sector Plan, to accommodate the applicant's entire request. If sufficient capacity is not available to accommodate the applicant's entire request, the Staging Allocation Request will be placed in a queue and will be scheduled for Planning Board action when capacity becomes available.

3.1.5. Staff approval of certain Staging Allocation Requests

3.1.5.1. No net draw on capacity

A Staging Allocation Request will always be approved, regardless of available staging capacity, if the Request is for an amount equal to or less than any development being removed. In such cases, the Staging Allocation Approval may be granted by staff without Planning Board review.

3.1.5.2. Public facilities

A Staging Allocation Request will always be approved, regardless of available staging capacity, for any public facility subject to the Mandatory Referral process. In such cases, the Staging Allocation Approvals for such public facilities may be granted by staff without Planning Board review.

3.1.5.3. Development approvals that pre-date the approval of the Sector Plan

A Staging Allocation Request will always be approved, regardless of available staging capacity, for projects requesting capacity for which they have Adequate Public Facilities approvals or development plan approvals that predate the approval of the White Flint Sector Plan on July 13, 2010. In such cases, the Staging Allocation Approvals may be granted by staff without Planning Board review.

3.1.5.4. Procedures for staff approval of certain Staging Allocation Requests

Staging Allocation Requests that can be approved by staff under 3.1.5.1, 3.1.5.2, or 3.1.5.3 must be approved by the appropriate Chief or supervisor. Such staff approvals must be included in the biennial monitoring report.

3.1.6. Contents of Staging Allocation Approval

A Staging Allocation Approval must incorporate all information included in the Staging Allocation Request. The Staging Allocation Approval must also specify, as established in these guidelines, (1) the deadline for completion and acceptance of a building permit application under 3.1.7, and (2) the Staging Allocation Approval expiration date under 3.1.10.

3.1.7. Timely Submission of Building Permit Applications

An applicant who has received a Staging Allocation Approval from the Planning Board must present that Staging Allocation Approval to the Department of Permitting Services when applying for a building permit. The Staging Allocation Approval becomes void if a completed building permit application for core and shell is not accepted within 90 days from the date the Planning Board's Resolution granting the Staging Allocation Approval. The Planning Board may allow an applicant who submits a Staging Allocation Request for multiple buildings a period of up to 180 days to have building permit applications accepted for at least the core and shell of all buildings.

3.1.8. Reporting Requirement

The applicant must present evidence of acceptance to the Planning Board within 10 business days after a building permit application is accepted.

3.1.9. Effect of failure to timely submit

Any failure to timely submit a building permit application and comply with the reporting requirement established in these guidelines results in the loss of staging capacity allocated for which no building permit application has been accepted. The portion of the Staging Allocation Approval that is not perfected by timely submission, and acceptance by the Department of Permitting Services, is void as of the day after the date established for timely submission of an application for building permit.

3.1.10. Validity

A Staging Allocation Approval that has not become void due to failure to satisfy the requirement to timely submit a building permit application remains valid for 2 years from the date of the Planning Board's Resolution approving the Staging Allocation Approval. All core and shell building permits necessary to construct the capacity allocated by the Planning Board must

be issued within that 2 year validity period. The Planning Board may allow an applicant who submits a Staging Allocation Request for multiple buildings a period of up to 3 years to have building permits issued for the core and shell of all buildings.

3.1.11. Application fees

An applicant submitting a Staging Allocation Request must pay a fee of \$5,000 at the time the Staging Allocation Request is submitted unless, under Section 3.1.5 of these guidelines, that Staging Allocation Request may be approved without Planning Board action.

3.1.12. Joint Staging Allocation Requests

Multiple property owners may submit Joint Staging Allocation Requests if those property owners also submitted a joint site plan application, which was approved by the Planning Board, and which included conditions establishing a phasing schedule of demolition and construction on all subject properties.

3.2. Staging Queue Management

The Planning Department will maintain a White Flint Sector Plan staging queue. This queue will document the timing of Staging Allocation Requests that cannot be approved by the Planning Board due to insufficient staging capacity.

- The queue will be managed on a first-in, first-out basis.
- The queue will track dates of all:
 - Staging Allocation Request submissions and acceptance as complete
 - Staging Allocation Approvals (with due dates for voidance and expiration)
 - Acceptance of permit application by DPS
 - Staging Allocation Approval voidance or expiration
- The oldest eligible application(s) in the queue will be accepted only at such time as staging capacity exists for both the full residential and commercial development proposed in the application
- Adjustments to queue position may be granted by the Planning Board, but only after receipt of a proposal jointly submitted by all applicants whose positions in the queue would be affected. The Planning Department would not be a party to any negotiations between applicants who agree to change queue positions.

3.3. Exemptions from Staging Allocation

3.3.1. Development Preceding Establishment of Special Taxing District

The White Flint Sector Plan states that: “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.”

On December 9, 2010 the Planning Board confirmed its intent that four specific projects should not be subject to the staging limits up to the amount of development approval that predated the adoption of the Sector Plan.

- 1) North Bethesda Center (LCOR)
1,350 dwelling units
1.14 million square feet of office
202,037 square feet of commercial
Zone: TSM
Zoning Application: G-801; County Resolution No. 15-151
Preliminary Plan: 120040490
Site Plans: 820050340; 820080110

- 2) North Bethesda Market (JBG)
440 dwelling units
223,000 square feet of non-residential
Zone: TSM
Zoning Application G-830
Preliminary Plan: 120060310
Site Plan: 820060170

- 3) White Flint View (Quantum/Noland Plumbing)
183 dwelling units
29,500 square feet of non-residential
Zone: C-2
Preliminary Plan: 120070380

- 4) Metro Pike (BF Saul)
247 dwelling units
201,822 square feet of non-residential
Zone: TSM
Zoning Application: G-860; Resolution No. 16-430

3.3.2. Affordable housing units

Affordable housing units that are in addition to those required by Chapter 25A and which are provided under the CR Zone incentives are not to be counted against staging plan limits for residential development.

3.3.3 Public projects submitted under the mandatory referral process

Public projects reviewed by the Planning Board as part of the mandatory referral procedure of Article 28 are not subject to either APFO or staging requirements. Freestanding facilities to be constructed and owned by the public sector in perpetuity are expected to include a fire station, an expanded Montgomery Aquatic Center, and possibly an elementary school and a library. As decided by the Planning Board during their July 22, 2010 worksession, such freestanding facilities are neither to be subject to staging nor included in tracking against the staging ceiling caps. Traffic generated by these facilities, however, does need to be included in any analysis of development outside special taxing district, as described below. Facilities that may be leased to the public, such as space for a community center or express library within a privately owned building, should be counted against the staging cap unless the conditions of site plan approval prevent their conversion to other uses.

3.4. Relationship to Other Transportation Related Processes and Requirements

The Subdivision Staging Policy states that any property in the Special Taxing District is exempt from the requirements of either Local Area Transportation Review or Policy Area Mobility Review. The intent of this requirement is to remove the need for any individual applicant to prepare transportation studies for the purposes of determining APF validity.

3.4.1. Development Outside Special Taxing District

In general, for the purposes of assessing the transportation impacts of new development, the WFSTD will be treated in a manner similar to the way a separate jurisdiction such as Rockville is treated.

Applications outside WFSTD must submit LATR and PAMR transportation studies that reflect development within WFSTD as part of their background traffic. The Planning Board will provide guidance on trip generation and distribution assumptions as part of the most recent biennial Comprehensive Local Area Transportation Review (CLATR). It is expected that the first biennial CLATR will be completed prior to completion and application of the new guidelines. Applicants will conduct traffic assignment consistent with the CLATR.

Within the WFSTD, the applicants will be responsible only for constructing streets interior to their sites, making any additional improvements necessary for safe access and circulation (other than those associated with APF) and providing the funds for those shared project identified

through the taxing district mechanism. The improvements inside the WFSTD are planned to accommodate traffic generated by development occurring outside the WFSTD.

Outside the WFSTD, the applicants will be responsible only for the intersection improvements outside the WFSTD. The improvements outside of the WFSTD will include the impact from development occurring inside the WFSTD.

In general, applicants inside and outside of the WFSTD be responsible only for their improvements on their side of the WFSTD boundary. Applicants outside of the WFSTD will be tested for APF compliance and intersection improvements (if needed) outside of the WFSTD boundary.

3.4.2. Privatization of Traffic Carrying Streets

Page 51 of the Plan identifies four specific business street segments that are required to be open to general vehicular use as part of the robust street grid needed to disperse traffic. Page 52 of the Plan identifies eight conditions for potential construction and operation of these streets as private streets. All eight conditions must be incorporated within the Planning Board's subdivision approval opinion.

3.4.3. Transportation Information Required From Applicants

The Subdivision Staging Policy states that any property in the Special Taxing District is exempt from the requirements of either Local Area Transportation Review or Policy Area Mobility Review. The intent of this requirement is to remove the need for any individual applicant to prepare transportation information for the Planning Board whose sole purpose is to assess transportation system adequacy as required by the Subdivision Staging Policy.

Applicants will still be required to provide information to state or County agencies as needed to fulfill other requirements of the law. Such information may include, but not be limited to:

- Parking space requirements
- Sight distance evaluations

4. Community Facilities and Amenities

The Sector Plan recommends several community facilities, including:

- Public Library
- Civic Green
- Fire, Rescue and Emergency Medical Services Station and Police Sub-Station
- Satellite Regional Services Center
- Recreation Center
- Police Substation
- Elementary School

Most of these public facilities are recommended in the core area of the plan area, Metro East and Metro West Districts. These facilities will create a civic presence and destination within the core area of the Sector Plan. The Plan encourages the co-location of public facilities, especially the library and regional services center in the Metro West and Metro East Districts. Wall Local Park/Montgomery Aquatic Center is the preferred location for the recreation center. It is anticipated that these facilities will be provided either by the public or private sector.

(Details on implementation guidance pending further interagency and stakeholder coordination)

5. Completing Phasing Prerequisites

The Sector Plan identifies prerequisites for moving from Phase 1 to Phase 2 and from Phase 2 to Phase 3. To move from one Phase to another, the Planning Board will consider a staff recommendation to that effect and hold a public hearing. The staff recommendation will address each of the individual requirements in the staging plan. The staff recommendation will document coordination with the White Flint Implementation Committee. The Planning Board should not move from Phase 1 to Phase 2 without considering the written testimony of the White Flint Implementation Committee.

Prior to the development of a staff recommendation to move from Phase 1 to Phase 2, the Executive must submit testimony to the Planning Board staff that the Executive branch staff agencies find that all prerequisites for moving from Phase 1 to Phase 2 have been met.

5.1. Transportation Facilities

During Phase 1, the Planning Board may issue Staging Allocation Approvals until the limits of 3,000 dwelling units or 2.0 million square feet of non-residential development is reached. “Work-around” roads planned for the west of Rockville Pike, including the streets for the civic core, should be contracted for construction during Phase 1 of the staging allocation and completed before the first Staging Allocation Approval is issued for Phase 2 development. Other projects that must be underway prior to moving to Phase 2 are described below. In each case, the Planning Board’s determination that the prerequisite has been met will be based on staff recommendation in conjunction with the White Flint Implementation Committee review and other public testimony.

The first two improvements are incorporated in the White Flint District West PDF (#501116) in the Executive’s proposed FY 11-16 CIP:

- 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 (Metro West).

The Planning Board should consider these prerequisites to be met when contracts have been issued that cover all construction necessary for these streets to open to traffic with contractual requirements that work be completed within the next 24 months. The one exception is that the portion of Market Street between Woodglen Drive and Rockville Pike may be subject to a breakout contract that allows deferral of the construction beyond 24 months if the most recent CLATR demonstrates that this segment is not yet needed for roadway capacity.

The next improvement addresses Quality of Service for pedestrians and bicyclists:

- Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.

The Planning Board should consider these prerequisites to be met when all referenced improvements within a one-quarter mile radius of the existing Metrorail station portal (as defined for the purposes of sketch plan review) are fully funded for construction within the first six years of a CIP or CTP. The exceptions to this rule (as indicated by the word “substantially” in the Plan text) are that the following improvements are not necessarily expected to be implemented during Phase 1:

- the reconstruction of Rockville Pike
- the segment of Market Street between Woodglen Drive and Rockville Pike

The next prerequisite involves planning for Rockville Pike implementation.

- Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT, and M-NCPPC.

The Planning Board should consider this prerequisite to be met after the Planning Board has recommended, and the Maryland State Highway Administration has concurred with, a preferred alternative that has been the subject of a Categorical Exclusion, a Finding of No Significant Impact, a Draft Environmental Impact Statement, or a Mandatory Referral review.

The next prerequisite regarding mode share goals is discussed in a subsequent section.

- Achieve 34 percent non-auto driver mode share for the Sector Plan area.

The final prerequisite addresses housing needs.

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

Staff and the White Flint Implementation Committee will review the jobs-to-housing balance and the proportion of affordable housing units for current and pipeline development as part of the biennial monitoring report. The Planning Board should consider this prerequisite to be met if recent biennial reports demonstrate roughly proportional progress between the conditions at time of Sector Plan adoption and the conditions anticipated at the end of Phase 3. A jobs-to-housing balance that is more housing-heavy than indicated by the proportional progress is also acceptable.

5.2. Mode Share Goals

Mode share goals to be determined based on annual employee surveys conducted by the North Bethesda TMD (the same process as used in Bethesda CBD staging in 2004). Relevant survey information includes journey-to-work mode share for employees arriving to their workplace in the White Flint Sector Plan Area during the AM peak period (6:30 – 9:30 AM)

Non-Auto Drivers include transit users, carpool/vanpool passengers, walkers, and bikers. Non-Auto Drivers do not include employees on scheduled leave or sick leave, or out of the office (they are neither in the numerator of non-auto-drivers nor the denominator of all employees working in White Flint). Non-Auto Drivers do include teleworkers and compressed-schedule employees.

The NADMS will be the weighted average of responses for the full week of the survey.

The NAMDS is a non-integer number. The Phase 1 requirement is a 34 percent NADMS. A survey response of 33.9% does not meet the NADMS requirement; a survey response of 34.1% should meet the NADMS requirement.

Once the NADMS requirement has been met, any subsequent lower survey result does not change the validity of the decision to move from one phase to the next. The staff must consider the variability inherent in survey results in developing the recommendation to move to another phase (i.e., if four consecutive annual surveys during Phase 1 showed NADMS results of 27%, 26%, 28%, and 35%, any consideration to move to Phase 2 in the fifth year should be accompanied by analyses of independent indicators of changes in mode share behavior).

6. Biennial Monitoring Program

The Biennial Report will be developed during the spring of each odd-numbered year to be incorporated with biennial status reports prepared as part of the Subdivision Staging Policy efforts to inform development of the Executive's biennial CIP during the following autumn.

6.1. Development Approval

The Planning Board on January 20, 2011 approved three sketch plans: North Bethesda Market II, Mid-Pike Plaza, and North Bethesda Gateway. These plans comprise a total of 2.944 million square feet of non-residential development and 3,266 dwelling units. This amount of development exceeds the first phase of development established in the Sector Plan.

Most new development will be approved via a sketch plan, which is required in the Commercial Residential (CR) zone. A sketch plan is a conceptual plan that illustrates general development pattern of a project, including streets, building heights, pedestrian network, parks and open

space, public facilities or amenity, and sustainable features. It is required for optional method of development. After sketch plan approval by the Planning Board, the next review will be either preliminary plan or site plan review.

Planning staff will develop a publicly accessible web application for the purpose of tracking remaining staging capacity and demand for staging capacity through each sector plan phase. Net dwelling units and net non-residential square footage of current submitted and approved plans that may result in staging allocation requests (Sketch, Preliminary, and Site plans) as well as submitted, approved, and queued Staging Allocations will be displayed in three ways. Those are:

- an interactive map application
- bar charts summing up data for submitted and approved plans
- tables itemizing data for each individual plan

6.2. Public Facilities and Amenities

The Plan recommends several public facilities, including a library, fire and emergency service station, satellite regional services center, elementary school, and police sub-station.

(details on monitoring guidance pending further interagency and stakeholder coordination)

6.3. Status of New Facilities

Public facilities will be provided either through the County's Capital Improvement Program (CIP), Amenity Fund, or a development dedication of land or building square footage for a facility. The biennial monitoring report will include information on facility progress through each of these mechanisms.

6.4. CIP and Subdivision Staging Policy

The biennial monitoring report (produced during the summer of odd-numbered years) will include a section describing any recommended amendments to existing Project Description Forms (PDF) or new PDFs to be added to the subsequent biennial CIP (developed for public hearing in the spring of even-numbered years). This section will also describe whether any changes to the Subdivision Staging Policy are needed, a particularly important element considering that the development of the Subdivision Staging Policy and these guidelines in 2010 cannot anticipate the full range of circumstances that will arise of the several decades expected for full Plan implementation. The Planning Board may consider changes to the Subdivision Staging Policy at any time (they need not wait for a biennial review), but must consider the performance of the Subdivision Staging Policy at the time of the biennial review.

6.5. Comprehensive Local Area Transportation Review

The Comprehensive Local Area Transportation Review (CLATR) will include all signalized intersections in the Sector Plan area plus all signalized intersections on major highways and arterials elsewhere in the North Bethesda/Garrett Park Master Plan area, with the exception of Rock Spring Park (i.e., southwest of the I-270 Spur) and in the Twinbrook Metro Station Policy Area (i.e., both northeast of the CSX tracks and north of Montrose Parkway).

The CLATR will incorporate the most recent Non-Auto-Driver Mode Share (NADMS) survey results and traffic counts developed by the North Bethesda Transportation Management District by December of even numbered years per Section 42-27(a) of the County Code.

The CLATR will consider the following scenarios:

- Existing conditions
- A ten-year to fifteen-year development horizon (rounded to the nearest five years, consistent with the philosophy in the Executive's TPAR report) considering:
 - approved development within White Flint Sector Plan area, consisting of pipeline development not subject to staging plus approved sketch plans (as adjusted by sketch plan property owner representations of the amount of sketch plan development expected to be built by the horizon year).
 - the latest round of cooperative forecasts submitted by the Planning Department to MWCOG for the rest of Montgomery County (including the municipalities)
 - the latest round of cooperative forecasts approved by MWCOG for the rest of the region
 - the latest CLRP transportation network approved by MWCOG for the rest of the region
 - additional projects in Montgomery County if approved by the County Council as part of the Subdivision Staging Policy / CIP process
 - local infrastructure programmed by the state, County, or special taxing district for the specified horizon year.

The CLATR will identify intersections which are not forecasted to meet the congestion standards for either existing conditions or the CLATR development horizon condition. The CLATR will identify alternative transportation improvements that could be implemented to meet the congestion standards and a recommended course of action. The CLATR recommendations will be reviewed by the White Flint Implementation Committee and the Planning Board prior to transmittal of Planning Board comments to the Executive and County Council for consideration in the CIP development process.

6.6. Changes to Staging Plan

The Sector Plan recognizes that over time, the implementation of the Sector Plan will need to accommodate new technologies, policies, and regulations. Some changes may warrant reconsideration of the Sector Plan staging plan and such reconsideration should be made through a regular deliberative process. The biennial monitoring report will therefore contain a section describing whether any amendments should be considered to these White Flint Implementation Guidelines or to the Sector Plan Staging Plan itself.