

Biennial Master Plan Monitoring Report

Great Seneca
Science Corridor

Shady Grove

White Flint



Abstract

This report meets the White Flint Sector Plan and Great Seneca Science Corridor Master Plan requirements for monitoring and providing the County Executive and County Council with advance guidance regarding implementation of these Sector Plans for FY 2015-2020.

It also includes a review of Shady Grove Sector Plan staging and relevant progress on the County Executive's Smart Growth Initiative.

Source of Copies

The Maryland-National Capital Park and Planning Commission
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Great Seneca
Science Corridor



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White Flint



Prepared by the Montgomery County Planning Department
July 2013

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Executive Summary

This report tracks the implementation of the 2010 *White Flint Sector Plan*, the 2010 *Great Seneca Science Corridor Master Plan*, and the 2006 *Shady Grove Sector Plan*. As staging recommendations are implemented, development proceeds, and public facilities and amenities are provided, the Planning Board, County Council, and County Executive will use this and subsequent reports to make decisions about public expenditures and future development.

Each of these areas has developed over the past several decades into various suburban forms: strip malls, office parks, and industrial enclaves. They generally lack a mix of uses, pedestrian and bicyclist connections, transit networks, and meaningful open spaces. The master plans established new priorities, however, for mixed-use, multi-modal neighborhoods with parks, open space, recreation, and pedestrian-oriented development forms. These changes will be difficult, but fundamentally transformative—both more environmentally sustainable and more economically resilient.

This report answers several basic questions for each master plan:

- What are the staging requirements?
- What development has been approved?
- What public amenities and facilities are being built?
- What transportation projects are underway or forthcoming?
- What recommendations are proposed by stakeholders and the Planning Board?

In general, this report lays out the answers to each of these questions by mapping development and infrastructure, providing the status of staging triggers, tracking the connections between projects, and analyzing gaps in connections, markets, and public amenities and facilities. Each of the master plans limit residential and non-residential development until certain staging triggers are satisfied—these are generally transportation-related, but key facilities, such as schools, parks, and other service amenities will also be provided.

In brief, White Flint has seen a surge in project approvals, including the redevelopment of large strip-malls, and the commencement of the design phases of major transportation projects to implement an urban street grid and provide multi-modal connections. In the GSSC area, several plans have been approved that begin to address the jobs-housing imbalance indicated in the Master Plan, and early designs for redevelopment of the Public Safety Training Academy are underway. Further, Planning Staff is working with stakeholders and advisors on bicycle and pedestrian connections and implementation of the Corridor Cities Transitway. Redevelopment in Shady Grove is tied directly to the County's Smart Growth Initiative, which is underway through approved plans for the County Service Park, known as Shady Grove Station.

To implement the vision of each plan, this Report concludes each master plan section with recommendations for CIP funding, prioritization, private-development expectations, new project suggestions, and a discussion of barriers to success. In many cases, the biggest difficulties are the lack of integrated mixed-use development and the difficulty of creating an urban multi-modal network from the existing single-use, auto-dominated landscape. The Planning Board wishes to emphasize the importance of achieving both. These master plans are young, though, and this report shows that over many years the visions can be realized—we are heading in the right direction one small step at a time.

Introduction

The three master plans covered by this monitoring report—White Flint, Great Seneca Science Corridor, and Shady Grove—are intended to transform typical, auto-oriented suburban areas into more dynamic, sustainable neighborhoods focused on multi-modal transit and mixed use development. The challenges are many and complex, but the framework exists to implement the vision described in each plan. This report is a required tool to monitor and analyze the progress toward implementation.

Currently, the environment in these areas is dominated by roads, parking lots, relatively low and dispersed density, distinct and separate land uses, and a “9-to-5” economy. The master plans for these communities envision them as places consistent with Smart Growth principles:

- mixed land uses
- compact building design
- a range of housing opportunities and choices
- walkable neighborhoods
- distinctive, attractive communities with a strong sense of place
- preserved open space, farmland, natural beauty, and critical environmental areas
- development directed toward existing communities
- a variety of transportation choices
- development decisions that are predictable, fair, and cost effective
- community and stakeholder collaboration in development decisions.

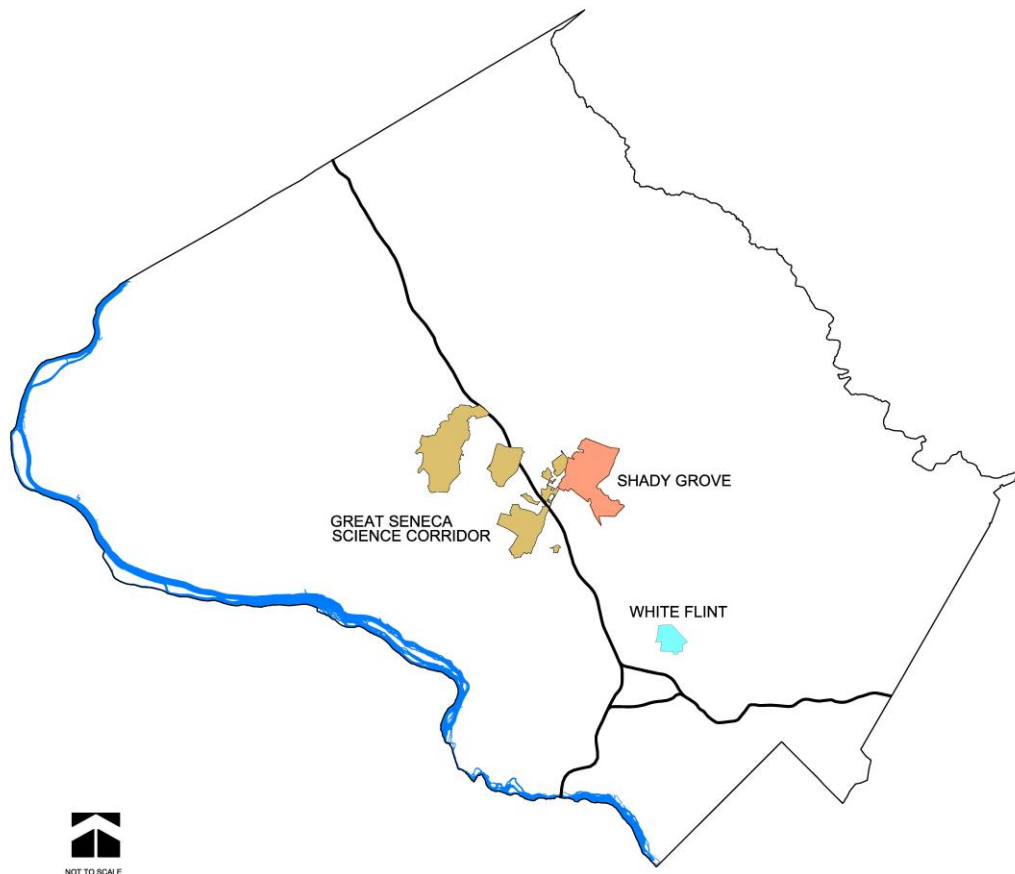
The last two principles regarding development regulation and community input, were incorporated into master plan recommendations for zoning and creation of the implementation advisory committees. These mechanisms, in combination with the detailed recommendations of the master plans and design guidelines, will ensure development implementation that follows these principles. This development will occur over time, piece by piece, through publicly funded projects and private development.

The realization of the master plans’ visions will occur over a more than 20-year time frame, piece by piece, through both publicly funded projects and private development. Among other goals, this report provides context and illustrates how each project, whether public or private, is just one piece of a larger puzzle and shows where future projects will fill in the gaps. This “gap analysis” also provides a basis for CIP recommendations and facility prioritization.

To ensure development doesn’t proceed more quickly than transit, public facility, and environmental capacity, each of these master plans has established staging limits on development with specific triggers that must be satisfied before moving on to later stages. This report provides the status of these staging triggers and approved development, but it also expands the discussion to cover stakeholder issues that may not have been anticipated by the master plans.

This report’s sections each address a master plan, covering background, recent development activity, public amenity and facility status, and transportation conditions. It makes specific recommendations for development priorities and CIP funding, and discusses the challenges to be faced in coming years.

Finally, this report is intended to provide an overview of implementing these critical master plan recommendations; assessments of development applications and proposed public facilities provide more detailed analyses of whether and how projects implement each master plan vision.



The Montgomery County Planning Board is responsible for developing a biennial monitoring program for the *White Flint Sector Plan* (2010) and the *Great Seneca Science Corridor Master Plan* (2010). In White Flint, the Plan states that the monitoring program must include “a periodic assessment of development approvals, public facilities and amenities, the status of new facilities, and the Capital Improvements Program (CIP) and Growth Policy [now called the Subdivision Staging Policy]...”. In GSSC, the Planning Board is also required to establish a biennial monitoring program for the Life Sciences Center. In both areas, advisory committees made up of community, business, and government representatives are charged with reviewing the progress of development and provision of public facilities.

In White Flint, “the program must include a comprehensive Local Area Transportation Review (or comparable analysis) that will identify and recommend for Council approval and action specific projects and services necessary to promote adequate transportation service. The program should conduct a regular assessment of the staging plan and determine if any modifications are necessary.” (White Flint Sector Plan, page 68)

In GSSC, the committee evaluates “the assumptions made regarding congestion levels, transit use, and parking. The committee’s responsibilities should include monitoring the Plan recommendations, monitoring the CIP and Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise, including, but not limited to, community impacts and design, and the status and location of public facilities and open space.” (GSSC Master Plan, page 79)

Shady Grove does not have a reporting requirement to the Council, but there are significant public investments associated with the County Executive’s “Smart Growth Initiative” and moving the recommended development into the next stage. Similar to the other plans, Shady Grove is a staged plan that limits residential and nonresidential development and requires infrastructure for each stage.

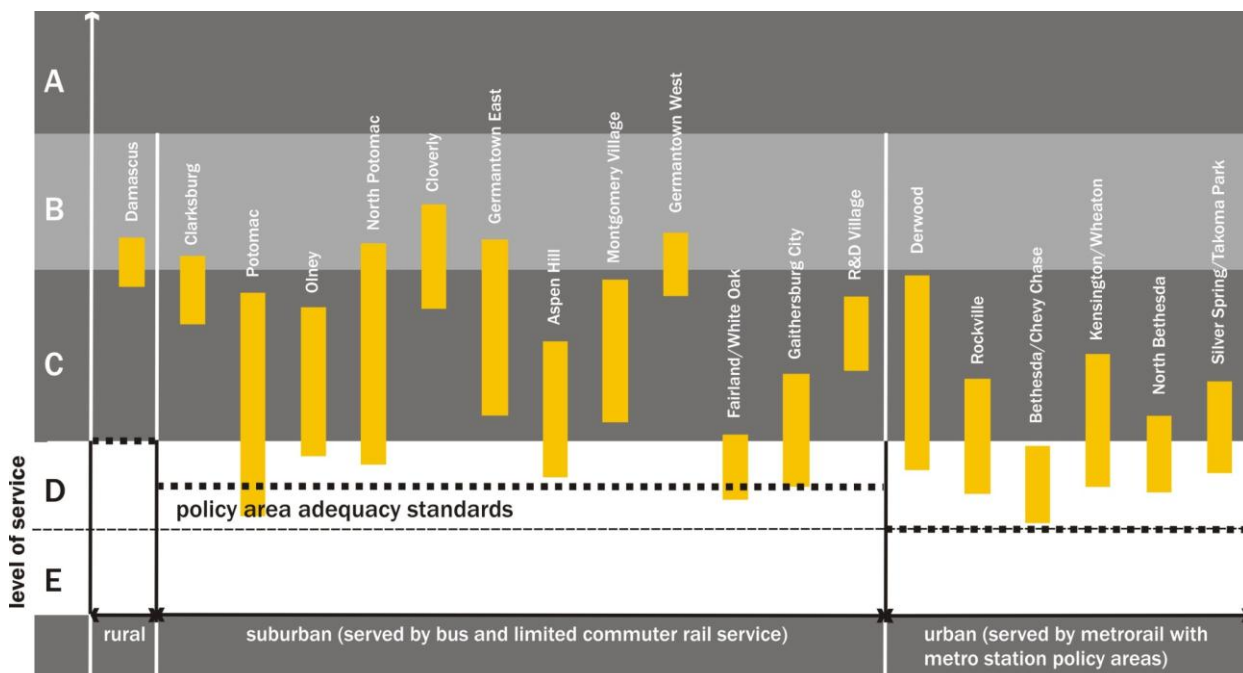
As part of the 2012-2016 Subdivision Staging Policy, a countywide Transportation Policy Area Review (TPAR) roadway adequacy analysis was conducted using a land use/transportation scenario based on an estimate of the year 2022 Round 8.0 cooperative land use forecast. It used a transportation network reflecting projects and services anticipated to be available by 2022.

TPAR also includes an analysis of transit adequacy. The countywide data is provided in Illustration 1. TPAR transit adequacy considers three facets of existing local bus service:

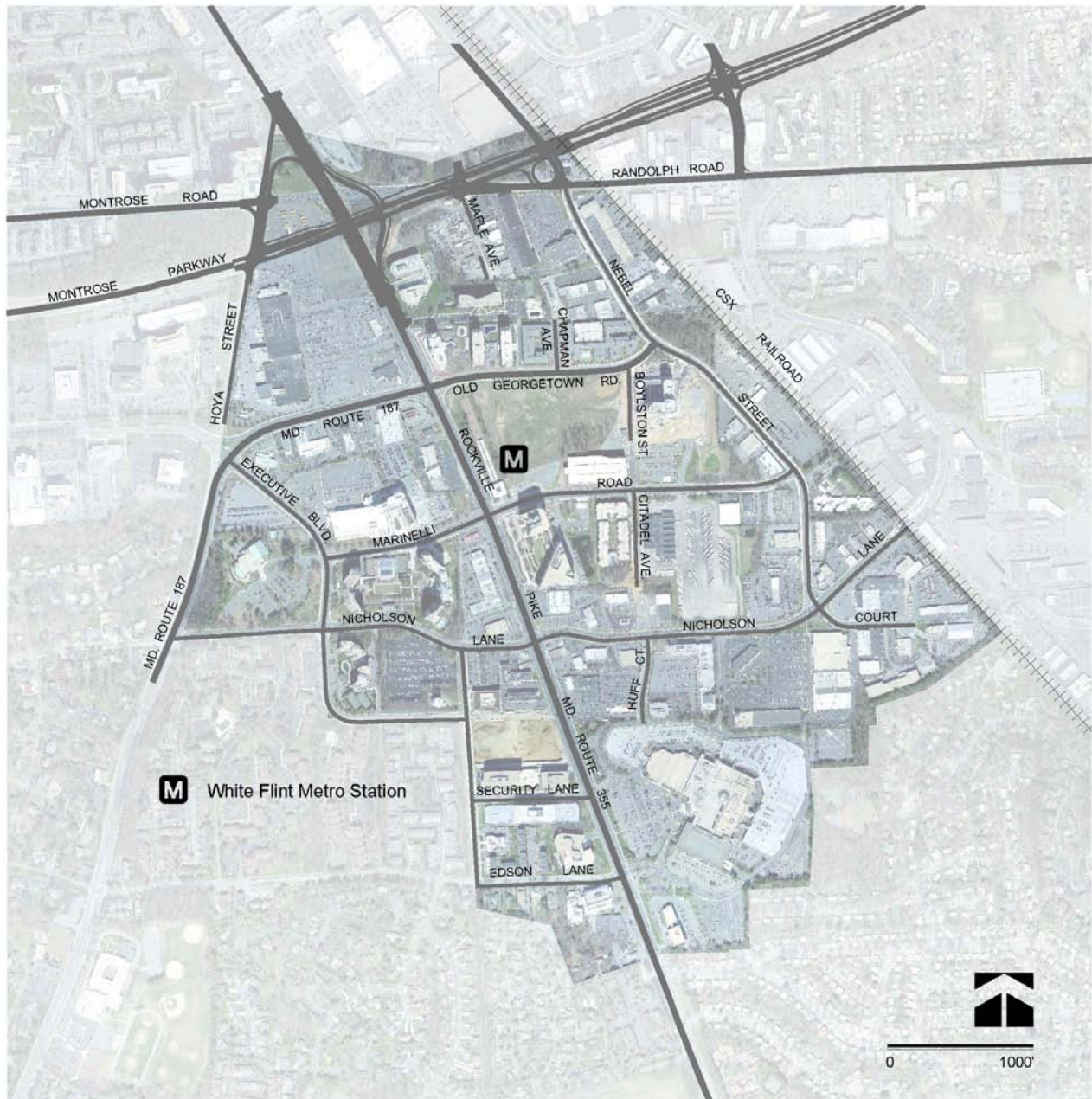
- service coverage: measures the percentage of the policy area within 1/3 of a mile of transit services such as bus routes
- peak headways: measures the average time between arrival of transit vehicles at a stop during PM peak hours
- span of service: measures the transit system’s hours of operation.

All three measures must meet the established standards for a policy area to be considered adequate for transit.

Illustration 1 Countywide TPAR Analysis for Roadway Adequacy



Map 2 White Flint Sector Plan Area



Background

Plan Goals

The Sector Plan creates the framework to transform strip commercial centers and an auto-oriented suburban development pattern into an urban center with mixed uses supported by new public amenities, parks and open spaces, and a new street network. The proposed cultural and retail destinations in and around the civic core, the open space system, and the walkable street grid unite to energize White Flint. The Plan also proposes redesigning Rockville Pike as an urban boulevard with a median, street trees, and space for future bus rapid transit.

The Plan anticipates 9,800 new residential dwelling units and 5.69 million square feet of new nonresidential development. The staging plan divides the total amount of development into three distinct phases with limits on residential and nonresidential development and required infrastructure for each phase.

Staging Triggers

Prior to the approval of new development, the Plan requires the completion of several items, including adopting the Sector Plan and establishing the Plan area as a State designated bicycle pedestrian priority area. All the required triggers to begin Stage 1 have been completed:

- M-NCPPC Resolution No. 10-02 adopted the Sector Plan in April 2010.
- The County Council approved the sectional map amendment (G-889) in July 2010 to rezone White Flint.
- The Maryland State Highway Administration approved the Plan area as a Bicycle and Pedestrian Priority Area on January 31, 2011.
- White Flint Traffic Analysis and Mitigation (CIP No. 501202) established the framework for through-traffic access restrictions and other protective measures for residential neighborhoods.
- Council Resolution No. 17-213, Approval of Planning Board Regulation 11-01, White Flint Staging Allocation, adopted in July 2011, amended Subdivision Staging Policy for White Flint.

There are three specific phases with development limits and infrastructure requirements for each phase. Phase 1 is limited to 3,000 residential units and two million square feet of nonresidential development. Phase 2 also has 3,000 residential dwelling units and two million square feet of nonresidential development. Phase 3 finishes redevelopment with 3,800 residential units and 1.69 million square feet of nonresidential development.

Before Stage 2 may be opened to development, all of the following must occur:

- 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 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.

- Achieve 34 percent NADMS share for the Plan area.
- The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan’s housing goals.

Advisors

White Flint Sector Plan Implementation Advisory Committee

In September 2010, the Planning Board approved the White Flint Sector Plan Implementation Advisory Committee (IAC). The 24-member IAC comprises property owners, representatives from the Executive Branch, and residents from the Plan area and surrounding communities. The IAC is responsible for monitoring the “Plan recommendations, identifying new projects for the Amenity Fund, monitoring the CIP and Growth Policy [Subdivision Staging Policy], and recommending action by the Planning Board and County Council to address issues that may arise.” (White Flint Sector Plan, page 69)

Several concerns have been raised by the IAC regarding the implementation of certain CIP projects; many of these are about details more applicable to upcoming mandatory referrals, but they are summarized in the Recommendations section.

White Flint Downtown Advisory Committee

On March 18, 2013, the County Council approved the White Flint Downtown Advisory Committee. Established by the County Executive, this Committee will coordinate community activities that promote and advance business interests, pedestrian and streetscape issues, and walkability in the Plan area. This Committee will also advise and make recommendations to the County Executive and County Council regarding the potential formation of an urban district in White Flint by September 2017. Some members of this Committee are also on the White Flint Sector Plan Implementation Advisory Committee, which allows for interaction between the groups.

White Flint Implementation Coordinator

The appointment of a White Flint Implementation Coordinator, Dee Metz, highlights the Executive’s commitment to the redevelopment in White Flint. Metz has been integral to coordinating implementation activities with the State, public agencies, and private property owners on most of the topics discussed in this report.

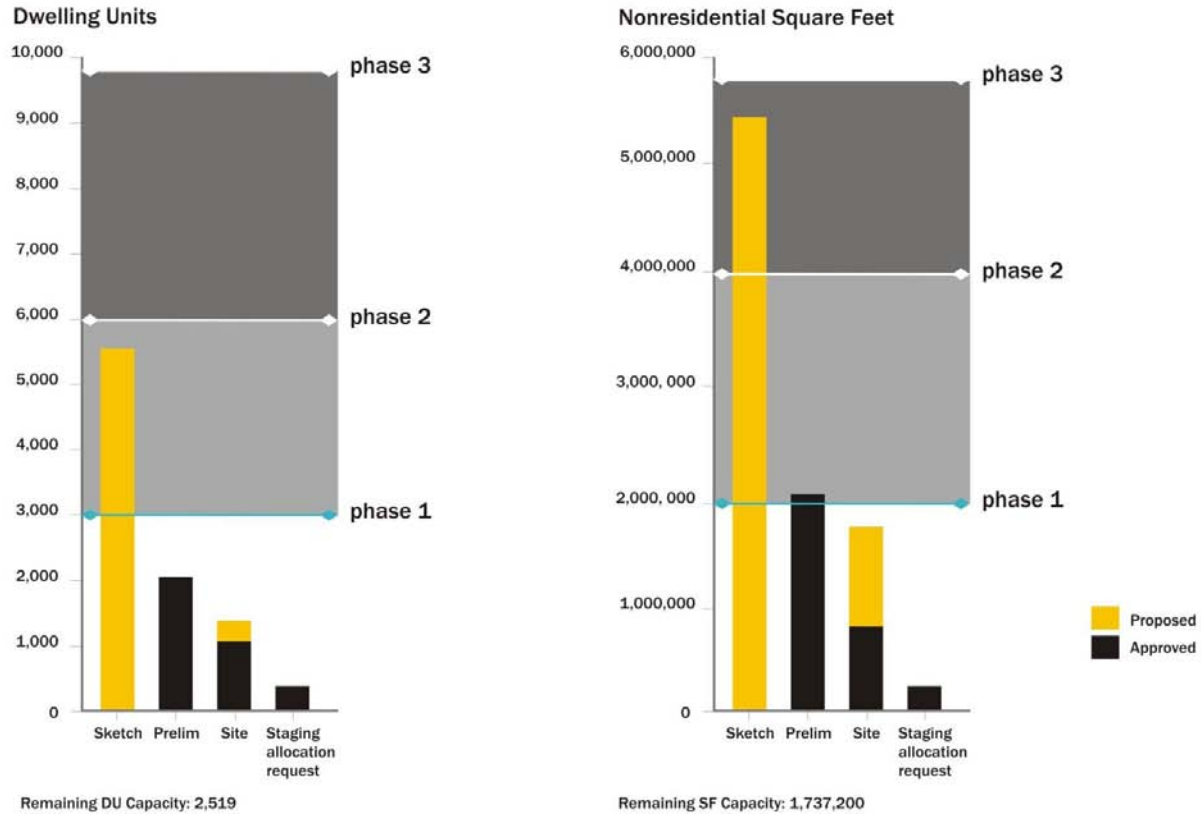
Development Approvals

In July 2011, the Planning Board approved the *White Flint Sector Plan Implementation Guidelines* that provide direction and specific requirements for development implementation, including procedures for staging allocation.

In White Flint, residential and nonresidential development is allocated by a Staging Allocation Request tied to building permit submission rather than earlier in the development approval process. The Council, via Resolution No. 17-213, created the White Flint staging allocation process giving the Planning Board authority to allocate development under the Subdivision Staging Policy White Flint Alternative Review Procedure. The Planning Department website, <http://www.montgomeryplanning.org/gis/interactive/staging.shtm>, tracks all approved residential and nonresidential development, including allocated development. Before staging allocation is granted,

projects are typically approved through several steps: sketch plan, preliminary (subdivision) plan, and site plan.

Table 1 White Flint Approvals and Staging Capacity



Sketch Plans

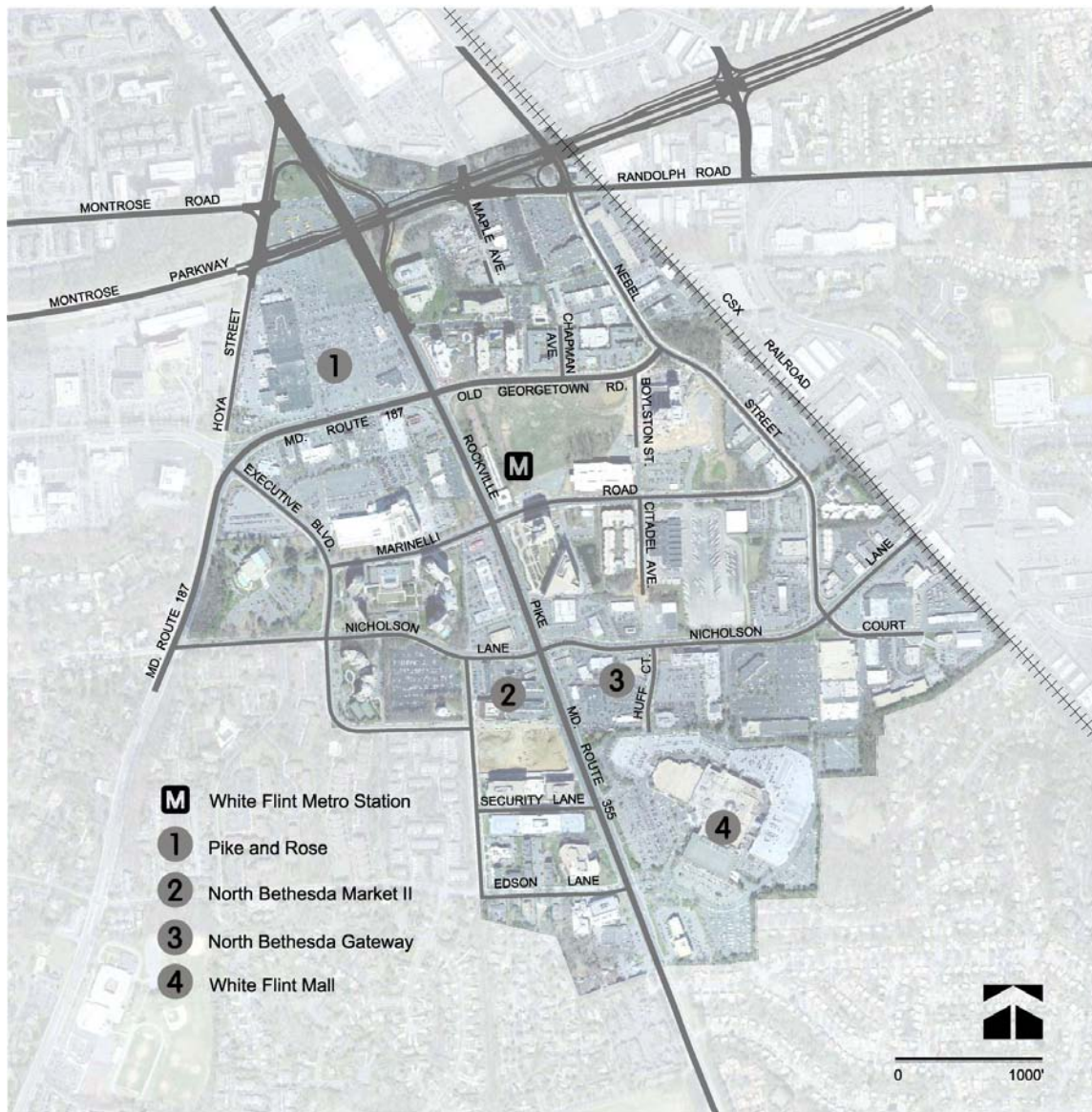
A sketch plan is required for all Commercial-Residential (CR) zoned properties in White Flint that develop above 0.5 Floor Area Ratio (FAR) or 10,000 square feet, whichever is greater. A sketch plan illustrates the general massing of new buildings, anticipated uses, open spaces, pedestrian and vehicular circulation system, and relationships to existing and proposed uses.

Since the Plan’s adoption, the Planning Board has approved four sketch plans:

- Pike and Rose
- North Bethesda Gateway
- North Bethesda Market II
- White Flint Mall

Additional sketch plans are pending and pre-application meetings for others are currently underway.

Map 3 White Flint, Approved Sketch Plans



Pike and Rose (formerly Mid-Pike Plaza, No. 32011010), at the northwestern intersection of Old Georgetown Road and Rockville Pike, was a 24-acre traditional strip shopping center with surface parking. Approved in January 2011, the sketch plan allows for the complete redevelopment of the commercial center into a new mixed-use district with 3.44 million square feet of new development, including a hotel, 1,544 residential dwelling units, 433,900 square feet of retail, and 1.1 million square feet of office development. The sketch plan also provides the Plan’s recommended street network and public use spaces. This is the only project to date that has received a staging allocation.

North Bethesda Gateway (No. 320110020), at the northeast and northwest corners of the intersection of Huff Court and Nicholson Lane, comprises three properties with sketch plan approval to redevelop the existing small shopping center, automotive retail center, and office building into a mixed-use

destination with 1.07 million square feet of residential development and 1.23 million square feet of nonresidential development.

The sketch, preliminary, and site plans for North Bethesda Market II (No.320110030) at the northeast corner of the intersection of Woodglen Drive and Executive Boulevard, convert an existing retail center into a mixed-use development with 368,000 square feet of nonresidential uses and 373, 528 square feet of residential development.

White Flint Mall (No. 320120040), a 45-acre traditional shopping mall, is the largest property in the Plan area. Its approved sketch plan would transform into a new mixed-use destination with 1.03 million square feet of office development, 2,426 residential dwelling units, 280,350 square feet for a hotel, and 1.03 million square feet of retail development. Approved in October 2012, this sketch plan also includes the Plan's recommended public and private street network, public open space, White Flint Neighborhood Park expansion, and a potential school site.

Preliminary and Site Plans

The Planning Board has granted preliminary plan approval for North Bethesda Market II and Pike and Rose, and site plan approval for North Bethesda Market II and Phase I of Pike and Rose.

The February 2012 Pike and Rose preliminary plan (No. 120120020) includes the following elements:

- a maximum of 3.44 million square feet of new mixed-use development
- dedications for Grand Park Avenue and Rose Avenue, two new public streets, and for existing Old Georgetown Road, Montrose Parkway, and Rockville Pike
- public amenities including an urban park, a bikeshare location, and public art
- bikeway network improvements for Old Georgetown Road, Towne Road (currently Hoya Street), and Rockville Pike
- 12.5 percent of the residential units as Moderately Priced Dwelling Units (MPDUs)
- purchase or payment for 7.27 Building Lot Terminations.

The Building Lot Termination (BLT) program, established in 2008, is the County's newest farmland preservation program. The primary purpose of a BLT easement is to preserve agricultural land by reducing farmland fragmentation resulting from residential development in the Agricultural Reserve. A BLT easement restricts residential, commercial, industrial, and other non-agricultural uses.

A key feature of the BLT easement is an enhanced level of compensation for landowners who can demonstrate that their land is capable of residential development and agrees, as part of the BLT easement, to forego residential development and permanently retire an approved on-site waste disposal system associated with the lot to be terminated under the easement.

Also in February 2012, the Pike and Rose site plan (No. 820120020) was approved for Phase I with 493 dwelling units and 341,800 square feet of nonresidential development. Phase I provides the following features:

- a high-rise residential building at Old Georgetown Road and Towne Road
- ground floor retail along Old Georgetown Road and Grand Park Avenue with a mid-rise residential building at this intersection along with an office building and a movie theatre
- approximately 1,000 parking spaces

- street trees, benches, movable furniture and planters, art, and specialty lighting along Grand Park Avenue, the new main north-south public street on the property
- upgraded streetscape and other amenities along Towne Road and Old Georgetown Road.

Illustration 2

Interior view of Pike and Rose, Phase I, from Grand Avenue, showing mixed-use development

Source: Federal Realty Investment Trust



Illustration 3

A view from Old Georgetown Road of highrise residential uses and mixed-use development at Pike and Rose, Phase I

Source: Federal Realty Investment Trust



This first phase, on approximately 6.77 acres along Old Georgetown Road and east of Towne Road, is currently under construction and should be completed in 2014. Several more site plans for future phases will be submitted. The phase two site plan has been submitted and includes several blocks north and east of phase one, including 405 residential dwelling units and 1.03 million square feet of nonresidential development.

In March 2012, the Board approved a preliminary plan (No. 120120060) and site plan (No. 820120040) for North Bethesda Market II. Located at the northeastern intersection of Woodglan Drive and Executive Boulevard and south of Nicholson Lane, this project will include up to 414 dwelling units and 368,000 square feet of nonresidential development. Highlights are:

- public art, green (vegetated) roofs, public open space, and a wayfinding system
- 12.5 percent of residential development as MPDUs
- purchase or payment for 1.61 BLTs.

North Bethesda Market II will complement the existing North Bethesda Market, on which stands the tallest residential building in the County.

Illustration 4

Overall view of high-rise residential, office and ground floor retail proposed for North Bethesda Market II

Source: JBG Companies



Staging Allocation Request

In March 2012, the Board approved Staging Allocation Request No. 25400 for Pike and Rose, allocating 493 dwelling units and 262,800 square feet of nonresidential development. Table 2 shows the allocated residential and nonresidential development with remaining Sector Plan limits.

Table 2 White Flint Staging Allocation

Master Plan Stage 1	residential development	nonresidential development
allowed development	3,000 du	2.0 million sf
allocated development	493 du	262,800 sf
remaining development	2,507 du	1,737,200 sf

Public Facilities and Amenities

Plan Recommendations

The White Flint Plan recommends public parks, a library, satellite regional services center, recreation center, fire and rescue service, and an elementary school. This range of public facilities is intended to “support the planned population,” recognizing that the facilities ensure quality of life and public safety. (White Flint Sector Plan, page 58). Map 4 (also from page 58 in the Plan) illustrates the range and possible locations of these facilities.

In the summer of 2011, the Office of the County Executive and Montgomery County Department of General Services (DGS) published *White Flint Public Amenities*, an implementation strategy report. The report was created with the collaboration of public agencies and community stakeholders, and provides more specificity for public facilities than the Sector Plan. It doesn’t address public schools.

White Flint Public Amenities, An Integrated Model and Implementation Strategy for Public Amenities with a New Urban Area, can be viewed here:
http://www6.montgomerycountymd.gov/mcgtmpl.asp?url=/content/dgs/dbdc/RegionalProjectPages/BethesdaProjects/white_flint.asp

Highlights from the report include:

- The one-to-two acre civic green should be the heart of White Flint—open and visible. It should be landscaped to accommodate a variety of year-round active and passive activities, it should connect to the trail system, and restrooms should be located in nearby buildings rather than in the park.
- The Recreation Loop should be a unique component of sidewalks within the public right-of-way and should link to other amenities and facilities in the Plan area.
- The Recreation Department proposes combining a new Community Recreation Center with the existing Eunice Kennedy Shriver and Sargent Shriver Aquatic Center (KSAC). They note it is better to locate the recreation center close to the existing Aquatic Center and that removing the surface parking will greatly expand the usable area of Wall Park for recreation activities.
- The Regional Services Center should be approximately 4,000 square feet and could be co-located with other civic uses, such as the library, for efficiency and effectiveness.

- Montgomery County Public Libraries has determined that a future White Flint library should be approximately 10,000 square feet, should use leading edge technology, and, if necessary, could be located on a building's second level.

Community members who attended the public meetings ranked the civic green as the highest priority, followed by the regional services center, library, community recreation center, Wall Park, and finally the recreation loop.

Wall Park and Recreation Center

The Parks Department, Department of Recreation, and Gables Residential (a private developer) have begun working collaboratively to create concept plans for the future recreation center, expanded Aquatic Center functions, and an urban park at Wall Park, described above.

The critical component of this public-private partnership is a parking garage on the adjacent Gables Residential property, which would allow the existing surface parking at Wall Park to be transformed into an urban park. Public investment, in whole or in part, for the garage construction will help implement the park in the near-term, rather than long-term, but other options for this \$5 to \$6 million project are also being explored. The garage is not currently in the six-year CIP.

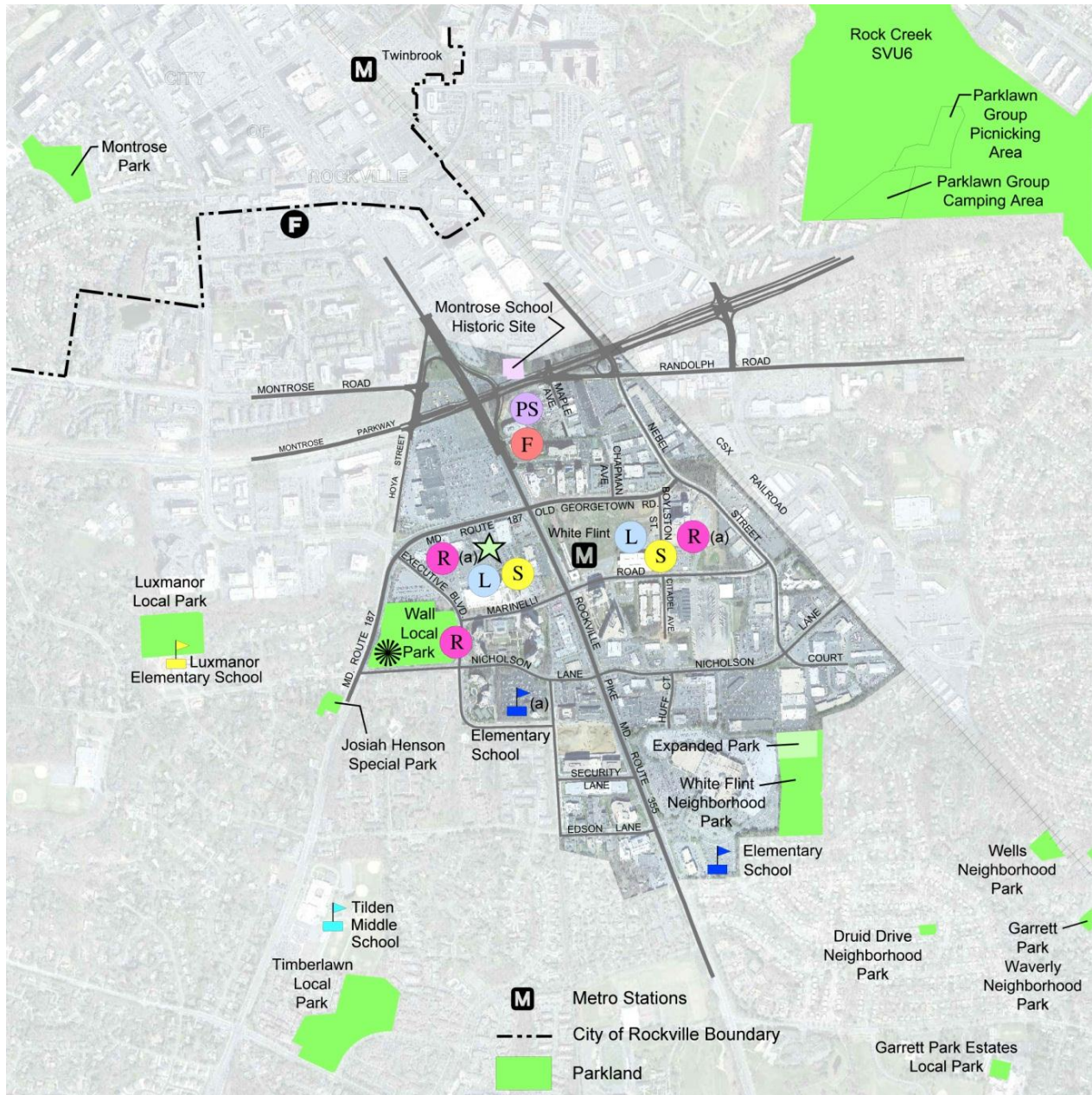
White Flint Neighborhood Park

The approved White Flint Mall sketch plan will dedicate 2.3 acres for expanding White Flint Neighborhood Park. At preliminary plan approval, this area will be dedicated to the Parks Department for future development and implementation.

Civic Green

The recommended civic green is located on the northern segment of Market Street, between the Conference Center and Old Georgetown Road, but no proposals have been made that would provide for the dedication of the civic green. Assembling several properties would allow for the potential dedication of a portion or the whole civic green. Alternative ways to acquire the civic green—public acquisition by the Parks Department or by density transfers—are possible and staff is pursuing several conceptual plans and alternative methods to obtain the area for this important amenity.






Map 4 White Flint, Existing and Proposed Public Facilities



Existing Facilities

-  Elementary School
-  Middle School
-  Fire and Emergency Services
-  Montgomery County Aquatic Center

Proposed Facilities

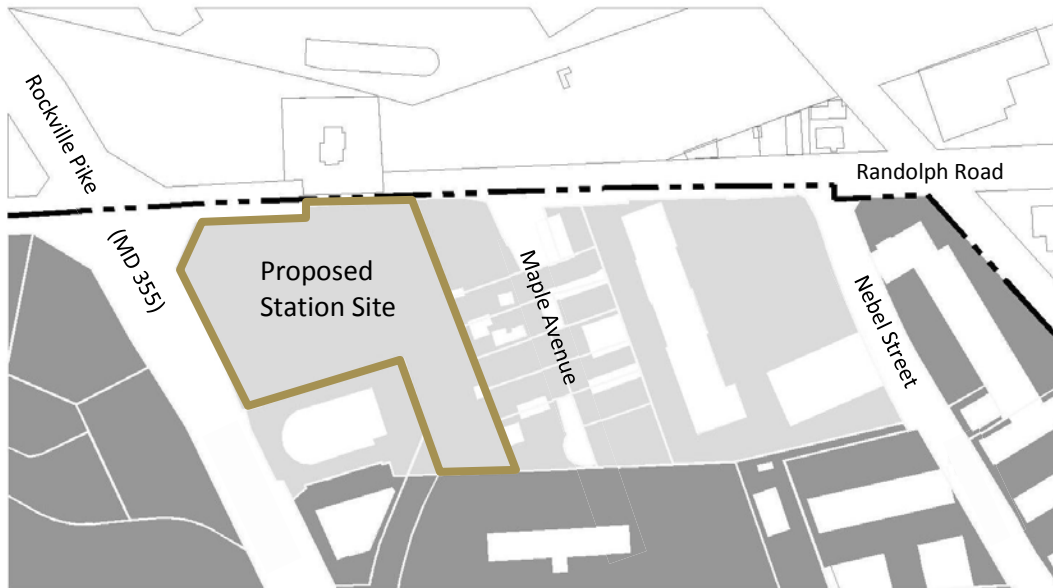
-  Elementary School (a = alternate)
-  Recreation Center (a = alternate)
-  Library (Alternative Location)
-  Satellite Services Center (Alternative Location)
-  Fire and Emergency Services
-  Police Substation
-  Civic Green



Fire and EMS Station

The Department of General Services (DGS) and the Montgomery County Fire and Rescue Service (MCFRS) are in the process of acquiring the Maryland State Highway Administration (SHA) owned property, which is east of Rockville Pike and south of Randolph Road, for the relocated Fire Station 23 and a police substation. This site is recommended in the Sector Plan for these facilities.

Map 5 White Flint, Proposed Fire and EMS Station Location



Library and Satellite Regional Services Center

As noted above, the Plan recommends co-locating the satellite library and regional services center, but no active proposals have been made so far. As new development proposals are made in the Metro West or Metro East districts, there will be opportunities for new development to include these facilities.

Schools

Elementary School

The approved White Flint Mall sketch plan illustrates the recommended elementary school site. Montgomery County Public Schools (MCPS) staff has expressed concerns regarding the size of the recommended school site. At preliminary plan, the Board will determine whether the elementary school site should be reserved, dedicated, or conveyed to Board of Education, in whole or in part, under the Adequate Public Facilities findings required by the Subdivision Regulations, Chapter 50 and the provisions of the CR zone. As noted, public school implementation was excluded from the Implementation Strategy Report. The Luttrell property, located at the northwestern intersection of Woodglen Drive and Nicholson Lane, is identified in the Sector Plan as an alternative location for the elementary school site.

Illustration 5

The potential four-acre school site included in the White Flint Mall sketch plan, at the southern end of the property, is adjacent to the White Flint Park residential community



School Clusters

The White Flint Sector Plan area is within the Walter Johnson school cluster. A schools facility payment is required if a school cluster capacity is at 105 percent or greater. At 120 percent, a school cluster is in moratorium and no new residential development may be approved. The FY 2013-2018 CIP indicates that in the Walter Johnson School Cluster, facility payments are required for both high school and middle school levels since the capacity levels are 106.3 percent and 112.3 percent, respectively. The capacity at the elementary school is adequate at 103.6 percent.

It is possible that proposed development in North Bethesda and turnover in existing single family dwellings will push the Walter Johnson School Cluster into moratorium at some point in the future. At this point, no potential middle or high school sites have been identified in any plan.

Private Development Amenities

Public Use Space

All the developments approved to date will provide public use spaces recommended by the Plan for each site:

- Pike and Rose: the master-planned urban park, plazas, and a mid-block connection
- North Bethesda Gateway: the master-planned mid-block connection through the development and a centralized public open space
- North Bethesda Market II: an urban plaza and through-block connection
- White Flint Mall: An additional 2.3 acres to expand the White Flint Neighborhood Park and an additional 15 acres of public use space, including a central public plaza and other urban plazas.

Illustration 6

The proposed public use spaces at Pike and Rose are oriented to the street



Illustration 7

North Bethesda Gateway includes a midblock connection and public use space

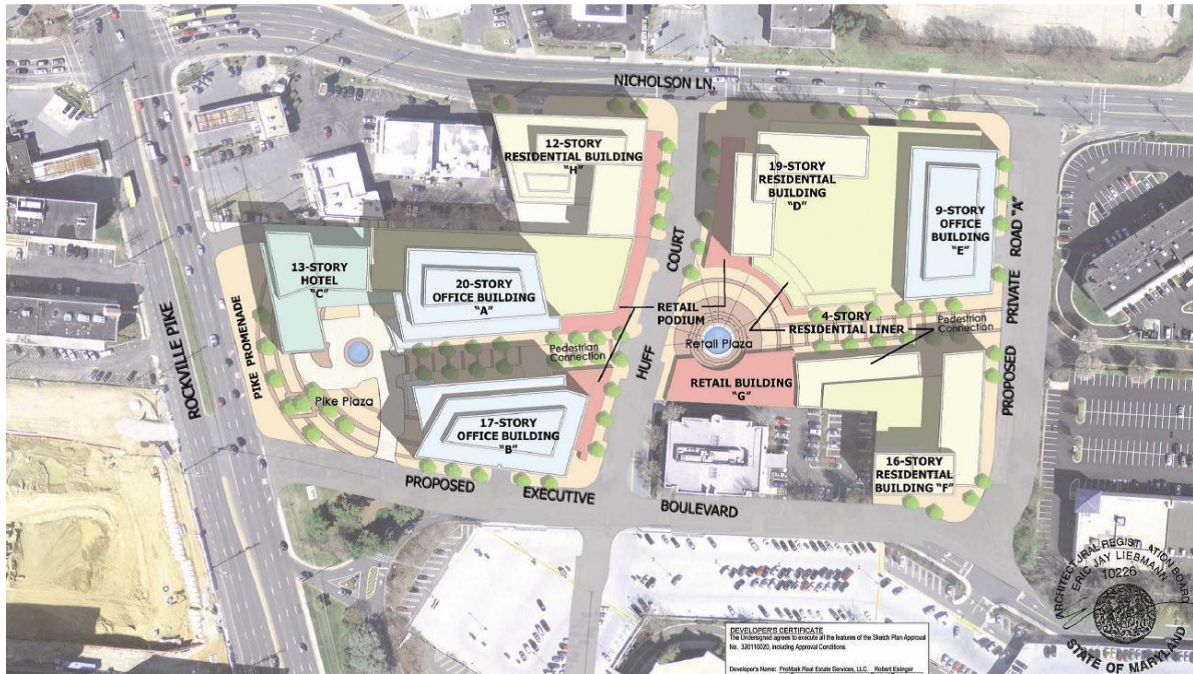


Illustration 8

North Bethesda Market II includes a central plaza and new local street

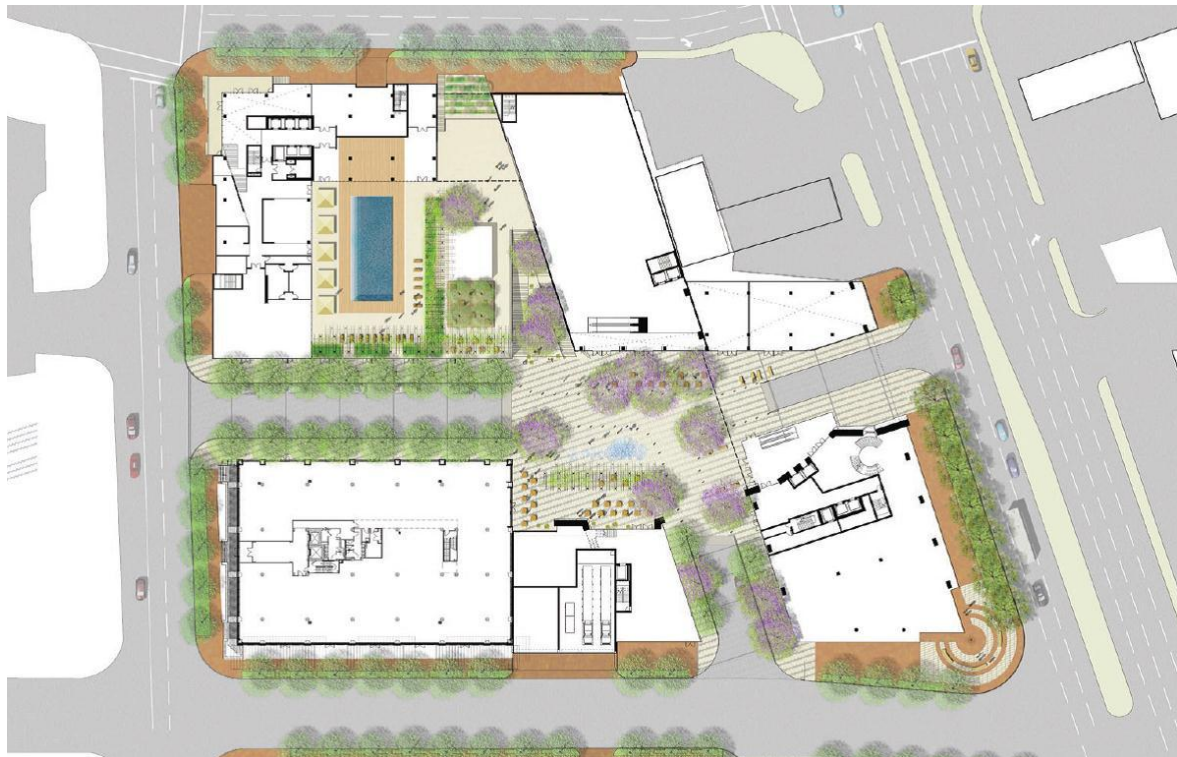


Illustration 9

The parking lot at White Flint Mall will be reconfigured into blocks organized around a central open space. Redevelopment will include expanding White Flint Neighborhood Park



Public Benefits Summary

All optional method development in the CR (Commercial Residential) Zone requires public benefits that enhance or contribute to the Zone's objectives. The incentive density categories are:

- Major public facilities
- Transit proximity
- Connectivity between uses, activities, and mobility options
- Diversity of uses and activities
- Quality of building and site design
- Protection and enhancement of the natural environment
- Retained buildings.

All optional method projects must provide public benefits from at least four of the categories above and must achieve 100 public benefit points. Any CR Zone optional method development must allocate five percent of incentive density for BLTs. The four approved sketch plans have provided several public benefits, including public parking and public open space. Further, each proposal has exceeded the minimum 100 public benefit points.

The two largest approved sketch plans, Pike and Rose (No. 32011010) and White Flint Mall (No. 32010040) were approved with several public benefits.

Pike and Rose was approved with the following public benefits:

- Transit Proximity: Level 1 (property is between ¼ and 1 mile from a Metro station)
- Connectivity and Mobility: minimum parking, neighborhood services, through-block connection, public parking, and advance dedication
- Diversity of Uses and Activities: adaptive buildings, care center, and dwelling unit mix
- Quality of Building and Site Design: structured parking, tower setback, public art and exceptional design
- Protection and Enhancement of the Natural Environment: building lot termination, tree canopy, and vegetated roof.

White Flint Mall was approved with the following public benefits:

- Major Public Facility: public park (White Flint Neighborhood Park Expansion)
- Transit Proximity: Level 1 (property is between ½ and 1 mile from a Metro station)
- Connectivity and Mobility: Through block connection, public parking, advance dedication, and wayfinding system
- Diversity of Uses and Activities: small business opportunities
- Quality of Building and Site Design: structured parking, public art, public open space, and exceptional design
- Protection and Enhancement of the Natural Environment: Building lot termination, vegetated wall, and vegetated area.

Additional public benefits were approved with North Bethesda Gateway and North Bethesda Market 2.

Transportation

Plan Recommendations

The Plan generally recommends a transit-focused, multi-modal transportation system that supports the proposed urban center with a street grid and improved pedestrian and bicyclist access. The transformation of Rockville Pike into an urban boulevard is recommended with bus rapid transit options, an improved streetscape, and an enhanced pedestrian realm.

The White Flint Sector Plan provides several tools to create development that will fundamentally transform the area from an auto-dominated, commercial shopping district to a pedestrian- and bicyclist-focused, mixed-use livable district. The tools include:

- plans for narrowing roads, adding bicycle lanes, widening sidewalks
- structured parking
- removing transportation tests and implementing a special tax for transportation improvements
- implementing the recent Bicycle and Pedestrian Priority Area designation
- creating street walls with buildings
- expanding permitted uses
- breaking up large blocks with a fine-grained street grid
- creating functional urban plazas and parks.

Non-Auto Driver Mode Share

The Plan's Phase 1 requires achieving a Non-Auto Driver Mode Share (NADMS) of 34 percent for the Plan area. This report recommends a Transportation Management Plan for White Flint as a way for public and private stakeholders to work toward achieving this goal.

The Plan's Phase 2 increases the NADMS to 42 percent and in Phase 3, the NADMS goal is 51 percent for residents and 50 percent for employees. The North Bethesda Transportation Management District will complete its update of North Bethesda's NADMS later this year.

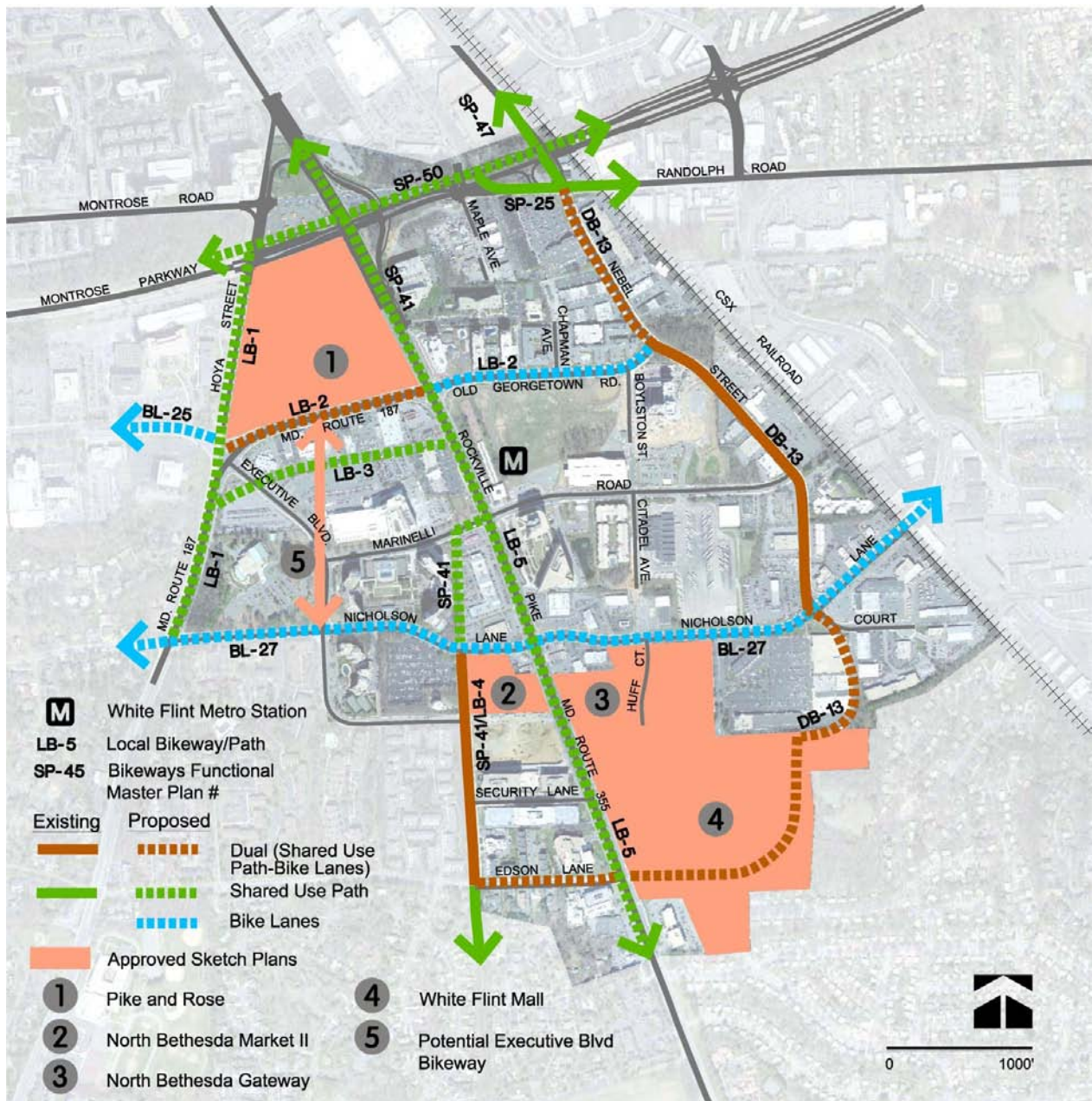
Bicycle and Pedestrian Connections

In 2011, the Maryland State Highway Administration (SHA) designated the Plan area as a Bicycle-Pedestrian Priority Area. This designation, required as a staging trigger, requires SHA to use best design practices to accommodate bicyclists and pedestrians through all phases of transportation planning.

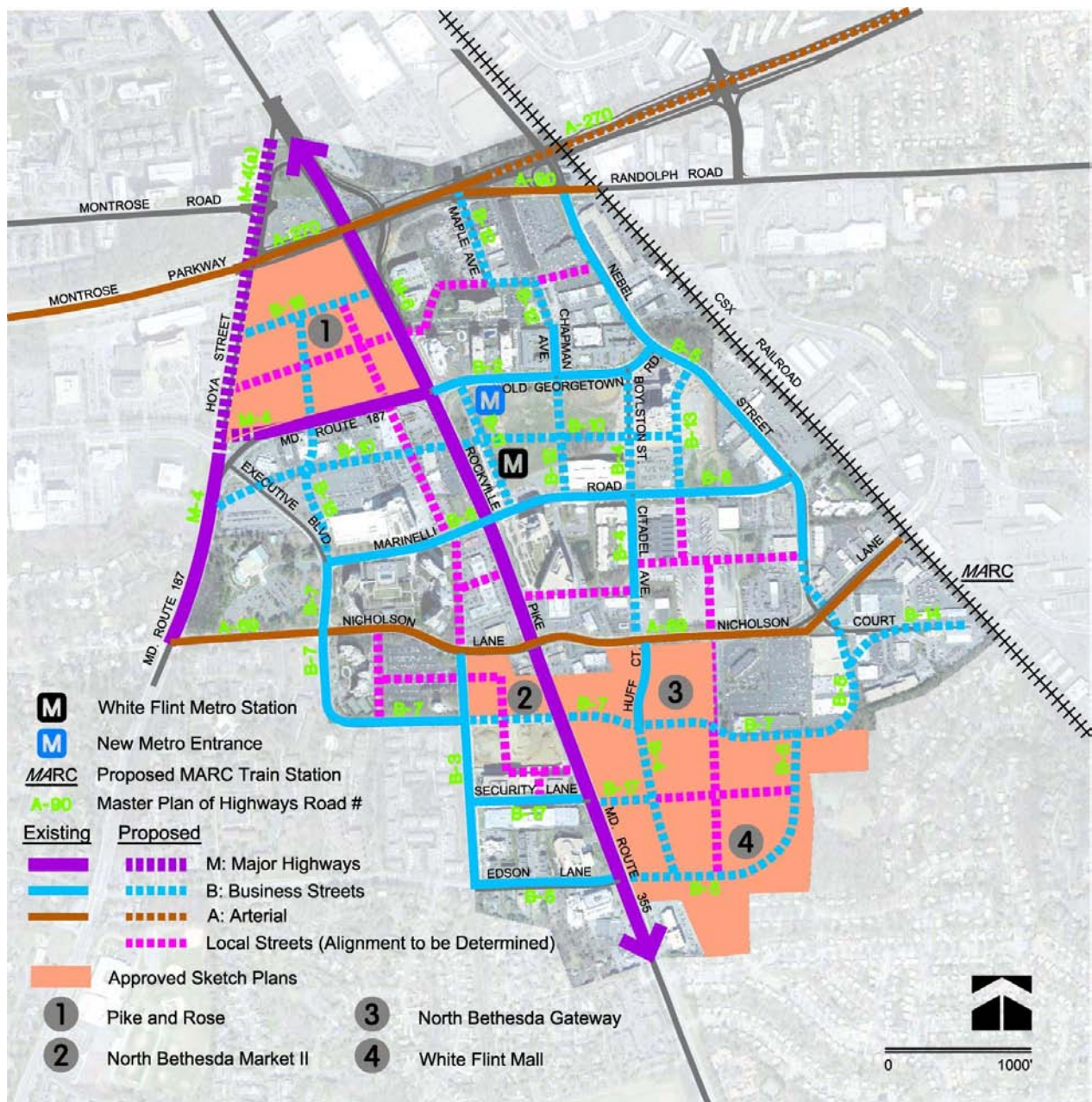
All approved development will contribute to improving pedestrian and bikeway connections throughout the Plan area.

- Pike and Rose: new public streets (Grand Park Avenue and Rose Avenue) with on-street parking; right-of-way dedications for Towne Road, Old Georgetown Road, and Rockville Pike that include sidewalks and bicycle facilities; enhanced streetscapes with street trees; and a bikeshare station.
- North Bethesda Gateway: the Rockville Pike promenade, a through-block connection, and the Executive Boulevard Extended right-of-way dedications that include sidewalks and bicycle facilities.
- North Bethesda Market: a shared use path, enhanced streetscape with street trees, Rockville Pike right-of-way dedications that include sidewalks and bicycle facilities, a private street, and a through-block connection.
- White Flint Mall: public and private right-of-way dedications that include sidewalks and bicycle facilities, enhanced streetscape with street trees, Rockville Pike pedestrian promenade, and Nebel Street Extended dual bikeway connection.

Map 6 White Flint, Bikeway Network and Approved Sketch Plans



Map 7 White Flint, Street Network and Approved Sketch Plans

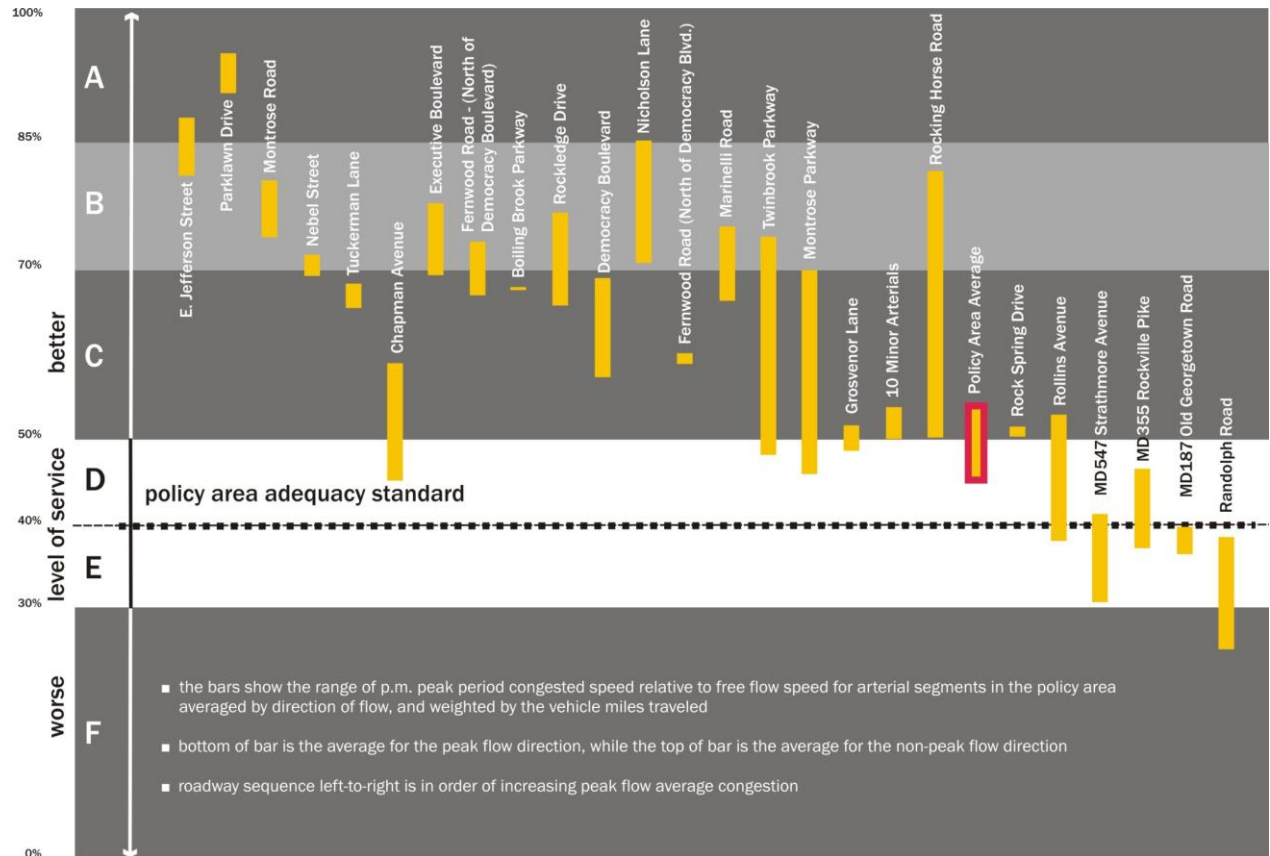


Transportation Policy Area Review Analysis

The White Flint Special Taxing District (Bill No. 50-10) exempts new White Flint development from Transportation Policy Area Review (TPAR) (previously Policy Area Mobility Review) and Local Area Transportation Review (LATR). Instead of these reviews, the taxing district requires payment of a tax for infrastructure improvements based on Sector Plan recommended phasing plan and roadway network. The 2012-2016 Subdivision Staging Policy confirms this exemption.

Although individual development applications are exempt from TPAR and LATR tests, the area-wide transportation network has been evaluated. Results for individual roadways in the North Bethesda policy area (see Illustration 10) show that North Bethesda, from an area-wide policy area perspective, is forecast to achieve roadway adequacy by 2022.

Illustration 10 Adequacy of the Main Roads in the North Bethesda Policy Area



There are individual roadways, within and near the Plan area, projected to function inadequately by 2022—Rollins Avenue, Strathmore Avenue, Rockville Pike, Old Georgetown Road, and Randolph Road. Accordingly, particular attention should be paid to Local Area Transportation Reviews for proposed subdivisions using these roadways for access. In particular, such focus could include the need for smaller-scale, localized, site specific improvements, such as turn-lanes at nearby intersections, a street grid network to improve local circulation, and new bus stops and sidewalks. These roadways should also be considered for operational signal timing improvements that could improve traffic flow in the area.

The TPAR analysis evaluated transit adequacy for local bus service in the North Bethesda policy area based on service coverage, peak headways, and span of service (see Illustration 11). A brief discussion of these results is provided below.

Service Coverage: About 87 percent of the North Bethesda Policy Area is located within a mile of a Metrorail station or 1/3 of a mile of one of the area’s 15 bus routes (see Map 8). The service coverage standard for an Urban Policy Area is 80 percent. Therefore, under TPAR guidelines, transit coverage in the North Bethesda Policy Area is adequate.

Peak Headways: Buses in the area run, on average, every 21.3 minutes during the weekday evening peak period. Some, such as the C2, J1, and J3 Metrobuses, provide more frequent service. However, in areas like North Bethesda where Metrorail and Commuter Rail are provided, the standard for average peak headways is 20 minutes or less. Thus, the average peak headway for the area is not yet adequate. The TPAR Transit Adequacy Analysis has shown that a “conditional transit improvement project” to improve peak headways in other policy areas of the County has routes that also serve the North Bethesda area, and as a result the North Bethesda area could attain peak headway adequacy within the next 10 years.

Span of Service: The average span is 17.7 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore transit span in the North Bethesda Policy Area is adequate.

Although the peak headways for transit are not adequate for the North Bethesda Policy Area, new developments are not required to mitigate traffic associated with their construction because of the Special Taxing District.

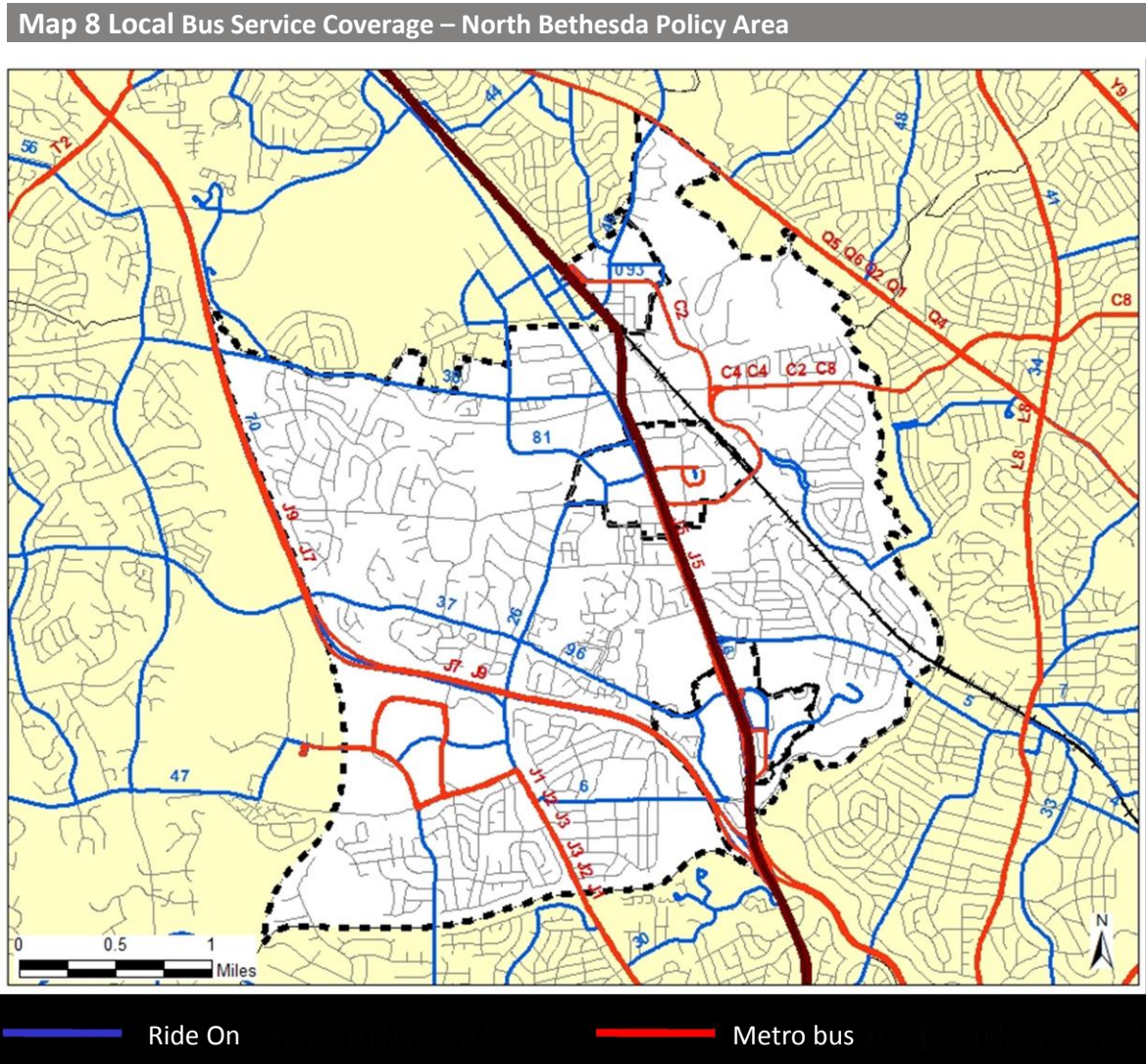
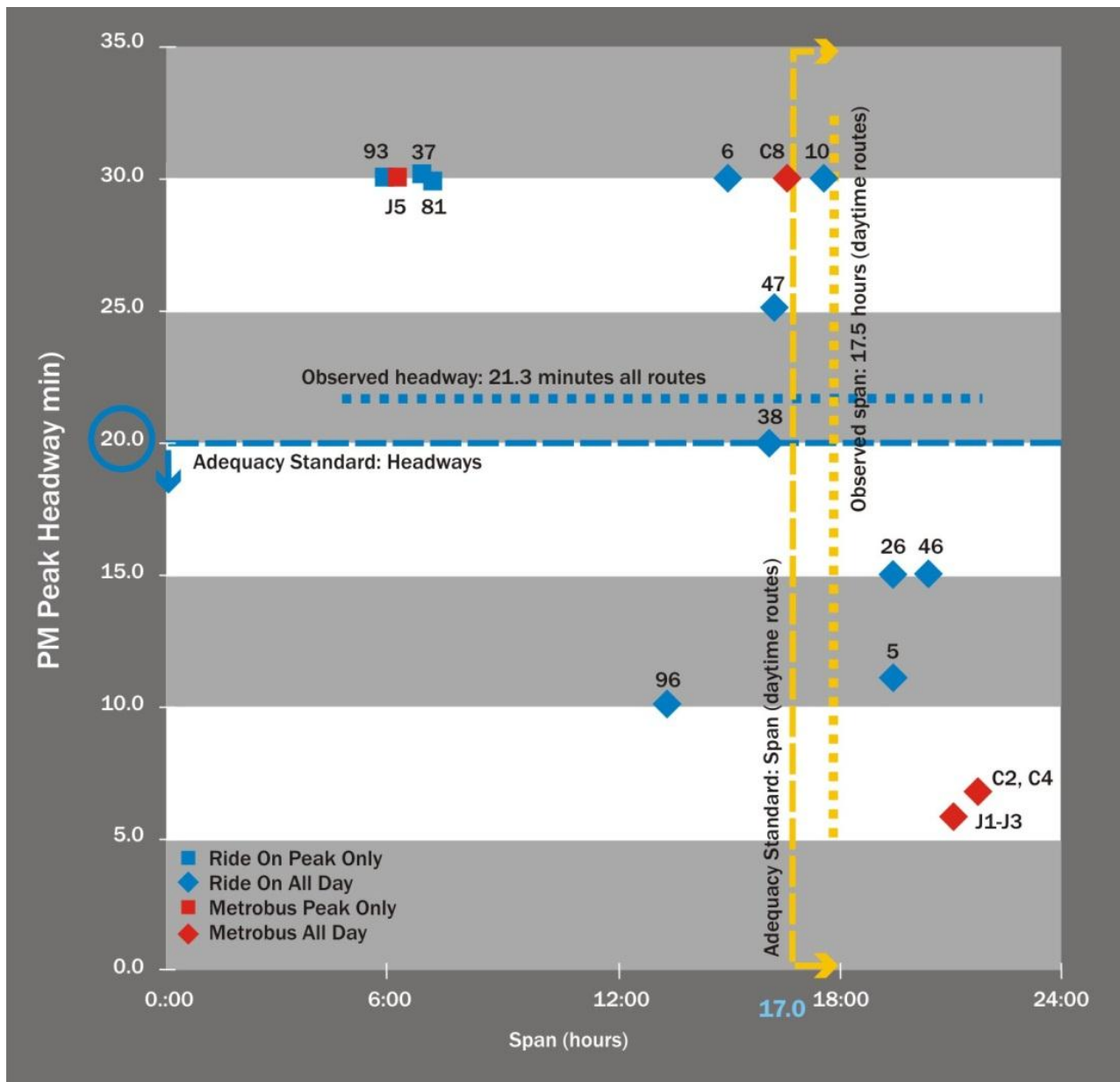


Illustration 11 Headway and Span of Service Adequacy, North Bethesda 2012



Current Traffic Studies

Three traffic studies underway are relevant to future local intersection traffic conditions in the White Flint Sector Plan area and vicinity. Their results will be evaluated to assess future intersection performance in the Plan area. More directed CIP recommendations can be made after the results of the studies are known.

Each traffic study uses different modeling tools and methods to analyze various performance measures:

Traffic Impact Study Sponsor (Consultant)	Modeling Tool/ Methods	Performance Measures
MCDOT/SHA (Greenhorne & O’Mara, Inc.)	<ul style="list-style-type: none"> ■ Critical Lane Volume (CLV) ■ Synchro 	<ul style="list-style-type: none"> ■ CLV ■ Highway Capacity Manual (HCM) level of service ■ HCM v/c ratio ■ Other performance measures under consideration
White Flint Partnership (STV Group, Inc.)	<ul style="list-style-type: none"> ■ VISSIM (micro-simulation) 	<ul style="list-style-type: none"> ■ CLV ■ HCM level of service ■ HCM v/c ratio ■ Person Throughput
City of Rockville/MWCOG (Sabra, Wang & Associates, Inc.)	<ul style="list-style-type: none"> ■ Critical Lane Volume (CLV) ■ Synchro ■ VISTRO (micro-simulation) 	<ul style="list-style-type: none"> ■ CLV ■ HCM level of service ■ HCM v/c ratio ■ Connectivity Index ■ Person Throughput

A White Flint transportation inter-agency policy and technical team, including staff from the Montgomery County Department of Transportation (MCDOT), the State Highway Administration (SHA) and the Planning Department, has been established to review traffic studies and strategies relevant to implementing the Plan’s transit-oriented development vision, which is considered to be a model for the state.

The development of appropriate strategies to effectively evaluate anticipated traffic impacts of development in White Flint remains a complex issue. In response, the inter-agency team is tasked with several responsibilities:

- consider traffic impacts based upon traffic studies performed by consultants
- determine if any further analysis is necessary
- make recommendations on moving Phase 1 forward
- develop an evaluation process for future traffic impacts
- develop a reporting protocol
- recommend ways to measure the modal shares related to staging triggers, to allow development to progress
- monitor traffic modeling assumptions versus actual build-out and traffic counts
- determine what elements need to be addressed by MCDOT and SHA to proceed to Phase 2
- recommend procedures to measure the effect of White Flint traffic on the regional network.

A summary description and status of the relevant traffic studies currently underway is provided below. Results will be presented to the Planning Board along with the other studies when all are completed.

White Flint Area Traffic Impact Study (MCDOT and SHA)

Consultant Stantec (formerly Greenhorne & O’Mara), has been retained by MCDOT to perform a traffic impact study to determine the traffic impacts of the Plan’s recommended development on two major state roadways: Rockville Pike, and Old Georgetown Road.

The study examines existing traffic conditions in the Plan study area and estimates future traffic conditions under two planning horizons: 2022 and 2042. The study area intersections have been evaluated using the *Synchro/Highway Capacity Manual* analysis as well as the Critical Lane Volume method. The study identifies intersections that are projected to exceed the applicable LATR level-of-service standards and recommends possible capacity improvements.

Preliminary results from this study are currently under review by the inter-agency team.

White Flint Area Traffic Impact Study

(White Flint Partnership)

Consultant STV Group is performing a traffic impact study generally similar in scope to the G&O study except that the micro-simulation tool VISSIM will be used to evaluate intersection performance. This tool features a multi-modal traffic analysis that includes pedestrian, bicycle, and transit travel. It also features a variety of transportation system performance measures, including delay, travel time, and person throughput that provide more nuanced results than the techniques used in the G&O study.

This study is underway and is anticipated to be completed by spring/summer 2013.

Rockville Area Transportation Capacity Analysis

Metropolitan Washington Council of Governments (MWCOG)

Under a grant provided by the MWCOG Transportation and Land Use Coordination program, the City of Rockville is conducting a transportation capacity study to identify potential capacity improvements and recommend alternative transportation system analysis methods.

The study area focuses on southern Rockville Pike and includes the Twinbrook Metro Station area, as well as the White Flint Sector Plan area. The study area is partly outside the Rockville city limits because redevelopment of these areas has caused increased traffic volumes within the city. A major intent of this analysis is to highlight transportation impacts across jurisdictional lines.

CIP Projects

Current White Flint CIP transportation projects are:

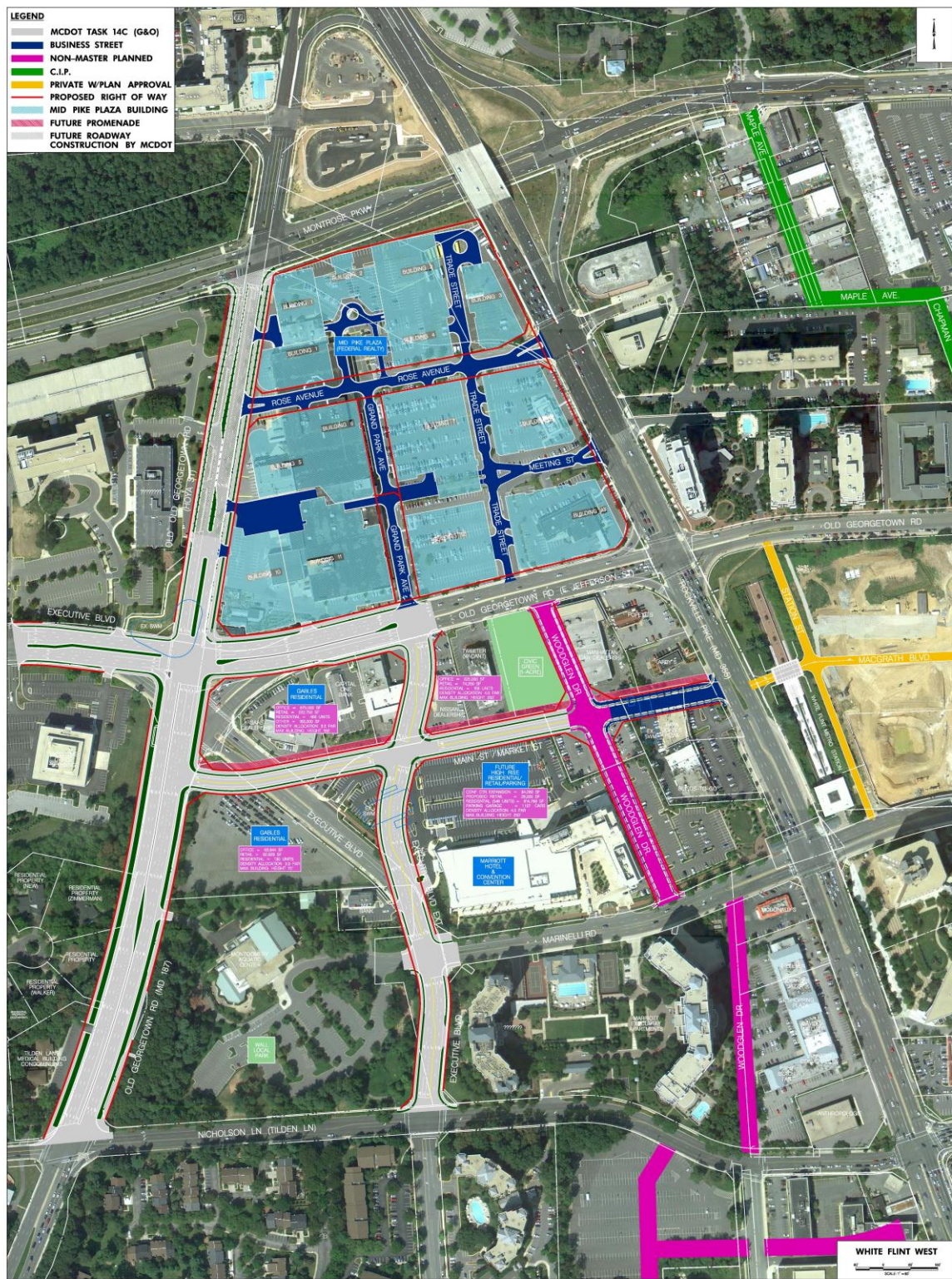
- White Flint District West: Transportation (No. 501116 [includes Rockville Pike])
- White Flint District East: Transportation (No. 501204)
- White Flint Traffic Analysis and Mitigation (No. 501202).

These CIP projects, overseen by MCDOT, are essential to implementing the public transportation infrastructure required to complete Phase 1. Elements include the realignment of Executive Boulevard, Market Street partial construction, and addressing traffic impacts from new development in surrounding residential communities. Some Phase 1 improvements (e.g., Towne Road/Hoya Street and Old Georgetown connection) are not yet programmed.

MCDOT is on schedule for design completion and construction of White Flint District West. This schedule assumes full dedication of rights-of-way from adjacent property owners. If the property owners do not dedicate the land for the rights-of-way, it may delay construction, or require significant additional costs.

Illustration 12 White Flint, Metro West District, Planned Roadway Network and Proposed Development

Source: Stantec



White Flint District East's Project Description Form calls for MCDOT to complete 35 percent of engineering design by summer 2013. However, the design is being delayed due to disputes between private property owners over the location of the roadway centerline for realigned Executive Boulevard and the amount of dedication required for each property owner. Until the location of the centerline can be determined, design cannot proceed, and since the construction of this road is dependent upon dedication of land from these private property owners, MCDOT and M-NCPPC, are continuing to meet with them to achieve a resolution.

Construction is funded beyond the six-year period in the CIP. MCDOT has adequate funding to complete engineering design for this project. Refined construction costs will be presented to the Council, but will not delay design.

An additional CIP project, the White Flint Redevelopment Program (No. 151200), provides for plans, studies, analysis, and development coordination activities needed to implement Plan recommendations.

Recommendations

The submission of several development plans illustrate that property owners believe that the Plan's urban vision and recommendations can be implemented. However, there are several challenges as White Flint redevelops. For example, the design and delivery of public roadways within the CIP will occur over several years. If property owners are not ready to redevelop and the street right-of-way is not available, however, the public acquisition costs and timing of these roadways will increase significantly.

Further, achieving the Non-Automotive Driver Mode Share is an additional transportation challenge. Similar to the street network, the recommended public facilities will be delivered in the future. There are opportunities that could deliver the physical space or land for a public facility. Public agencies must have the resources to complete space or build the facility. Public-private partnerships would allow for creative ways to deliver public facilities.

As implementation moves forward, the following issues should be addressed to ensure success.

Urban District

- Appoint a representative from the Planning Department, as an ex-officio member, to the White Flint Downtown Committee to facilitate effective coordination between the Committee members and the public and provide the committee with relevant expertise on the Plan's vision.

Public Facilities and Amenities

- Create a Capital Improvements Program for White Flint public facilities (not including the elementary school) that allows public agencies (Parks, Recreation, Public Libraries, and Regional Services Center) to begin programming and planning for future facilities. The current CIP does not address any public facilities in White Flint.
- As an alternative approach to a new CIP project, implement an amenity fund to address the unique nature of White Flint public facilities.
- A public-private partnership should be developed between the County and Gables Residential that allows for the proposed structured parking garage to be constructed at one time, rather than phased.

Transportation

- There are roadways within and near the Plan area projected to function inadequately by 2022: Rollins Avenue, Strathmore Avenue, Rockville Pike, Old Georgetown Road, and Randolph Road. Accordingly, particular attention must be given to smaller-scale, localized, site specific improvements such as turn-lanes at nearby intersections, the master-planned grid street network to improve local circulation, and new bus stops, bike facilities, and sidewalks. These roadways should also be considered for operational signal timing improvements that could improve traffic flow in the area.
- Remaining Phase 1 improvements, including the Towne Road to Old Georgetown Road connection, need to be programmed.
- A comprehensive Transportation Management Plan should be developed by MCDOT, SHA, the North Bethesda Transportation Management District, the Planning Department, and private property owners to provide strategies to achieve the recommended NADMS goals in each phase. This should be implemented within the next two years.
- Incorporate a shared use path into the design for the realignment of Executive Boulevard (White Flint District West: Transportation [No. 501116]) that provides additional bikeway improvements in the Plan area and improves access to Wall Park and the Kennedy Shriver Aquatic Center.
- Maryland Department of Transportation (MDOT) and State Highway Administration (SHA) must develop a framework plan that includes the latest pedestrian and bicycle initiatives for the White Flint Bicycle Pedestrian Priority Area.

Stakeholder Concerns: IAC Review

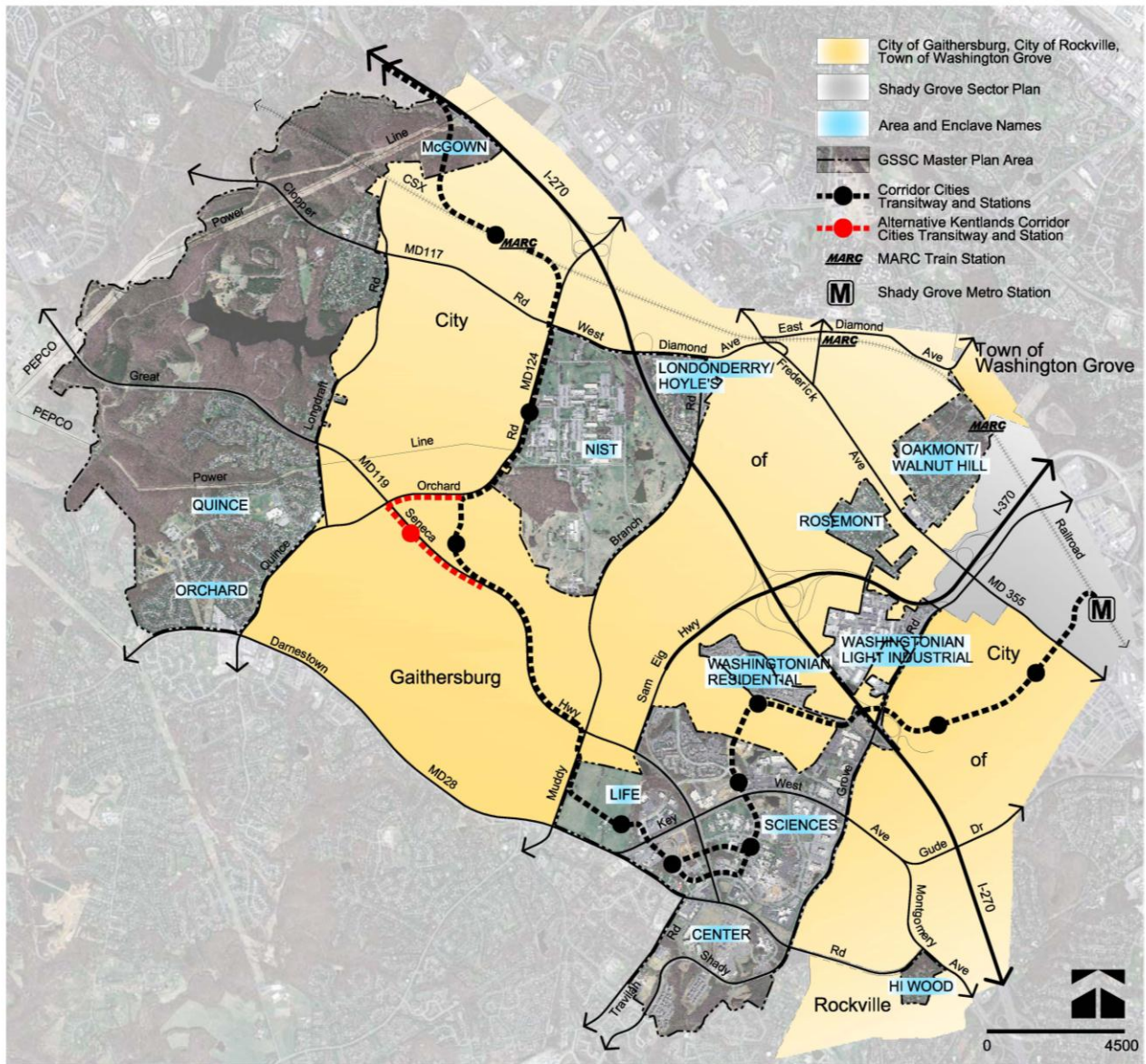
The IAC has reviewed this report and believes that within the next five years, a public facility, such as the recommended library, regional services center, or community recreation center must be implemented. Further, the IAC believes a CIP that addresses recommended public facilities or an amenity fund that contributes toward new public facilities and amenities should be created.

Several IAC members, residents, property owners, and business interests have the following concerns:

- Progress on and the character of several roadway designs, particularly the realignments of Executive Boulevard and Old Georgetown Road. Members believe that the roadway designs are inconsistent with the Plan recommendations and will not create the desired pedestrian-oriented and urban environment. Problematic design features include removing off-peak parking along Executive Boulevard, increased crossing distances at some intersections due to additional turn lanes, and uncertainty about undergrounding utilities.
- Some IAC members are also disappointed in the progress on designing the bridge over the Metro station to the North Bethesda Center property. They believe that regular reports and timetables from MCDOT would allow them to provide better feedback. The IAC recommends implementing road improvements to the minimum roadway recommendations in the Plan to preserve the focus on pedestrian and bicycle circulation.
- The Plan did not recommend a bikeway along Executive Boulevard and IAC members have suggested providing one linking Wall Park more directly to the future civic green and other amenities. Planning staff will explore with MCDOT if a shared use path or other bikeway can be accommodated within the White Flint District West: Transportation (No. 501116) CIP project, as recommended above.
- One IAC member made several specific recommendations, in summary:
 - Address concerns that modifications to the road design (Presented in working documents for the “Western Workaround”) are not in keeping with the Plan’s vision.

- The proposed bikeway network (Plan, Map 47, page 56) needs to be reconsidered to incorporate good planning for safe and accessible bicycling for all skill levels.
- Create a plan to improve bike and pedestrian access to areas near the Plan area, which will reduce future concerns about area traffic.

Map 9 Great Seneca Science Corridor Master Plan Area



Great Seneca Science Corridor Master Plan

Background

Plan Goals

The GSSC Master Plan “envisions a vibrant Life Sciences Center”...that is “a dynamic and sustainable science and medical hub.” (Plan, page 9) To that end it makes a number of key recommendations for the pace and pattern of development, public facilities, and transportation, phased to the provision of public amenities.

Staging Triggers

Staging capacity in the LSC is allocated at preliminary plan approval. Stage 1 made available 400,000 square feet of new commercial development and 2,500 new residential units. The last of the new commercial capacity in Stage 1 was allocated by Planning Board approval of a preliminary plan on November 10, 2011. Stage 1 is, therefore, closed to approval of new commercial capacity. As of May 2013, 311 new residential units have been allocated by preliminary plan approval, leaving a capacity for 2,189 new residential units available in Stage 1.

Before Stage 2 begins, all of the following must occur:

- Fully fund construction of the Corridor Cities Transitway from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County’s CIP or the State CTP.
- Fully fund relocation of the Public Safety Training Academy (PSTA) from LSC West to a new site(s).
- Fund the LSC Loop trail in the County’s six-year CIP and/or through developer contributions as part of plan approvals.
- Attain an 18 percent Non-Auto Driver Mode Share (NADMS).

Advisors

GSSC Implementation Advisory Committee

The GSSC Implementation Advisory Committee (IAC) was established by the Planning Board on September 30, 2010 to “evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee’s responsibilities should include monitoring the Plan recommendations, monitoring the CIP and Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise, including, but not limited to, community impacts and design, and the status and location of public facilities and open space.” (GSSC Master Plan page 79)

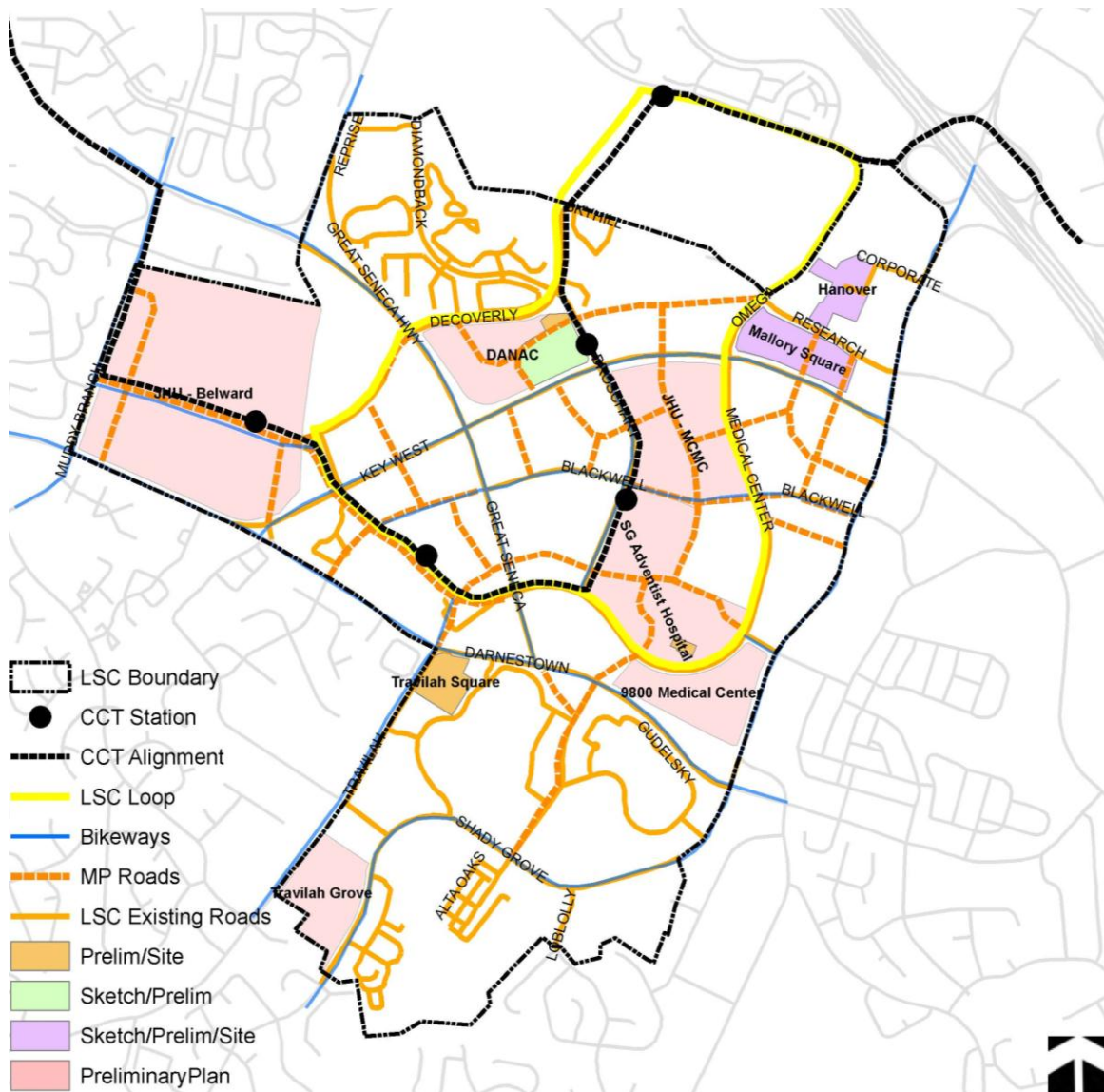
The 19 committee members represent local property owners and residents, including residents of neighborhoods in the adjoining jurisdictions of the City of Rockville and the City of Gaithersburg, as well as representatives from the County Executive’s office, the City of Rockville, and the City of Gaithersburg. The IAC has reviewed sketch, preliminary, and site plans and provided comments to applicants and Planning staff that have improved Master Plan implementation. They have also provided valuable comments that have been incorporated into this report.

Development Approvals

Since approving the Sectional Map Amendment in July 2010, the Planning Board has approved three sketch plans for developments that are primarily residential, with minor commercial components. Two of these have also received preliminary and site plan approvals. A site plan application for the third development has been filed with the Planning Department. One additional residential development has received preliminary plan approval, with a site plan pending.

Commercial development approvals have included one preliminary plan and three amended preliminary plans. One additional preliminary plan, which is exempt from staging capacity, and one site plan, which is replacing existing commercial buildings with a smaller one, are under review for Planning Board approval.

Map 10 GSSC, Bikeway and Roadway Networks and Development Approvals



Conversions

The Plan allows existing commercial plan approvals to be converted to residential unit approvals without counting against the residential unit capacity available in a development stage, provided that the change in development will not increase the number of vehicle trips. To date, three preliminary plans (Hanover Shady Grove, Mallory Square, and Camden Shady Grove (the DANAC site) have converted a total of 387,751 square feet of existing commercial capacity approvals to 1,212 new residential units.

Sketch Plans

A sketch plan is required for all Commercial Residential (CR) zoned properties proposing optional method development. A sketch plan illustrates the general massing of new buildings, anticipated uses, open spaces, the pedestrian and vehicular circulation system, and building relationships to existing and proposed uses. The Planning Board has approved these sketch plans in GSSC:

- Hanover Shady Grove
- Mallory Square
- Camden Shady Grove

Hanover Shady Grove (No. 320120020), north of Research Boulevard and east of Omega Drive in the Shady Grove Business Park, allows for the construction of two buildings with up to 380 dwelling units. The development will also provide structured parking, public open space, and a bikeshare station.

Mallory Square (No. 320120010), south of Research Boulevard and east of Omega Drive on the former BNA property, allows construction of up to 650 multifamily residential units and ancillary retail uses. The development will also provide structured parking, public open space, and a bikeshare station.

Camden Shady Grove (No. 320120050), on the DANAC property in the northwest corner of the intersection of Key West Avenue and Diamondback Drive, approved construction of one multifamily building with up to 475 residential units and several live/work spaces. The development will also provide structured parking, construction of a new master-planned road, dedication of space to accommodate a CCT station, and a public benefits package suited for this area.

Preliminary Plans

Since adoption of the Plan, the Planning Board has granted preliminary plan approvals for:

- 9800 Medical Center Drive
- Johns Hopkins University's Montgomery County Medical Center
- Johns Hopkins University's Belward Campus
- Travilah Grove.

Additional preliminary plans and amendments are under review.

Certain properties in the Plan area must submit a concept plan for Planning Board Approval, a requirement unique to the GSSC Master Plan (see Plan, page 34). The concept plan must demonstrate how a site will achieve the Plan's vision at full buildout. This requirement applies only to property owners with 20 acres or more: JHU Belward, JHU Montgomery County Medical Center, Shady Grove Adventist HealthCare, DANAC, and the Public Safety Training Academy. All of which have approved or pending concept plans except the PSTA site.

9800 Medical Center Drive (No. 120110080) is just south of the Shady Grove Adventist Hospital. The preliminary plan approved 230,929 square feet of new life science uses in the LSC Zone. The new development was the first to count against the new commercial capacity of 400,000 square feet permitted under Stage 1. This approval includes requirements for right-of-way dedications and construction of a shared use path along the Shady Grove Road frontage of the property.

The Johns Hopkins University's Montgomery County Medical Center (No. 11986115C) has an approval for 169,071 square feet of new life sciences uses in the LSC Zone on the existing JHU campus at the Montgomery County Medical Center (MCMC) south of Key West Avenue and west of Medical Center Drive. When added to the 894,636 square feet of existing approved development, this site is now approved for a total of up to 1,063,707 square feet of development. The additional density used the remaining commercial capacity permitted under Stage 1 of the GSSC Master Plan, closing Stage 1 for new commercial development. The approval includes requirements for new business district streets and right-of-way dedications for adjacent roadways and the CCT.

The Johns Hopkins Belward Campus (No. 11996110A), in the northeast quadrant of the intersection of Darnestown Road and Muddy Branch Road, does not approve any new non-residential capacity, but instead reconfigures the 1.4 million square feet previously approved into a more compact development; for this reason it is not subject to the Plan's staging limitations. The development proposal dedicates CCT right-of-way and the extension of Belward Campus Drive, provides access easements for two internal master-planned business streets, establishes open space areas and conservation easements, and establishes the concept plan for the site's buildout.

Travilah Grove (No. 120120290), on the former Rickman property, is approved for up to 300 multifamily units. Although this is a CR-zoned property (CR 0.5, C 0.5, R 0.5, H 80), the standard method development did not require approval of a sketch plan and the site was specifically exempted from staging limitations in the Master Plan. The plan approval includes right-of-way dedication for Travilah Road and establishes conservation easements. A site plan for the property is under review.

Illustration 13

Proposed Travilah Grove Site Plan, front elevation, buildings A and C

Source: Travilah Grove LLC



The Travilah Square preliminary plan (No. 12011034A) is scheduled for Planning Board review concurrently with its site plan (No. 820130070) in June 2013. It seeks approval for a new retail use in the existing Travilah Square Shopping Center at the southeast corner of the intersection of Darnestown Road and Travilah Road. This new commercial development will use existing built capacity by tearing down buildings and replacing them with new uses with less square footage than the amount being removed.

Illustration 14

Proposed Travilah Square Walgreens site plan, perspective from Darnestown Road at the intersection with Travilah Road

Source: Rockville Travilah Square LLC



Combined Preliminary and Site Plans

The Planning Board has granted combined preliminary and site plan amendment approvals for:

- Camden Shady Grove
- Hanover Shady Grove
- Mallory Square.

The preliminary plan amendment for Camden Shady Grove (No. 11996112A) allows for up to 475 multifamily residential units and several live-work spaces in a building to be constructed within an existing office park. The preliminary plan amendment covers the entire office park campus, including proposed new residential development (also known as Camden Shady Grove, see Sketch Plan No. 320120050 above). The approval includes converting existing unbuilt commercial density in the office

park into residential uses under the provisions of the Master Plan; therefore the residential units approved will not count against the Stage 1 residential cap of 2,500 units.

Illustration 15

Camden Shady Grove sketch plan concept, view from the intersection of Diamondback Drive and Key West Avenue

Source: Camden USA, Inc.



An amended site plan, Danac Stiles (No. 82000018D), which was approved under the I-3 Zone as an amendment to a previously approved site plan allowing construction of a four-story parking garage to replace two existing surface parking lots. A sketch plan and preliminary plan amendment were approved for a different area within the campus under the CR Zone, which was applied by SMA after the adoption of the GSSC Master Plan. The Camden Shady Grove site plan using the CR Zone is under review.

Hanover Shady Grove (No. 11986186A) was approved for the construction of up to 366 new multifamily residential units in the existing Shady Grove Business Park per Sketch Plan No. 320120020. The approval includes converting existing unbuilt commercial density in the office park to residential density under the provisions of the Master Plan; therefore the residential units approved will not count against the Stage 1 residential cap of 2,500 units.

Site plan No. 820120190 for Hanover Shady Grove was approved concurrently with the preliminary plan and includes the following elements:

- a minimum of 13.66 percent Moderately Priced Dwelling Units
- structured parking
- open spaces including a 0.21-acre civic green and an adjacent forest conservation area, and a park-like area between the northern building and existing offices
- upgraded sidewalks, bicycle parking, and a bikeshare station
- enhanced tree canopy coverage.

Illustration 16

Hanover Shady Grove, the concept for the interior courtyard with amenities

Source: Hanover R.S. Limited Partnership



Mallory Square (No. 120120180) allows up to 682 multifamily residential units and up to 3,500 square feet of retail uses and includes construction of a new master-planned road (B-9) and dedication of right-of-way and a covenant for future construction of master-planned road B-10. This preliminary plan approval includes converting existing unbuilt commercial density in the office park to residential density under the provisions of the Master Plan; the trips associated with the converted commercial approval are sufficient to cover 371 of the new residential units; the remaining 311 units will count against the Stage 1 residential cap of 2,500 units.

Site Plan No. 820120130 for Mallory Square was approved concurrently with the preliminary plan and includes the following elements:

- a minimum of 13.63 percent Moderately Priced Dwelling Units
- structured parking
- 90,000 square feet of public open space—double the requirement of the zone
- enhanced tree canopy
- a cool roof
- sustainable design features including southern solar exposure, integrated LEED components and ESD facilities, efficient floor plate width and glazing features, low buildings to the south of open space areas, and pedestrian-focused open space.

Illustration 17

Mallory Square, entrance from new master planned-roadway, B-9

Source: Woodfield Meridian Shady Grove, LLC



Illustration 18

Mallory Square

Source: Woodfield Meridian Shady Grove, LLC



Public Amenities and Facilities

Plan Recommendations

The GSSC Plan identifies several community facilities to serve the Life Sciences Center: “Community facilities, services, and amenities contribute to making great places to live, work, and play. The LSC’s proposed redevelopment offers an opportunity to enhance public facilities, amenities, and recreational options. This plan recommends using urban design, parks, and trails to create an open space network for the LSC that will provide a range of experiences and a sense of place, integrating the built and natural environments and passive and active spaces.” (Page 30)

PSTA Relocation

The new Public Safety Training Academy (PSTA) will become part of the Montgomery County Multi-Agency Service Park (MASP) being constructed along Snouffer School Road north of the Montgomery County Air Park. Funding for the purchase, planning, and site development of the MASP is included in the Department of General Services CIP PDF No. 470907. Funding for the PSTA relocation is included in General Services CIP PDF No. 471102. A mandatory referral for the MASP was approved in January 2011 and the target date for opening the new PSTA is 2016.

A site for a new park and elementary school has been identified on the PSTA site. The need for the school has not yet been established by Montgomery County Public Schools (MCPS). Planning for

redevelopment of the PSTA is being coordinated by the Montgomery County Department of General Services (MCDGS). MCDGS will coordinate planning for the park/school site with MCPS and the Montgomery County Department of Parks.

Community Recreation Center

The Master Plan identifies the North Potomac Community Recreation Center as the recreation center serving the LSC. The center is being constructed on Travilah Road just west of the LSC South boundary. The center is funded for construction beginning in FY13 under CIP PDF No. 720102.

Public Parks

Traville Local Park in the LSC South is recommended for Facility Planning early in the M-NCPPC Montgomery Parks FY15-20 CIP.

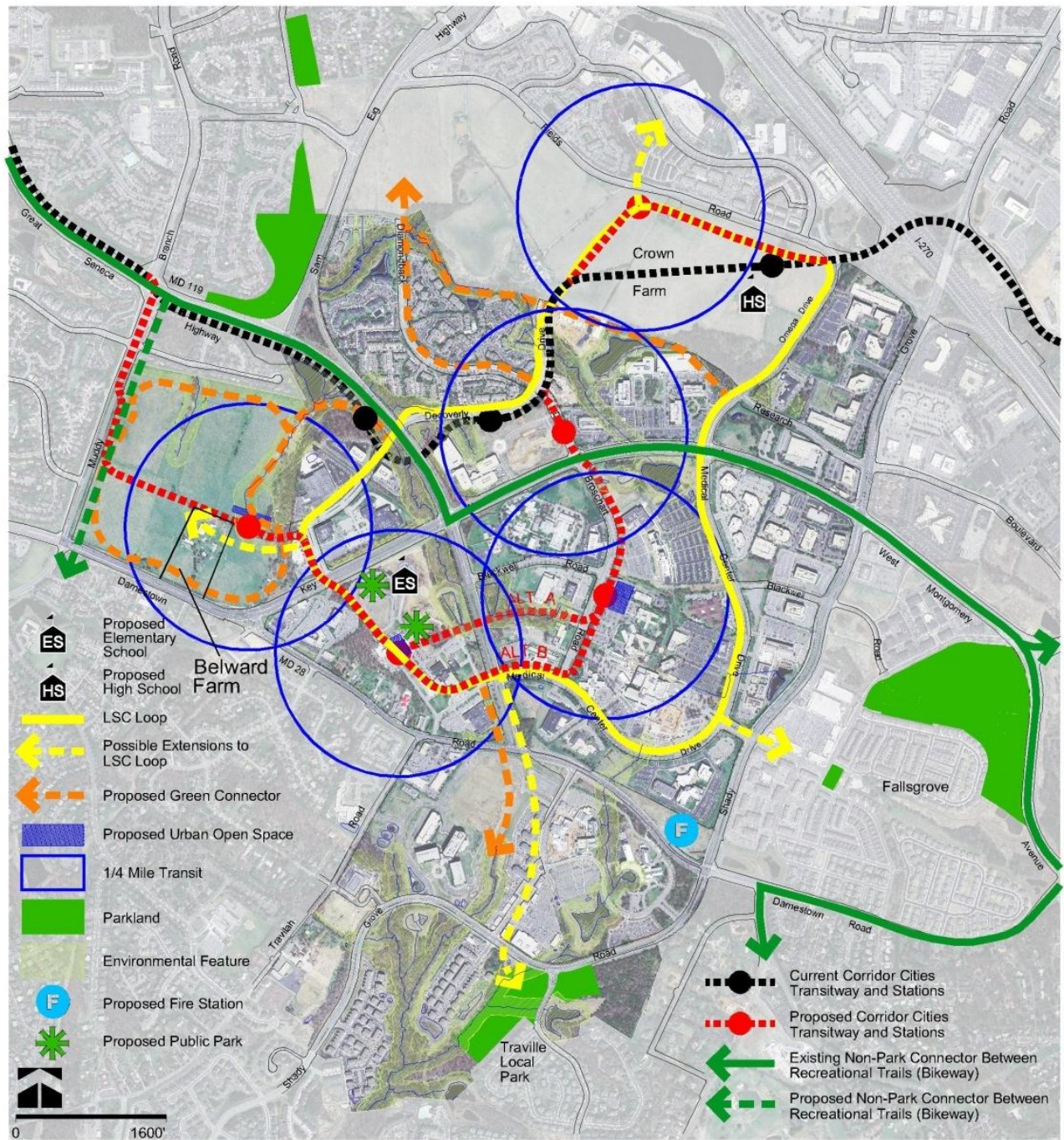
For references to public park sizes and descriptions, see the 2012 *Park, Recreation and Open Space* (PROS) Plan.

http://www.montgomeryparks.org/PPSD/ParkPlanning/Projects/pros_2012/documents/2012.PROS.Plan-final.10.19.12.pdf

Most of the other formal open spaces in and around the LSC are associated with development plans that are still in their early stages. The other significant open spaces (see Plan page 31) are:

- an extensive open space network on the Belward property with a variety of passive, active, and cultural experiences
- completion of the Muddy Branch Trail corridor along the western edge of the Belward property
- civic greens at each CCT station
- the shared park/school site in the LSC West as well as a public civic green
- development of Traville Local Park in the LSC South
- green corridors between and through major blocks linked by the LSC Loop to connect destinations and integrate passive and active spaces
- an additional active use Local Park in the Quince Orchard area (outside the LSC; see page 60).

Map 11 Life Sciences Center Open Space Network



Schools

Elementary School

The Master Plan specifies that a new public elementary school be included in LSC West if needed. The Plan goes on to recommend that if a “new elementary school is needed, it could be combined with a local park on the northern portion of LSC West. If the school is needed and if the northern area is chosen, the proposed local street (see B-5 on Map 29 on page 54) should be eliminated to create adequate space for a park/school site.” The Plan goes on to recommend that “If the school is not needed, a local public park for active recreation should be provided.” (Plan page 38) The County is beginning planning for the redeveloped PSTA. Details about the school site should be worked out as part of the sketch plan process.

School Clusters

The Life Sciences Center is served by two school clusters: the Gaithersburg Cluster and the Thomas S. Wootton Cluster. Based on the results of the School Test for FY13, the Gaithersburg Cluster is now over 105 percent of capacity at both the elementary and the middle school levels. The Wootton Cluster is over 105 percent of capacity at the high school level. To address capacity needs, certain residential development proposals will need to make school facility payments to receive plan approval in these clusters.

Fire Station

A new fire station (Travilah Fire Station 32) is under construction in the northwest quadrant of the intersection of Shady Grove Road and Darnestown Road.

Library

Page 31 of the GSSC Master Plan notes that, “As the LSC grows into a major hub for life sciences research and development, a library specializing in science and medical research may be desirable. A publically accessible specialized library could be funded through private sector development contributions to an amenity fund and could be located at Belward or the JHU-MCmC site, or another appropriate location in LSC Central.” Consideration should be given for such a facility as the potential sites mentioned move toward site plan.

Private Development Amenities

Public Use Space

The Plan “recommends a series of open spaces provided through a combination of public and private efforts. Both residential and commercial development projects should provide recreational facilities, open spaces, and trail connections that shape the public realm, help implement the Plan recommendations, and serve existing and future employees and residents.” (Page 31)

Public use space requirements for development approvals vary by zone, but all contribute to fulfilling the open space needs of the employees and residents of the LSC. The following public use spaces have been, or will be, contributed by developments in the LSC:

- Camden Shady Grove: 21 percent of the net lot is approved as enhanced streetscape and pedestrian/cyclist facilities, landscaping, and the master-planned CCT urban plaza

- Travilah Grove: 10 percent of the net lot is proposed as open space for passive and active recreation and landscaping
- Mallory Square: 20 percent of the net lot is approved for enhanced pedestrian/cyclist amenities, urban plazas, landscaping, and a pocket park
- National Cancer Institute: 37 percent of the net lot was approved for open space for employees and visitors
- Hanover Shady Grove: 19 percent of the net lot was approved for an urban pocket park and for enhanced streetscapes and passive recreation areas
- JHU Belward Campus: 20 percent of the net lot was approved for small pocket parks, enhanced pedestrian/cyclist amenities, streetscapes, and a large active recreation park
- JHU Montgomery Medical Center: 20 percent of the site for improved landscaping, pocket parks, and enhanced pedestrian/cyclist amenities
- 9800 Medical Center Drive: 20 percent of the net lot was approved for open space for employees and visitors
- Travilah Square: 27 percent of the net site plan area for seating areas, improved pedestrian/cyclist amenities, and upgraded landscaping and streetscape.

Public Amenity and Benefit Summary

For the LSC Zone, public facilities and amenities are defined as “Those facilities and amenities of a type and scale necessary to provide an appropriate environment or to satisfy public needs resulting from the development of a particular project. Facilities and amenities may include, but are not limited to:

- a. green area or open space which exceeds the minimum required, with appropriate landscaping and pedestrian circulation;
- b. streetscaping that includes elements such as plantings, special pavers, bus shelters, benches, and decorative lighting;
- c. public space designed for performances, events, vending, or recreation;
- d. new or improved pedestrian walkways, tunnels or bridges;
- e. features that improve pedestrian access to transit stations;
- f. dedicated spaces open to the public such as museums, art galleries, cultural arts, community rooms, recreation areas;
- g. day care for children or senior adults and persons with disabilities; and
- h. public art.”

On the other hand, in the CR Zones, public facilities and amenities are based on public use space and public benefits based on categories and a point system, as described in the White Flint Public Benefits Summary.

In either case, these facilities and amenities are typically identified either at the time of sketch plan approval for CR-zoned properties, or at site plan approval. The following facilities and amenities will be provided through plan approvals in the Plan area:

Hanover Shady Grove (820120190) was approved with:

- additional green space
- streetscaping
- public space
- pedestrian improvements
- bikeshare station
- enhanced tree canopy.

- Camden Shady Grove (320120050) was approved with:
 - additional green space
 - streetscaping
 - public space
 - pedestrian improvements
 - pedestrian access to transit
 - CCT station plaza
 - enhanced tree canopy.

Mallory Square (820120130) was approved with:

- additional green space
- streetscaping
- public space
- pedestrian improvements
- bikeshare station
- enhanced tree canopy
- public art payment.

Transportation

Plan Recommendations

The Plan recommends “a comprehensive transportation network for all modes of travel, including bicycle and pedestrian routes and constructing the CCT [Corridor Cities Transitway] through the LSC.” It proposes a local street network that “will create a finer grid and improve vehicular and pedestrian connections between the districts.” The LSC Loop is intended to unify the pedestrian and bicycle circulation systems with sidewalks, bikeways, trails, and paths that provide mobility and recreation options. (Plan, page 53)

The Plan also recommends Travel Demand Management that includes managing parking supply and demand, and defining “public garage sites at preliminary plan for publicly-owned properties in LSC Central and LSC West,” as well as achieving an ultimate NADMS of 30 percent for LSC employees. (Plan, page 55)

Steps taken toward implementation of these goals include the provision of local road B-9 and dedication of right-of-way for B-10 as part of the Mallory Square development approval, provision of bikeshare stations near or adjacent to proposed bikeways at Hanover Shady Grove and Mallory Square, and dedication of a CCT station at Camden Shady Grove.

Non-Auto Driver Mode Share (NADMS)

Non-Auto Driver Mode Share is the percent of work trips via transit (bus or rail), walking, biking, or carpooling during the peak travel periods of a typical weekday. The Plan identifies a current mode share of 16 percent in GSSC, but an analysis in summer 2011 found it to be only 9.6 percent. An 18 percent NADMS is needed to open Stage 2.

The Plan area is within the Greater Shady Grove Transportation Management District (TMD), established in 2011. The TMD will continue to work with GSSC employers to provide guidance and promote incentives that encourage commuters to travel to work by means other than single-occupant vehicles. The TMD's work will be important in helping meet the NADMS goals.

Bicycle and Pedestrian Connections

The Plan proposes a network of trails for pedestrians and bicycles that offer transportation and recreation options both within the LSC and connecting to the larger countywide network. Significant portions of the pedestrian and bicycle network will be implemented in association with construction of the CCT and as part of larger development projects, including the PSTA and Belward Farm properties.

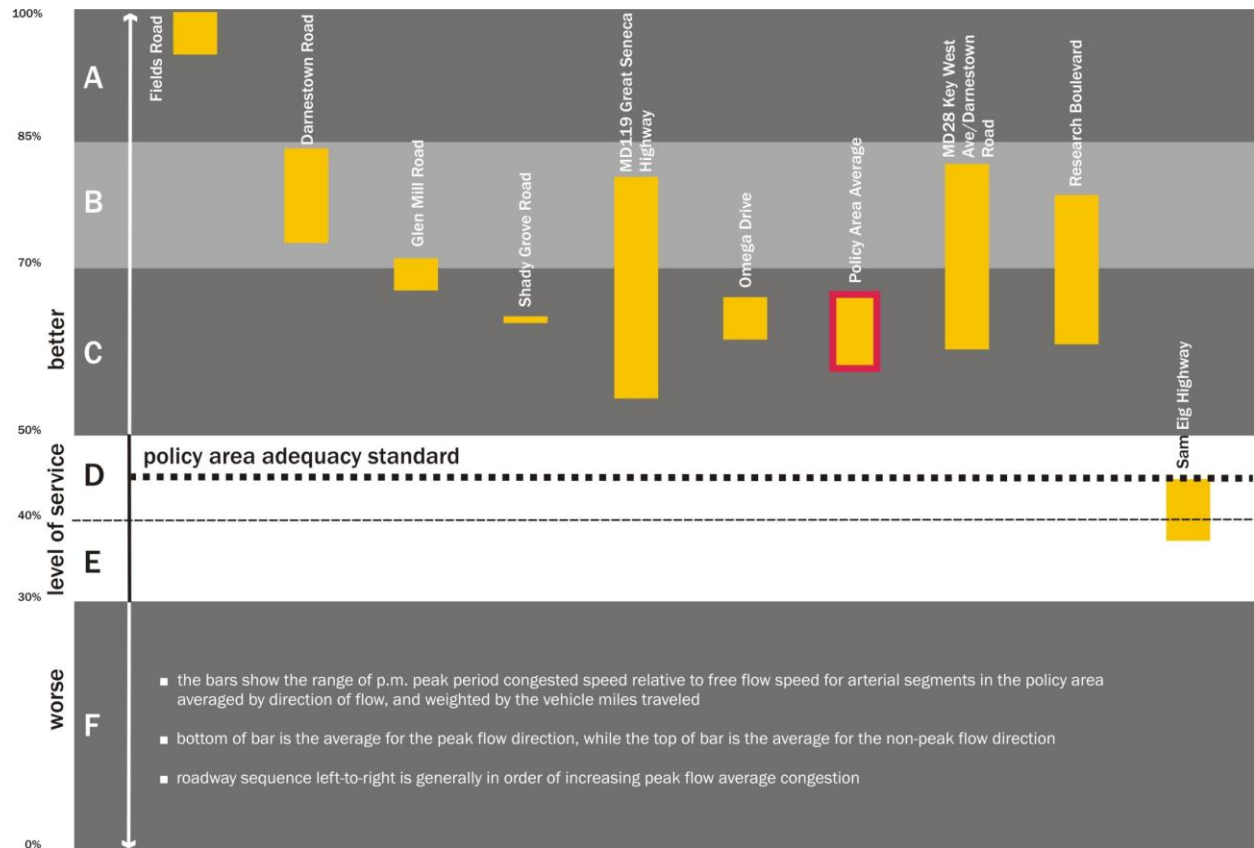
Sidewalks that meet current standards are being built as part of the Hanover Shady Grove, Mallory Square, Camden Shady Grove, Travilah Grove, and Travilah Square developments. As intervening areas redevelop, sidewalk systems will become connected and provide links to destinations within the LSC.

The LSC Loop trail will provide both non-auto transportation links throughout the LSC and opportunities for recreation. Portions of the LSC Loop will be constructed as part of large developments, such as the redevelopment of the PSTA, and development of the JHU Belward Campus and the Crown Farm in the City of Gaithersburg north of the LSC. Other portions will be constructed as part of the CCT. Gaps, if any, need to be identified and funding included (if necessary) in the Biennial CIP.

Transportation Policy Area Review Analysis

The LSC is within the R&D Village Policy Area. The 2022 TPAR assessment for that area projects adequate overall roadway capacity. But an assessment of the individual major roadways shows the Sam Eig Highway is projected to exceed the acceptable LOS during the evening peak hour. Inadequate level of service traffic conditions also are projected for Sam Eig Highway for short-term (year 2018) and long-term (year 2040) planning horizons if no improvements are made beyond the current CIP.

Illustration 19 Adequacy of the Main Roads in the R&D Village Policy Area



As well, in October 2012, an MOU for The Coordination of Traffic Impact Studies for Proposed Development Projects was signed by representatives of the City of Gaithersburg, the City of Rockville, and the Montgomery County Planning Department to improve review of inter-jurisdictional traffic impacts from development in the region.

Service Coverage: Seventy-five percent of the Research and Development Village Policy Area is within 1/3 of a mile of existing bus routes. The standard for suburban policy areas is 30 percent; therefore coverage is considered adequate in the Research and Development Village Policy Area.

Peak Headways: The Peak Headway standard for the Research and Development Village Policy Area is 20 minutes or less. Current TPAR tests show the headway for the policy area to be 25.8 minutes during evening peak hours; therefore peak headways are considered not adequate. A proposal for a Countywide initiative to add more buses to selected routes could bring peak headways up to acceptable levels in the policy area within the next 10 years.

Because the peak headways for transit are not adequate for the Research and Development Village Policy Area, new developments will be required to mitigate traffic associated with their construction by paying 25 percent of the development’s total impact fees.

Span of Service: The standard for a suburban area is 14 hours of operation. The Span of Service for transit in the Research and Development Village Policy Area is 15.8 hours; therefore the Span of Service is adequate.

Corridor Cities Transitway

The Plan calls the CCT “the centerpiece of the Plan’s vision for the LSC.” More than any other factor, implementing the Plan hinges on development of the CCT.

Since the Plan’s adoption in June 2010, the State has announced the Locally Preferred Alternative for the CCT, establishing the alignment and determining that the transit mode will be bus rapid transit (BRT). This sets the stage for facility planning including development of cost estimates for construction. Funding to begin this part of the process is included in the State’s six-year Consolidated Transportation Program (CTP). Cost estimates must be developed to enable inclusion of construction money in either the County CIP or the State CTP as required for the opening of Stage 2 of the Plan.

CIP Projects

Three CIP projects identified in the Plan are in some phase of development:

- the Travilah Fire Station is under construction
- the PSTA relocation is partially funded and construction of the new PSTA facilities on the Webb Tract in the Air Park area is scheduled to be completed in 2015
- the North Potomac Recreation Center in the nearby Potomac Planning Area is due to begin construction in 2013.

Partial funding is provided in the State CTP for initial planning of the CCT. Fourteen additional CIP projects identified in the Plan are not currently funded. Five CIP/CTP projects are tied to staging, with two projects (full funding for CCT construction from the Shady Grove Metro Station to Metropolitan Grove and full funding of the LSC Loop trail) required for the opening of Stage 2 of the Master Plan. Relocation of the PSTA is also a staging trigger for the opening of Stage 2.

Table 3 GSSC Capital Improvements Program

project number (if assigned)	location/ limits	coordinating agency	project status
450504	northwest corner of Darnestown Rd and Shady Grove Rd	DGS	under construction
720102	13860 Travilah Rd	DGS	funds approved for construction to begin in FY13
471102	LSC West: Key West Ave and Great Seneca Hwy	DGS	purchase and master planning for the Multi-Agency Service Park is funded under PDF No. 470907. Property has been purchased and a mandatory referral for the site design approved 01/06/2011. Targeted to open in Spring 2015

project number (if assigned)	location/ limits	coordinating agency	project status
yes (Stage 2)	CCT funded	MSHA/MTA	funds allocated in the State's Consolidated Transportation Program for CCT planning and engineering. No construction funding allocated
yes (Stage 3)	CCT under construction	MSHA/MTA	not funded
yes (Stage 4)	CCT operating	MSHA/MTA	not funded
yes (Stage 2)	LSC Recreation Loop	various (public and private)	not funded
no	civic green	DGS and M-NCPPC	not funded
no	park (with school)	DGS and M-NCPPC	not funded
no	elementary school	DGS, M-NCPPC, and MCPS	not funded
no	Traville Local Park	M-NCPPC	funding for facility planning to be included in next M-NCPPC Montgomery Parks CIP
no	local park	M-NCPPC	not funded
no	Muddy Branch Trail Connector	M-NCPPC and private	not funded
yes (Stage 3)	Medical Center Drive Extended	DOT/SHA	not funded
no	Discoverly Drive Extended	DOT/SHA	not funded
no	Key West Ave widening	DOT/SHA	not funded
no	Sam Eig Hwy/Great Seneca Hwy	DOT/SHA	not funded
no	Shady Grove Rd/Key West Ave	DOT/SHA	not funded
no	Great Seneca Hwy/Muddy Branch Rd	DOT/SHA	not funded

Recommendations

There are several challenges to implementing the Plan:

Land use: The Plan envisions mixed-use development that will allow LSC employees and residents to access basic services without a car. The impending development of the nearby Crown Farm's retail center and the Plan's staging restriction on nonresidential uses is causing developers to shy away from providing basic commercial services in their developments. As a result, new developments tend to be single-use focused and may not generate sufficient foot traffic to support ground level retail uses. Most of the new mixed-use development in Stage 1 is being achieved by retaining existing nonresidential capacity in commercial to residential conversions.

Form: The Plan envisions building heights of up to 150 feet adjacent to CCT stations and between 80 to 100 feet farther from the CCT. Current market conditions are generating stick-built buildings of 70 to 80 feet. At these heights, buildings tend to occupy more of the available site, leaving less usable open space. Yet, minimum open space requirements are being met and full densities are being developed, indicating that the height is not necessary to accommodate density nor is it economical in this market.

Pedestrian and bicycle connectivity and safety: The Plan aspires to re-create GSSC from an auto-centric suburban business park dissected by arterial roads into a walkable, bikeable community. However, existing roads work against knitting the GSSC districts together and against walking and biking between the districts. Some success is being achieved creating more pedestrian and bicycle connections within districts through conditions in development plan approvals, but connectivity between districts remains challenging.

Staging: Meeting two prerequisites for opening Stage 2 of the Plan will require significant effort:

- Fully funding the CCT construction from the Shady Grove Metro Station to Metropolitan Grove. The tight economy and greater government austerity is limiting funding for major transit projects such as the CCT, which will be competing with other transit projects for a shrinking pot of money.
- Achieving an 18 percent NADMS will require almost doubling the current NADMS of 9.6 percent. Reaching 18 percent in an area created as an auto-centric suburban office park with abundant free parking before the CCT is constructed will be difficult. The task is made harder by the obstacles to creating a walkable, bikeable community and market challenges to mixed-use development, as discussed above.

PSTA

The Plan identifies the current PSTA site in the LSC West as the major residential community in the Life Sciences Center. The site's redevelopment is part of the County's Smart Growth Initiative, which focuses transit-supported commercial and residential development in areas planned for transit service by relocating public facilities. The County's Department of General Services is beginning a comprehensive plan for the redevelopment of the PSTA, which is envisioned to include 2,000 dwelling units, ancillary retail uses, an elementary school if needed, a public park and civic green, a CCT station, and a portion of the LSC loop trail. Fully funding the PSTA relocation is recommended within the next two years.

Public Facilities and Amenities

Public Facilities and Amenities are specifically defined in the Zoning Code and recommended in the master plan; they are provided by both public funding and private development and are publicly

accessible or enhance the public environment. Public CIP projects are discussed below. Non-CIP facilities should be provided as part of larger developments such as the Johns Hopkins University's Belward Campus and the PSTA.

Transportation

- Coordinate a combined effort by MCDOT, Maryland SHA, and the Montgomery County Planning Department to create a plan to improve pedestrian and bicycle connections between the five districts of the Life Sciences Center. This plan should comprehensively examine the proposed road system and make recommendations to create an efficient multi-modal transportation system throughout the LSC.
- Coordinate a study of existing transit service and create a plan to increase NADMS and reduce bus headways to acceptable levels prior to completion of the CCT. Continue to work with applicants in development review to bring mixed uses into LSC developments.
- Coordinate a comprehensive study of parking needs and strategies for the LSC.

Capital Improvements Program

- Fund construction of the LSC Loop. This will require a preliminary assessment of portions of the trail not likely to be provided through the development approval process.
- Fund a facility planning study for potential improvements to the intersections of Great Seneca Highway with Sam Eig Highway and with Muddy Branch Road.

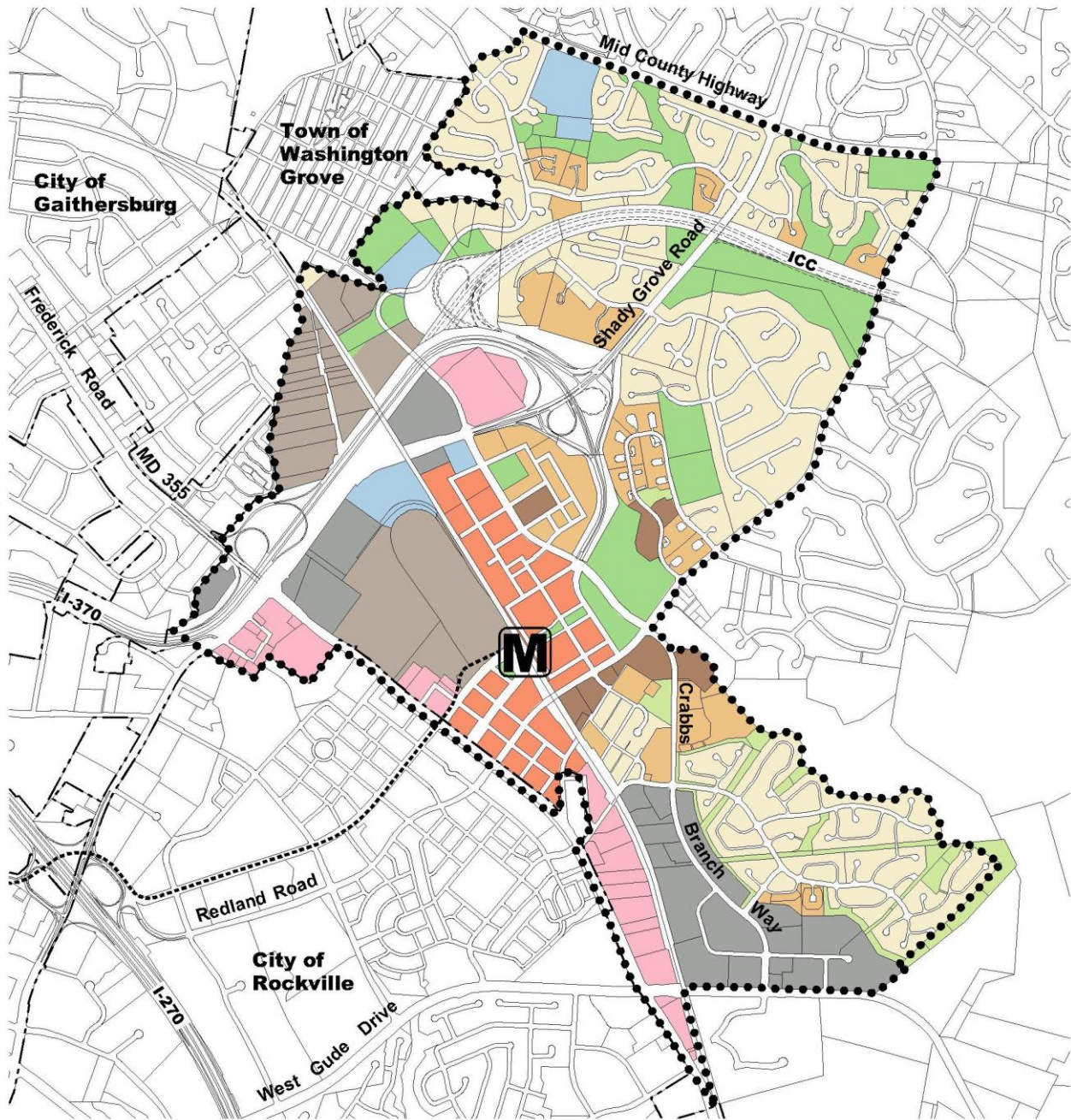
Stakeholder Concerns: IAC Review

- Limited commercial capacity and staging: New commercial capacity under Stage 1 is exhausted. While over three million square feet of commercial capacity exists in the pipeline, it resides in relatively few properties and extensions of Adequate Public Facilities approvals will prevent this capacity from becoming available to other development for many years. Furthermore, two prerequisites for opening Stage 2 to new commercial capacity (funding the CCT and achieving a NADMS of 18 percent) are long-term projects and are likely to further delay the opening of Stage 2. This lack of new commercial capacity will hamper the ability of some projects to create the kind of mixed-use development envisioned in the Plan. This is particularly problematic for redevelopment of the PSTA site.
- Local residents and employees note area traffic congestion, especially during peak travel hours. TPAR analysis indicates that Sam Eig Highway in particular will not meet performance standards in the future without improvements.
- Pedestrian and bicycle connections: Major highways dissect the Life Sciences Center, making travel between LSC districts on foot and by bicycle difficult and sometimes dangerous.

The IAC reiterated several concerns to the Planning Board at the public hearing on this report. These concerns included:

- whether current development proposals will provide the placemaking and connectivity elements envisioned by the Plan
- the lack of mixed-use proposals resulting from staging limits and the current economic market
- a lack of clear ways to create the desired sense of place at each CCT station
- how to deal with the physical barrier to pedestrian and cyclist movement across Key West Highway

Map 12 Shady Grove Sector Plan Area



Shady Grove

Background

Plan Goals

The *Shady Grove Sector Plan* (2006) envisions an urban village surrounding the Shady Grove Metro Station with an array of new public facilities, parks and open spaces, bikeways, and a new street network. A key Plan recommendation is the redevelopment of the Montgomery County Service Park (CSP) with residential and nonresidential development and public facilities, including an elementary school site and a public park. The Plan establishes a two-level staging plan that accommodates redeveloping or retaining the CSP. Up to 6,340 new residential dwelling units and 7,000 new jobs are allowed in the Plan area with the relocation of the CSP.

Staging Triggers

The Plan does not establish a reporting requirement to the Council, but there are significant public investments associated with the County Executive’s Smart Growth Initiative and moving the recommended development into the next stage. Similar to White Flint, Shady Grove is a staged plan that limits residential and nonresidential development and requires infrastructure for each stage.

A preliminary plan was approved for the CSP that will allow for its redevelopment as recommended in the Plan; a site plan for the western portion of this site is currently under review.

The Plan establishes three distinct staging levels (see illustration 20) with limits on residential and nonresidential development for each stage with different infrastructure and program requirements. All Stage 1 trigger requirements have been completed, including the adoption of the Sectional Map Amendment (October 3, 2006) and establishment of the Greater Shady Grove Transportation Management District (May 2, 2006).

Illustration 20 Shady Grove Staging for CSP Relocation

Staging Sequence: Relocation of the County Service Park

	Stage 1 2,540 dus 40% 1,570 jobs 22%	Stage 2 3,540 dus 55% 2,650 jobs 40%	Stage 3 – Remaining Density 6,340 dus 7,000 jobs
Before Stage 1	Before Stage 2	Before Stage 3	Build-out
<ul style="list-style-type: none"> Adopt zoning and sectional map amendments Establish TMD 	<ul style="list-style-type: none"> Evaluate need for new school and ask MCPS to program accordingly Fund/dedicate one park Evaluate TMAgs and intersections for conformance to standards Fund Metro Access Partial Interchange Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level Planning Board finding to proceed to Stage 2 	<ul style="list-style-type: none"> Fund library Construct elementary school unless MCPS has alternative means to serve children Fund construction of second local park Review all public facilities and determine whether any changes to the Plan are required Fund Redland Road and Crabbs Branch Way roadway improvements Fund pedestrian underpass Fund area-wide pedestrian and bikeways Planning Board finding to proceed to Stage 3 	

To advance to Stage 2 and to enable all of Shady Grove Station to proceed, several infrastructure projects must be funded, including the Metro Access Road partial interchange and improvements to the Frederick Road/Gude Drive interchange. These projects will significantly enhance mobility and should be funded through the County's Capital Improvements Program or the Maryland Department of Transportation (MDOT) Consolidated Transportation Program.

Map 13 Frederick Road/Gude Drive Interchange

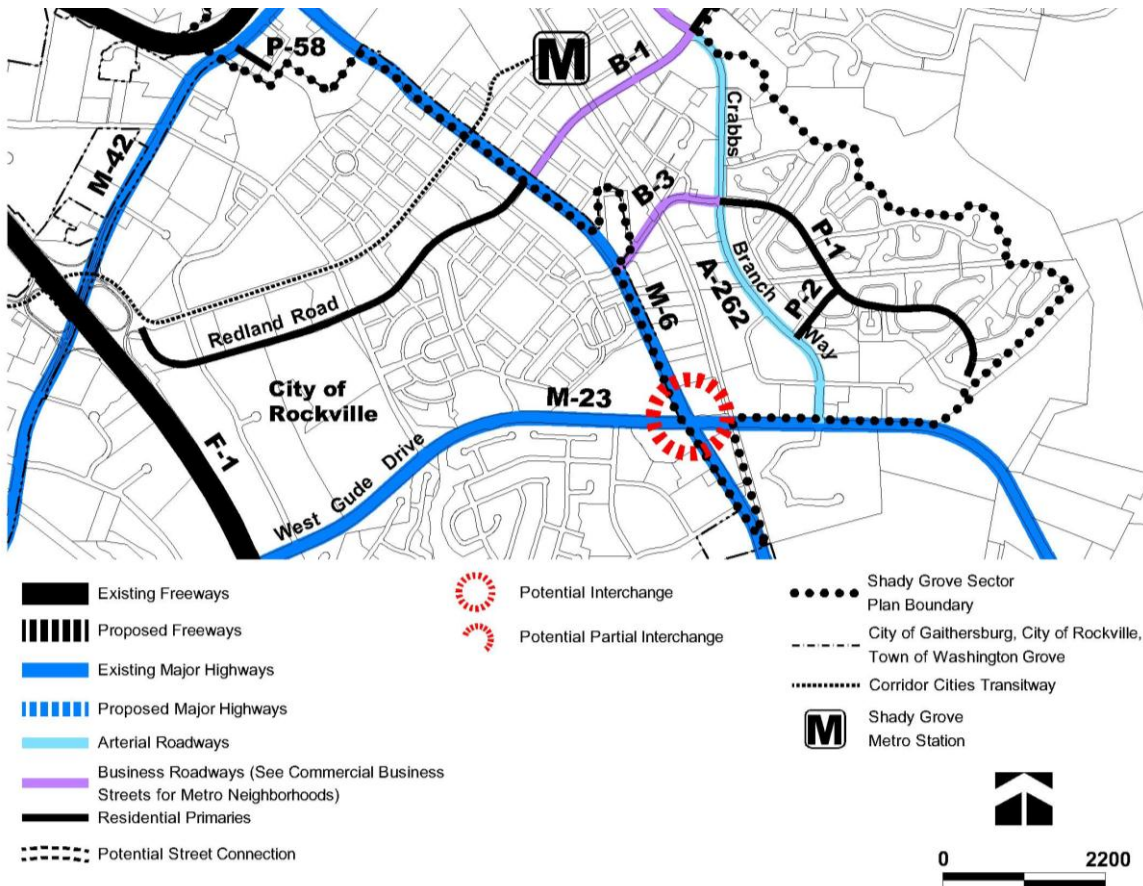


Illustration 21

CSP Proposed Partial Interchange
Source: EYA and Montgomery County



The key transportation staging requirements for Stage 2 are:

- The Planning Board must consider the aggregate performance of TMAGs in the Shady Grove Policy Area before deciding to move to Stage 2. If the total vehicle trips from all participating sites exceed the sum of the allowed trip caps, then the Plan should not be considered ready to move to the subsequent stage.
- Each of the Plan area's major intersections must operate at or better than its respective Subdivision Staging Policy (formally the Growth Policy), Local Area Transportation Review (LATR) level of service standard, or congestion level at the time of the Plan's adoption, whichever is greater. Traffic will be measured from existing and approved development on a network programmed for completion four years later.
- The Metro Access Road partial interchange must be funded for completion within the first four years of the CIP to ensure adequate access to the Metro station.
- The Frederick Road/Gude Drive interchange must be funded for completion within the first four years of the CTP, the CIP, or completed through other transit or transportation improvements that would bring the intersection to an acceptable level. Acceptable is defined as the applicable intersection congestion standard in the Subdivision Staging Policy.

Although the Planning Board has approved several projects, nothing has been built since the Plan's adoption. Therefore, the Board has not been able to evaluate the aggregate performance of Transportation Mitigation Agreements. The recommendations for Shady Grove will allow for the achievement of these staging triggers.

Advisors

Shady Grove Sector Plan Advisory Committee

As required by the Sector Plan, in 2006, the Planning Board created this committee that consists of property owners and civic and homeowners' representatives. Pam Lindstrom is the current chair of the committee.

Municipalities

The municipalities of Rockville and Gaithersburg also have significant impacts on Plan implementation. For example, in 2010, Rockville annexed the Reed Brothers Dodge property in the northeast corner of the intersection of Frederick Road and King Farm Boulevard. This site will redevelop with 417 multifamily units.

In 2012, Gaithersburg annexed the former Sears/Great Indoors property at 16331 Shady Grove Road. This site moved from the County's Research and Development (R&D) Zone into the City's Mixed Use Development (MXD) Zone.

Development Approvals

The Planning Board (in November 2007 and October 2009) granted preliminary and site plan approvals for Baldwin Landing and P146 Shady Grove Metro, respectively. Both properties are located in the Old Derwood neighborhood, which is south of the Metro Station.

P146 Shady Grove Metro, at the intersection of Redland Road and Yellowstone Way, includes the following features:

- 156 dwelling units, including townhouses, single-family units and multifamily units
- 13 percent of the residential development as Moderately Priced Dwelling Units
- streetscape improvements for Redland Road, Chieftain Avenue, and Yellowstone Way.

On November 1, 2007, the Board approved the Baldwin Landing site plan (No. 820070160). However, the property owner has expanded their existing church rather than redevelop the site with townhouses and single-family dwellings.

The Board approved the Shady Grove Station preliminary plan (No. 120120080) for the redevelopment of the Montgomery County Service Park. This preliminary plan for the 90-acre site includes the following features:

- a maximum of 2,210 dwelling units, including townhouses and multifamily dwellings
- 15 percent of the residential development as Moderately Priced Dwelling Units
- 10 percent of the residential development as Workforce Housing
- 41,828 square feet of retail and 131,422 square feet of office development
- dedicated land for a public park and elementary school
- provisions for a public library
- an urban boulevard with on-street parking on Crabbs Branch Way
- a new public and private street network and bikeway along Crabbs Branch Way
- improved Metro station access, including a new street
- 93 Transferable Development Rights (TDRs).

A site plan for Shady Grove Station West (No. 820130220), covering the western side of the development, has been submitted by EYA and is under review.

Public Amenities and Facilities

Plan Recommendations

An elementary school, library, new parks and open spaces, including a large public park (Jeremiah Park) and a fire and EMS station, are recommended to support both the existing and the new community. New public facilities and additional active and passive recreational opportunities for different age groups are key Sector Plan recommendations.

Library

An urban library is included with the Shady Grove Station preliminary plan. It will be included in the multifamily and retail development close to the Shady Grove Metro Station.

Fire and EMS Station

No proposals have been made regarding a fire and EMS Station.

Recreation Center

No proposals have been made regarding a recreation center.

Public Parks

In 2008 the Parks Department acquired 9.77 acres of the Piedmont Crossing property, near the Town of Washington Grove, for a future local park. A critical issue in developing this park is the public access, either via Crabbs Branch Way extended or Amity Drive extended.

The Shady Grove Station development has dedicated 4.1 acres of land for future Jeremiah Park.

County Service Park Relocation

In 2008, the County Executive established the Smart Growth Initiative to redevelop the Montgomery County Service Park (CSP), as envisioned in the Sector Plan, and to provide a new site for the Public Safety Training Academy. The County has purchased several properties to relocate existing Service Park uses, including two, Casey 6 and Casey 7, within the Sector Plan area.

The new Equipment and Maintenance Operations Center for the Montgomery County Department of Transportation and the Crabbs Branch Day Laborer Center are under construction on these two properties. The existing Montgomery County Parks Department Training and Maintenance Center and the Montgomery County Public Schools Food Service will relocate to the new Montgomery County Multi-Agency Service Park on Snouffer School Road within the Gaithersburg Vicinity Master Plan area.

The County has entered into a development agreement with EYA of Bethesda, Maryland as the master developer for the existing Service Park. The Planning Board approved the preliminary plan for Shady Grove Station on September 6, 2012 with the following features:

- 2,210 residential dwelling units, including 752 townhouses and 1,458 multifamily units
- 41,828 square feet of retail and 131,422 square feet of office development
- a four-acre public park (Jeremiah Park), a library, and an elementary school site
- fifteen percent of the residential development will be Moderately Priced Dwelling Units and 10 percent as Workforce Housing units
- purchase of 93 Transferable Development Rights (TDRs).

To achieve the Plan's full vision and to begin approved preliminary plan development, the MCPS bus depot must first be relocated from the CSP to several new locations. The depot is the only public use at the CSP without a proposed location. Creative solutions should be developed by the Executive, Board of Education, and Council to relocate the school buses in the near term.

Schools

Elementary School

The Shady Grove Station preliminary plan has dedicated the preferred school elementary school site. The relocation of the MCPS bus depot must occur before the elementary school is built.

Illustration 22 Proposed Redevelopment of CSP
Source: EYA



School Clusters

Three high schools clusters serve the Plan area—Magruder, Richard Montgomery, and Gaithersburg. A schools facility payment is required if a school cluster capacity is at 105 percent or greater. At 120 percent, a school cluster is in moratorium and no new residential development may be approved. The FY13-18 CIP and the 2012-2016 Subdivision Staging Policy indicate that there is adequate capacity at the middle and high school levels throughout the three clusters. However, at the elementary level, school facilities payment is required in the Magruder and Gaithersburg clusters.

Transportation

The Sector Plan area is included in the Shady Grove Transportation Management District (TMD). In the larger Shady Grove Metro Station Policy Area, the goal is transit ridership of 35 percent for residents, 25 percent for residents elsewhere in the Sector Plan area, and 12.5 percent for employees of office development.

A Traffic Mitigation Agreement (TMAG) is required for each preliminary plan approval, such as Shady Grove Station, which is in the Shady Grove Metro Station Policy Area. The trip mitigation requirement is 50 percent of the residential-related vehicle trips and 65 percent of the nonresidential vehicle trips that would otherwise be expected, based on countywide trip generation rates before any applicable deduction, such as proximity to a Metrorail station.

Recommendations

The provision of new transportation infrastructure and relocating the MCPS buses are the two most significant challenges associated with Shady Grove’s redevelopment.

The partial interchange along Crabbs Branch Way is linked to the future development of the eastern side of the CSP and it must be funded prior to the opening of Stage 2. Another major transportation requirement is the funding of the Frederick Road/Gude Drive interchange or other transportation improvements to achieve acceptable service level. Neither infrastructure item is included in the County’s CIP or the State’s Consolidated Transportation Program.

Montgomery County Public Schools and Executive Branch staff has created a working group to explore solutions to relocate the existing school buses. If they’re not relocated, the approved preliminary plan development that includes the elementary school, public park, and 700 residential units can’t move forward.

The approval of several preliminary and site plans indicates that the Shady Grove Sector Plan recommendations can be implemented. The following areas should be addressed to further the successful implementation of the Plan.

County Service Park

- To fully implement the Executive’s Smart Growth Initiative, the Montgomery County school bus depot must be relocated. This relocation will require the exploration of all alternatives by the Executive, Board of Education, and Council.

Public Amenities and Facilities

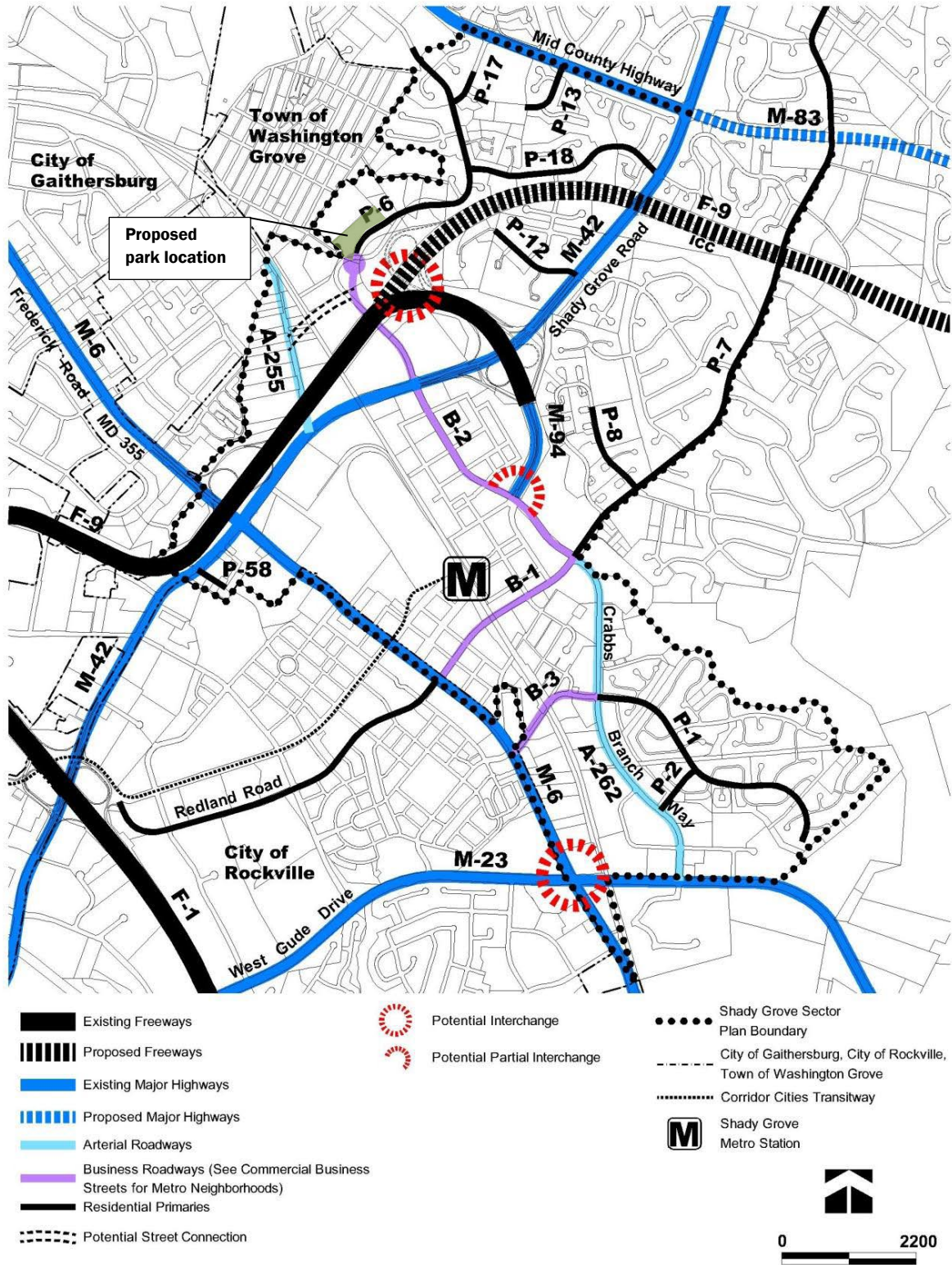
- The Department of Recreation should explore whether a community center will be needed in the future as Plan builds out.

Transportation

- The Crabbs Branch Way partial interchange and the Frederick Road/Gude interchange must be funded to allow Stage 2 development to move forward and to complete redevelopment on the County Service Park. The Crabbs Branch Way interchange must be placed in the County's CIP and the Frederick/Gude interchange must be included in the State's Consolidated Transportation Program.
- Establish public access to the future public park on the Piedmont Crossing property via Crabbs Branch Way extended or Amity Drive extended.

Map 14 CSP Proposed Park Access

Crabbs Branch Way (purple) and Amity Drive extended (P-6) will provide public access to the park.



Stakeholder Concerns

The Shady Grove Sector Plan Advisory Committee has two major concerns regarding development implementation:

- The Montgomery County Board of Education, Executive, and County Council should explore all alternatives to remove school buses from the CSP, including parking buses at high schools.
- Municipal annexations by Rockville and Gaithersburg will undermine the Sector Plan recommendations, including the balance of jobs and housing.

July 2013

Biennial Master Plan Monitoring Report

Great Seneca
Science Corridor

Shady Grove

White Flint



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