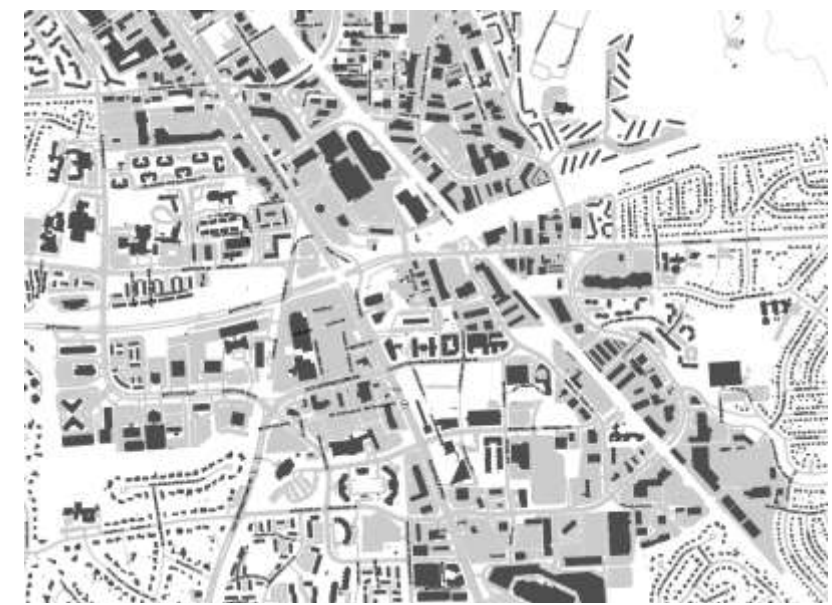
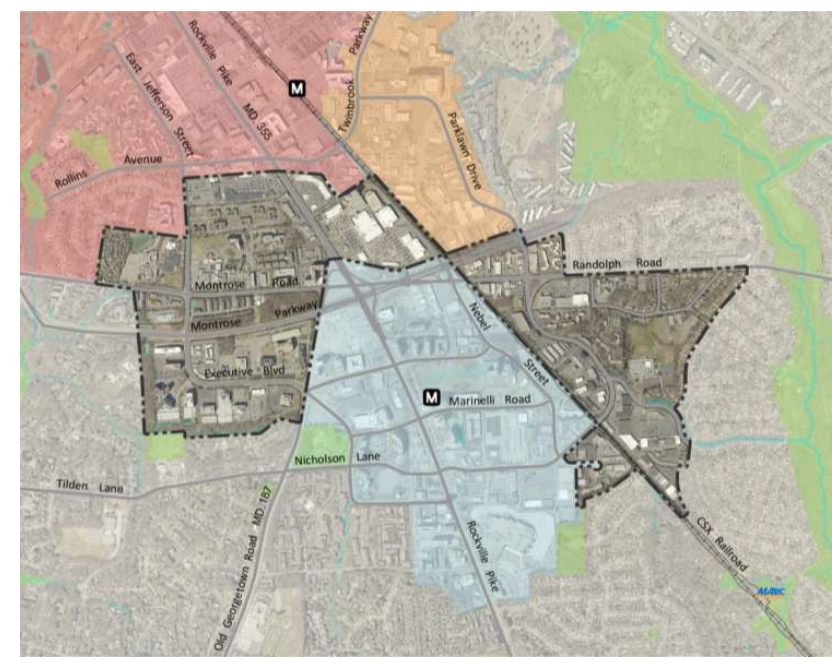
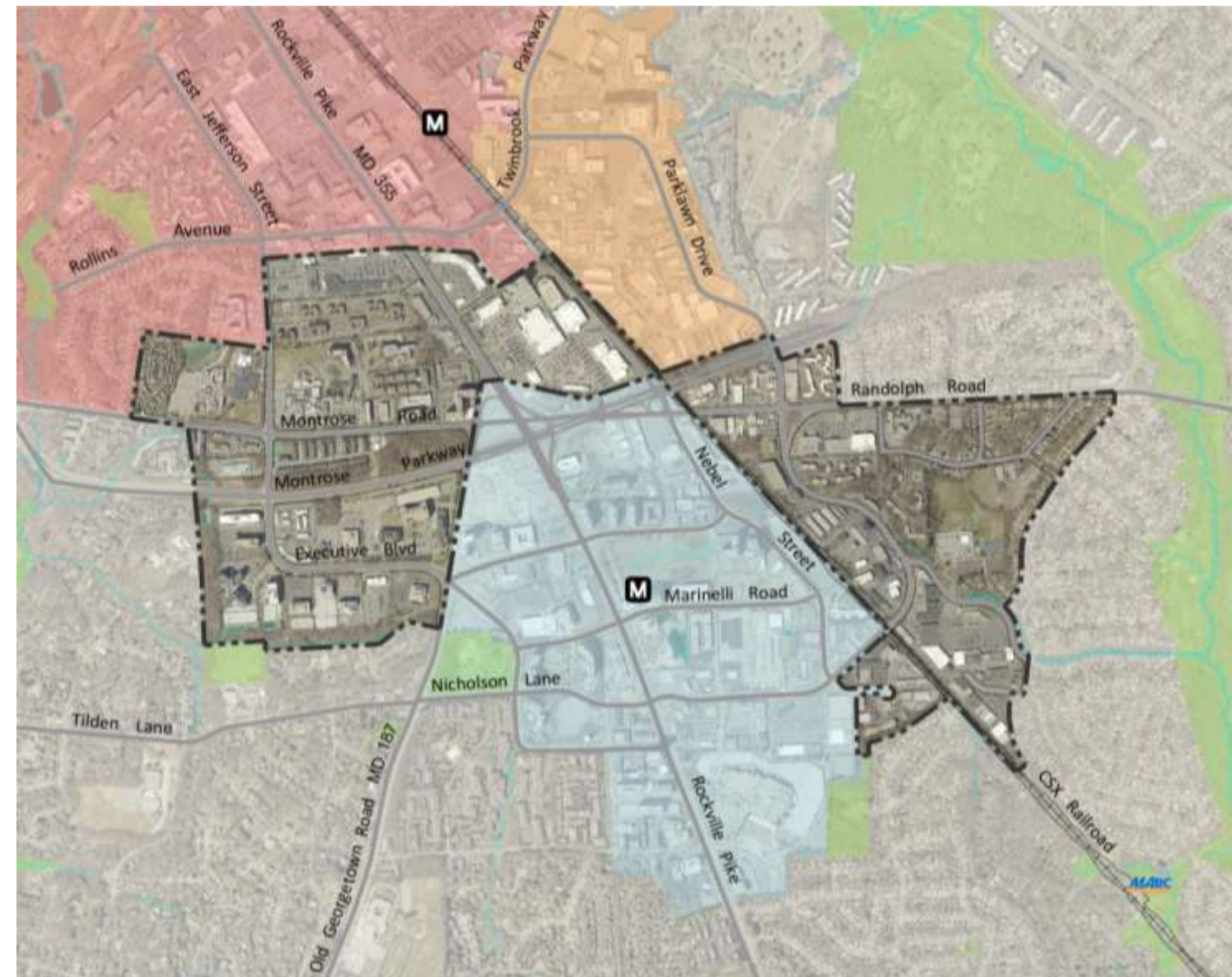


Planning Board Worksession No.10: Staging and Mark-up (Part 1)



Worksession Overview



- Today's worksession is focused on:
- Staging recommendations
 - Mark-up of the Draft Plan (Part 1)

Staging Recommendations

Key Concepts

- Linkage with the 2010 White Flint Sector Plan
 - Facilities and NADMS
- Mobility and public facilities focused
- East and west side considerations

Phasing Approach

Phasing 1

- Funding of new infrastructure
- Assessment or feasibility study for a public facility
- Achievement of NADMS goals

Phase 2

- Achievement of NADMS goals
- Funding of larger infrastructure projects (second Metro entrance and Randolph Road and Parklawn Drive realignment)

Phase 3

- Constructing major facilities (MARC and elementary schools)
- Achievement of NADMS goals

Staging Recommendations

Several important pre-staging items are considered for the draft *White Flint 2 Sector Plan*.

- The Planning Board should expand the existing White Flint Sector Plan Implementation Advisory Committee to include property owners, residents and other stakeholders from the *White Flint 2 Sector Plan* area.
- The Planning Board should expand the White Flint Sector Plan biennial monitoring report to include staging recommendations in this Plan.

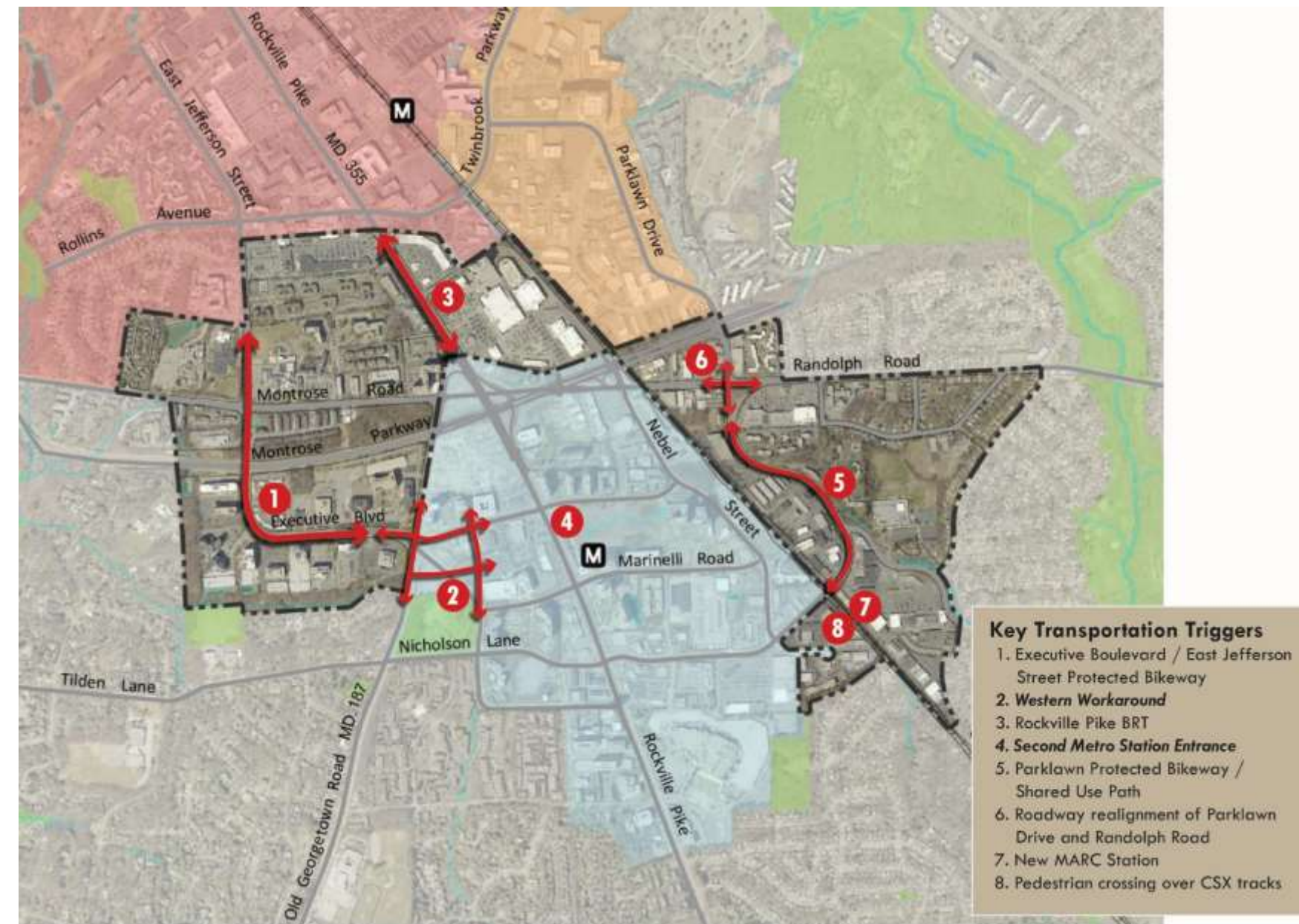
Prior to approval of any new development in the Plan area, the following actions must be taken:

- Amend the North Bethesda Policy Area to create a new Local Area Transportation Review (LATR) Policy Area for the *White Flint 2 Sector Plan* area, within six months of adopting the Sectional Map Amendment (SMA).
- Within 12 months of adopting the Sectional Map Amendment (SMA), determine if a public financing mechanism will be established to fund public infrastructure recommended for the White Flint 2 Sector Plan area.
- The Planning Board must create a staging allocation procedure for new development in the Plan area or modify the existing *White Flint Sector Plan Implementation Guidelines*.

Staging Recommendations

New development can occur anywhere in the Plan area. Infrastructure listed for each phase could be funded either through the Capital Improvements Program (CIP), Consolidated Transportation Program (CTP) for State- related projects, public-private partnership or developer initiative/contribution.

Staging Recommendations: Mobility Focused



Staging Recommendations

Recommended changes since the last staging discussion

Non Automotive Driver Mode Share (NADMS)

- Goals for the northern and western areas (same as WF1).
- Goals for the eastern area (initial recommendation-lower than WF1).
 - Same goals for residents and employees.

Realignment of Randolph Road and Parklawn Drive

- Shift the funding of the roadway realignment from phase 1 to phase 2. Construction moved to phase 3.

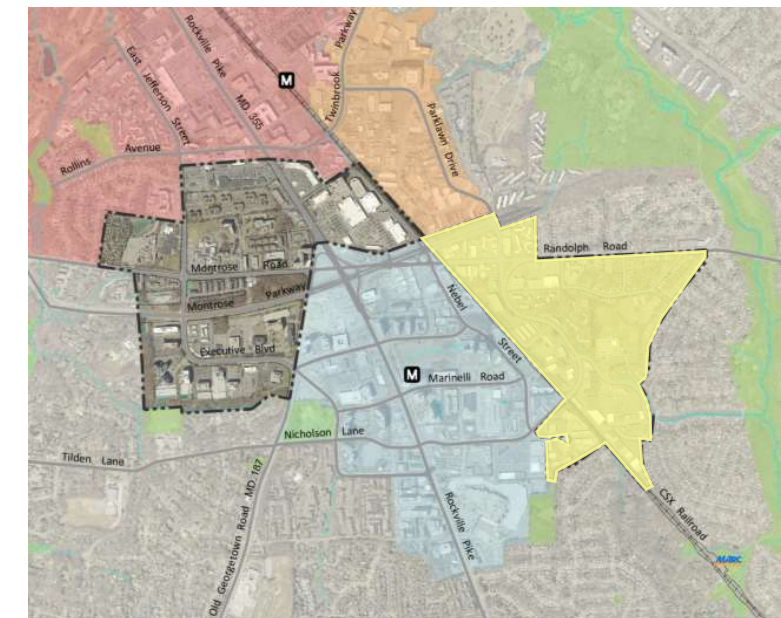
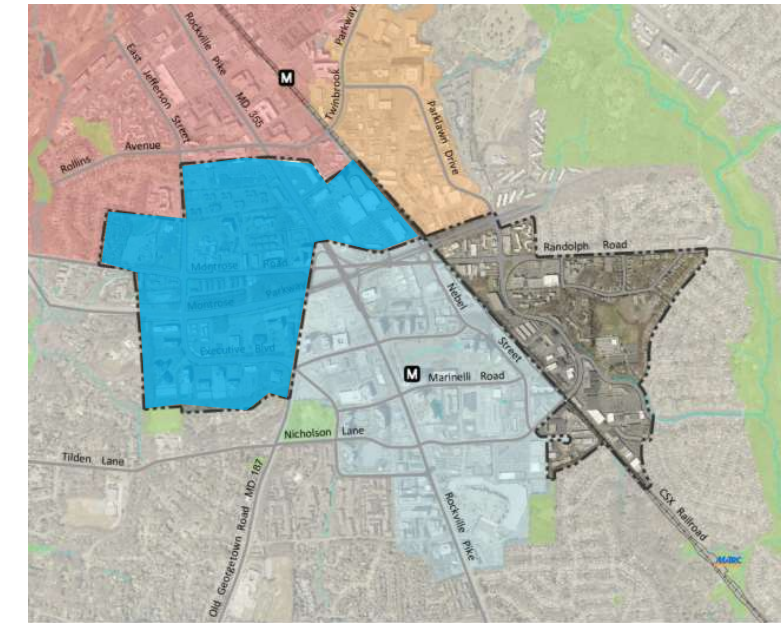
Development totals

- Adjusted development totals to reflect the approved Randolph Farms project (106 dwelling units) and overall units are adjusted to reflect the Public Hearing Draft Plan staging numbers.

Staging Recommendations

Phase 1	Phase 2	Phase 3
<p>Residential: 1,750 dwelling units Non-Residential: 900,000 sq.ft.</p>	<p>Residential: 1,750 dwelling units Non-Residential: 900,000 sq.ft.</p>	<p>Residential: 2,332 dwelling units Non-Residential: 1, 189,857 sq.ft</p>
<p>During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.</p> <p>Fund the Executive Boulevard and East Jefferson protected bikeway.</p> <p>Fund a shuttle or circulator that serves the Plan area, residential communities, and Metro station areas.</p> <p>Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.</p> <p>Complete the implementation of Western Workaround, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road (MD 187) for vehicular travel.</p> <p>Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson cluster and determine how and when a new elementary school will be programmed.</p> <p>Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed, prior to proceeding to Stage 2.</p>	<p>During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Fund the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3.</p>	<p>During Phase 3, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.</p> <p>Fund and implement the Parklawn Drive Shared Use Path.</p> <p>Construct the realignment of Parklawn Drive and Randolph Road.</p> <p>Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson School Cluster or determine how elementary school needs will be addressed for the Cluster.</p> <p>Construct a new MARC station, if MDOT determines that a MARC station will be located within the Plan area.</p>

Financing Mechanism



Updated Recommendations

- Extend the existing White Flint taxing district to the western and northern portions of the White Flint 2 area.
 - These areas will benefit primarily from the new infrastructure that will be implemented from recommendations in the 2010 WF Sector Plan.
 - Exempt from LATR review.

- The eastern portion of the Plan area will not be part of the White Flint taxing district.
 - Less infrastructure needs; further away from the core of White Flint and new infrastructure.

- Local Area Transportation Improvement program, or similar program.

Financing Mechanism

Estimated White Flint 2 Public Infrastructure

Capital Project Costs (White Flint 2)	
Second Metro Station Entrance (White Flint)	\$13.5M - \$35M (2008 estimate)
MARC Station (near White Flint)	\$20M (2008 estimate)
Shuttle/Circulator	\$1.25M - \$5M
Bikeways	\$2-3M+
Pedestrian Bridge over CSX	5M+
Roadway Realignment of Parklawn Drive and Randolph Road	\$10M
Estimated Total	\$45-78M+

Recommendations

- Expansion of the existing WF taxing district (north and west)
- Local Area Transportation Improvement program, or similar program (east of the CSX tracks)

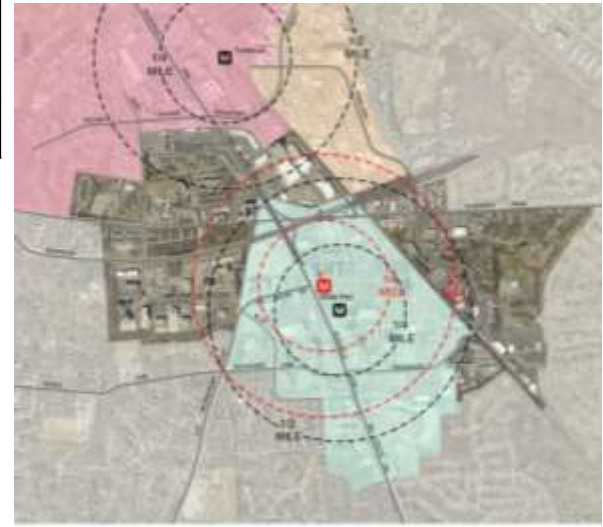


MARC Station Concept (2008)

M Metro Station
M Proposed Metro Station Entrance



Realignment of Parklawn Drive and Randolph Road



Second Metro Station Entrance



New bikeways

Edits to Draft Plan

Vision: Page 7

- Add language that indicates the balancing of retention and redevelopment of multifamily residential.
- Additional language noting sustainable aspects to the overall Plan.

Proposed Development and Jobs-to Housing: Page 8

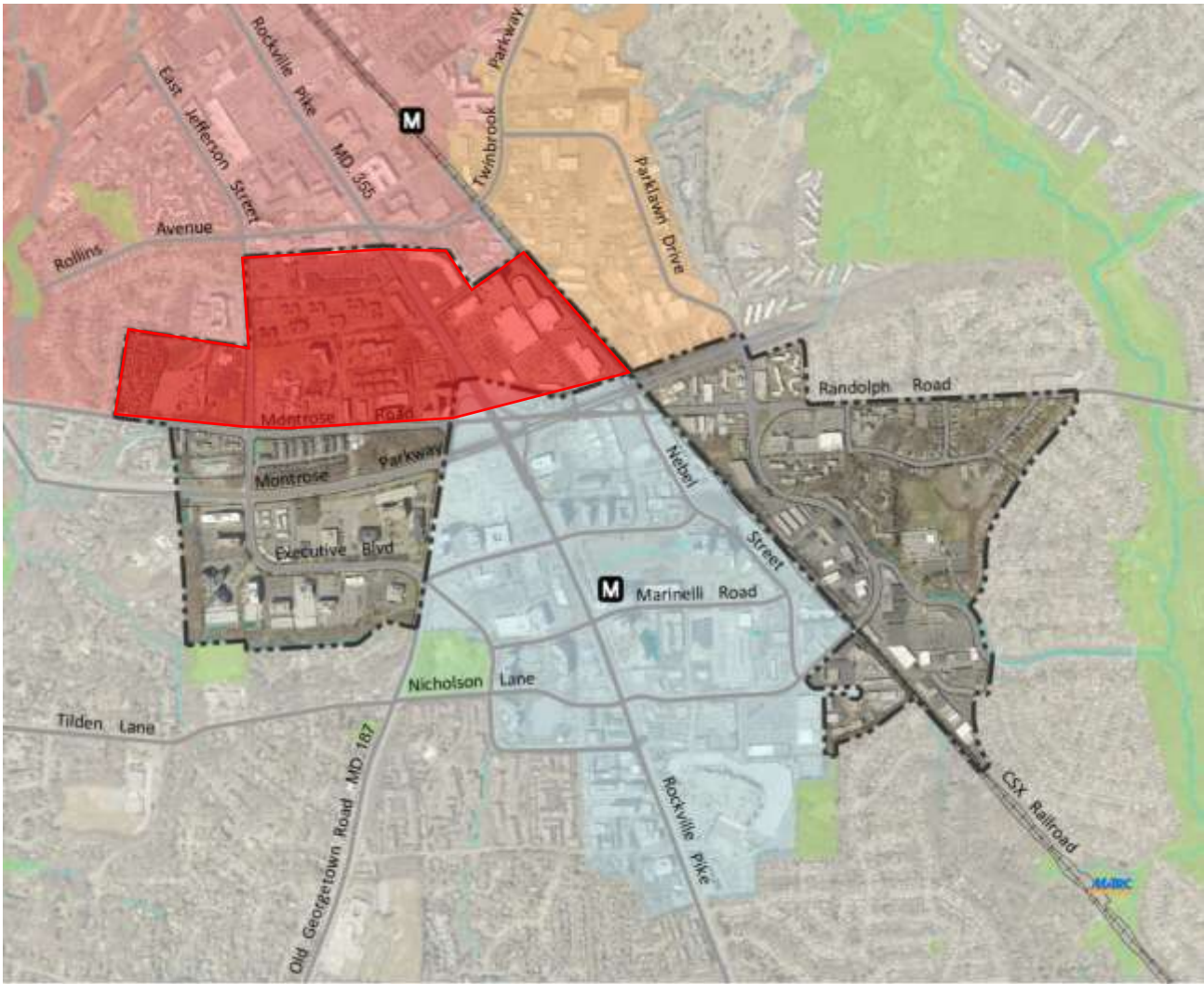
	Existing	Approved	Proposed	Total
Residential Units	1,904	106	5,938 5,832	7,842
Non-Residential Square Feet	6.44 M	-	2.98M	9.42 M
Non-Residential Square Feet Converted into jobs	19,638	-	8,872	28,510
Jobs/Housing Ratio	10.31	-	1.49 1.52	3.63

Edits to Draft Plan

Relationship to the City of Rockville

Page 13

- Insert map showing the maximum expansion limits of the City of Rockville



Edits to Draft Plan

Key Recommendations

Page 17

- Land use and zoning: Modified the 4th and 5th bullet

Page 18

- Affordable housing: Modify the 2nd bullet
- Parks and Open Space: Delete the third bullet

Urban Design Framework

Page 20: Buildings-Modify the last bullet

- ~~Parking should be below grade, or if above grade, fully lined with activating uses at the ground level or otherwise designed to minimize their impact on the pedestrian environment and the public realm.~~
- Parking should be encouraged to be below grade, of if above grade, structures should be lined with activating uses at the ground level or otherwise designed to minimize their impact on the pedestrian environment and the public realm.

Page 23: Connectivity-Add a new bullet

- Explore creative ways to provide a pedestrian-bike connection across the CSX tracks.

Page 23: Open Spaces-delete the fourth bullet

Edits to Draft Plan

White Flint 2 Districts

Page 26

- Update overall zoning map.

Area: Executive Boulevard North

Page 28

- Insert new language (second paragraph):
Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use.
- Third paragraph: remove references to Wilgus/Willco school alternatives.

Land Use and Zoning Recommendations

- Edits to the land use and zoning recommendations for properties in the Executive Boulevard North area.

Page 29

Design and Connectivity Recommendation

Third bullet: modified language

- A minimum one-acre civic green must be provided on this property. The green could be divided into two smaller parks but the total acreage must remain at least one usable acre. ~~If redevelopment exceeds 2.5 FAR, the recommended open space must increase by a proportionate amount.~~ **Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use.**

Edits to Draft Plan

Area: Executive Boulevard South

Page 30

- Revised the 5th paragraph to reflect the intent of the zoning recommendations

Page 31

- Revised Land Use and Zoning Recommendations

- Rezone the property at 6000 Executive Boulevard from the EOF 0.75 H100T to the CR 2.0 C1.0 R1.5 H200 zone to promote redevelopment opportunities, including new public benefits that further the Sector Plan recommendations. Infill development on this property must transition from the northeastern area, where one building is permitted at 200 feet. New development must transition to 70 feet towards the southern portion of the property. A minimum 50-foot wooded buffer must be retained on the southern portion of the property. **A minimum 50-foot landscaped buffer must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and required utility easements.**
- Rezone the properties at 6006 Executive Boulevard and 6010 Executive Boulevard from the EOF 0.75 H100T zone to the CR 2.0 C1.0 R1.5 H150 zone to promote infill development and further the Sector Plan public benefits, including housing options and amenities. The existing water and sewer easement must be retained and the recommended path must be located outside of the easement.
- Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard, 6120 and 6130 Executive Boulevard from the EOF 0.75 H100T zone to the CR 1.5 C1.5 R1.0 H100 zone to promote infill development, including new public benefits that further the Sector Plan recommendations. The existing water and sewer easement must be retained and the recommended path must be located outside of the easement.
- Rezone the properties at 2115 East Jefferson and 2101 East Jefferson from the EOF 0.75 H100T to the CR 1.5 C1.5 R1.0 H100 to promote infill development opportunities, including new public benefits that further the Sector Plan recommendations, and to transition to the existing Luxmanor residential community.

Edits to Draft Plan

Area: Executive Boulevard South

Page 33

Design and Connectivity Recommendations

- Modified the 4th bullet

Create a pedestrian-bike path along the northern edge of Neilwood Creek, with potential mid-block pedestrian connections to Luxmanor Local Park and Executive Boulevard to the north. Extend the path along the western edge of the wooded area to Montrose Parkway.

Rockville Pike-Montrose North District

Area 1: Cherington Area

Page 35

- Modified the first paragraph, including the size of the open space and zone.
- Remove the school references to the school for the Wilgus and Willco properties.

Page 36

Design and Connectivity Recommendations

- Request by the property owner: change the CR 2.0 C0.25 R1.5 H-75 to the CR 2.0 C0.25 **R1.75** H-75
- Bullet No. 6: specified the minimum amount of open space.
- Bullet No. 7: Insert the following-~~Provide a wooded buffer adjacent to the Cherington townhouses~~ **Provide a landscape buffer that would create an appropriate transition between the existing Cherington townhouses and new development.**
- Bullet No. 8: Remove references to retention of wooded area.
- Bullet No. 9: Remove school reference.

Edits to Draft Plan

Area 3: Federal Plaza

Page 39

Land Use and Zoning Recommendations

- Second bullet: Adjusted the zoning recommendations, modified to state the minimum amount of open space, and removal of the land use mix.
- Third bullet: Specified the minimum amount of open space.
- Fourth bullet: Additional language for retention of multifamily zoning.

Sub-area: Georgetown Park

Page 43

- Third paragraph: Remove land use mix.

Edits to Draft Plan

Area: Montrose Crossing

Page 45

Land Use and Zoning Recommendations

- Second bullet: Park referenced removed and link to the first bullet.
- Fourth bullet: Remove alternative MARC location recommendation.

Page 46

Design and Connectivity Recommendations

Insert new language for Pike Center

- Redevelopment on the Pike Center property must:
- Create a network of short blocks and internal streets.
- Provide a 1/2 acre neighborhood green and a local street connection that divides the property.
- Create building frontages along Rockville Pike and Bou Avenue that enhance the public realm, including landscaping and bicycle infrastructure.

Montrose Crossing

- Remove MARC station alternative reference

Edits to Draft Plan

Parklawn South District

Page 47

Fourth paragraph: New language regarding industrial with housing potential.

Pages 47-48

Fifth paragraph: New language regarding the intent and framework of the overlay zone.

The intent of the industrial overlay zone is to retain industrial uses while providing residential opportunities in the industrial area. As recommended, this overlay zone will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential since residential development is linked to the FAR. The proximity of the industrial area to recommended mixed-uses in the 2010 White Flint Sector Plan area could spur residential development that would complement the industrial area. Elements of the proposed White Flint 2 Overlay Zone are the following:

- Maximum FAR: 1.5
- Maximum Residential FAR: 1.0 FAR (Multi-Unit)
- Maximum Building Height: 75 feet
- Non-Residential uses: Light Industrial (IL) Zone uses
- Ground floor must be used only for non-residential uses allowed in the base I-L Zone
- Minimum Public Use Space: 10 percent for mixed use developments
- Design: Guidance in the Master Plan and Urban Design Guidelines
- Procedure: Site Plan for developments that include residential uses per the overlay zone.

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

Edits to Draft Plan

Parklawn South District

Page 50

Second paragraph: Insert new language describing the options for the Pickford and Randolph Hills Shopping Center properties.

- Both the Randolph Hills Shopping Center and the Pickford property offer the opportunity to create a mixed-use, neighborhood-serving center that complements the industrial character of the area. Both properties could redevelop, either through the recommended floating industrial zone or via a floating Commercial Residential Town (CRT) zone. If a pedestrian-bike bridge across the CSX tracks is funded either through the public benefits of the CRT zone, CIP or a public-private partnership, both properties are suitable for the floating CRT 1.5 H-75. The funding of a MARC station at this area would permit a floating CRT zone at 2.0 FAR H-75.

Page 50

Land Use and Zoning Recommendations

- First bullet: New language describing the different zoning options.
- Fourth bullet: New recommendation for building height transition to the existing community.

Next Worksession

July 13, 2017
Pages 51-102 of the Public Hearing Draft

Walter Johnson Cluster

Draft Plan Recommendations Sites

- ~~Wilco~~
- Rocking Horse Road Center

Several privately owned properties in the Plan area may be appropriate for a future public school, which could be achieved through the optional method in the CR zone.

