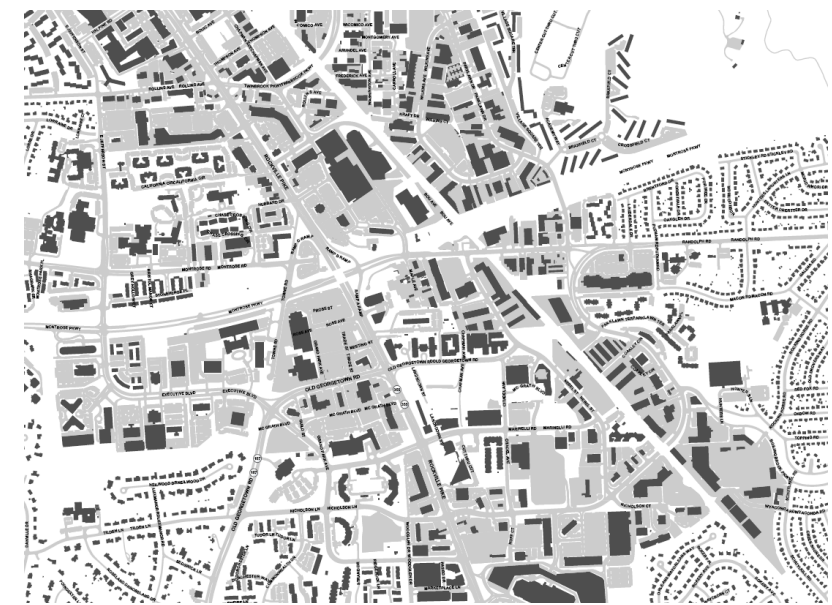
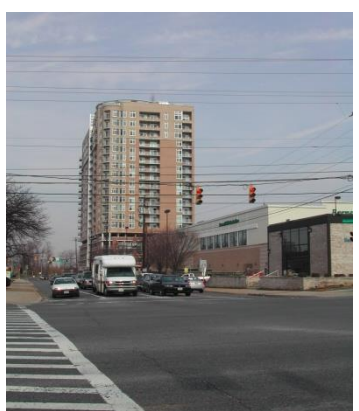
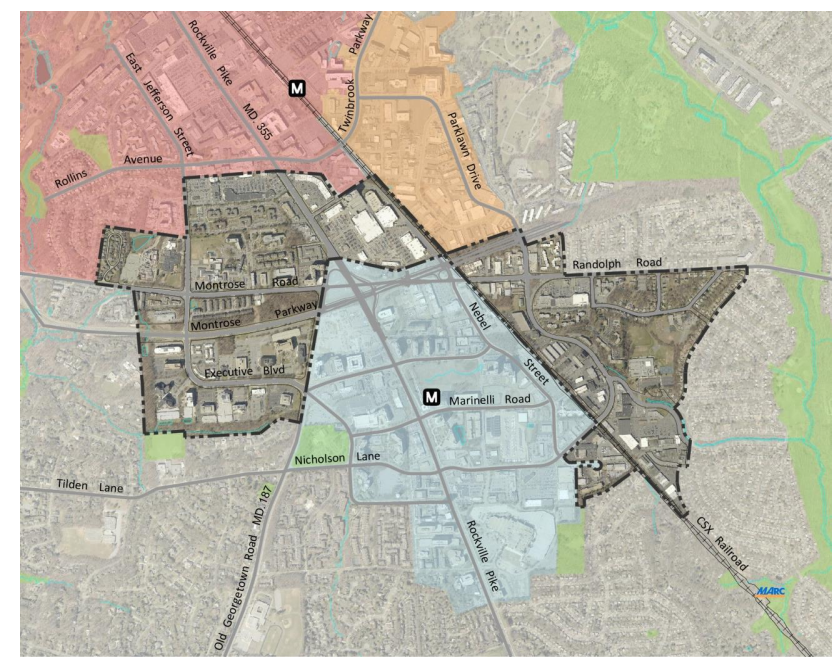
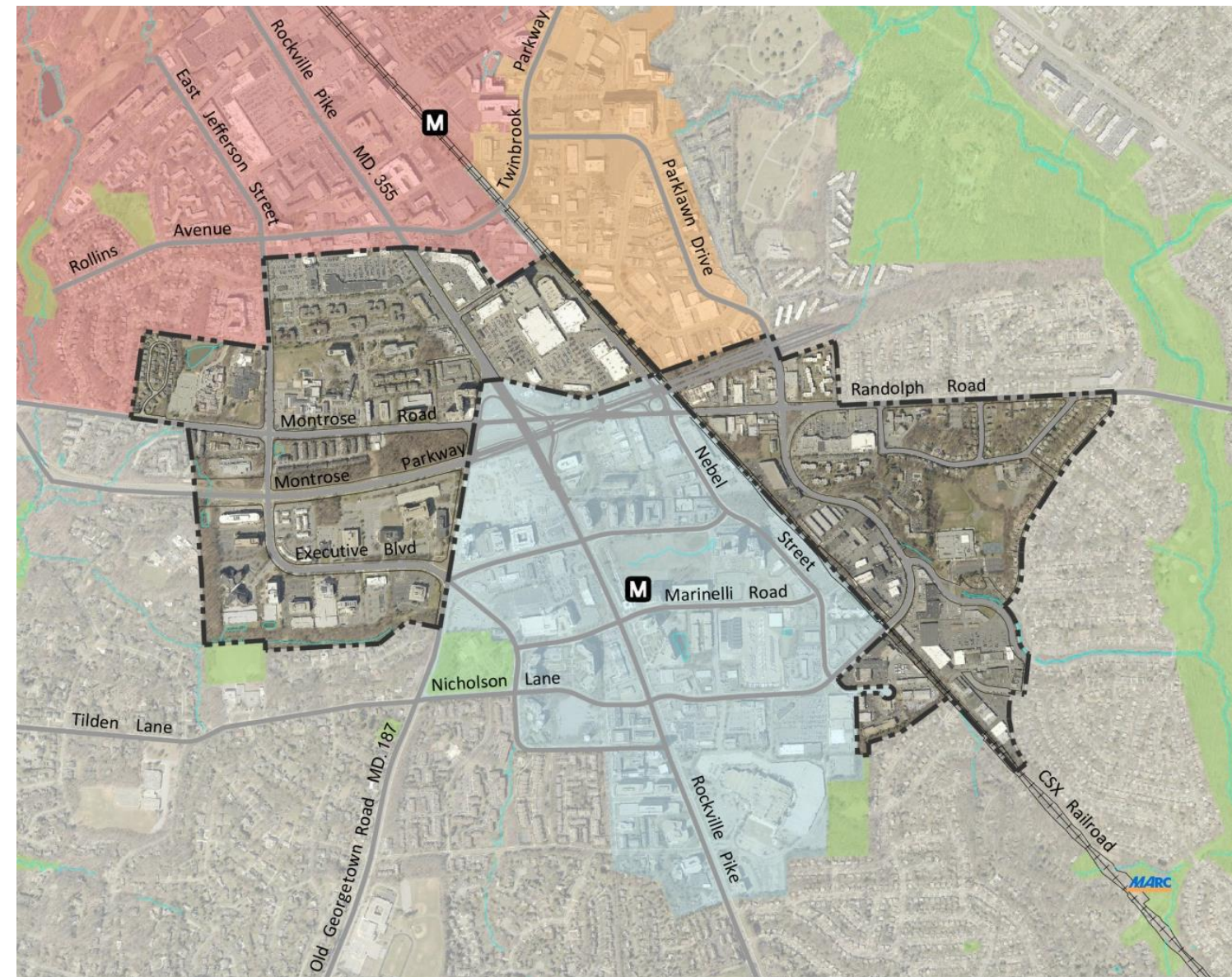


Planning Board Worksession No.11: Mark-up (Part 2)



Worksession Overview



Today's worksession is focused on:

- Mark-up of the Draft Plan (Part 2)

Edits to Draft Plan

Executive Boulevard North

Design and Connectivity Recommendations

Page 27

Second Bullet

- 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. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use ~~space~~.

Executive Boulevard South

Land Use and Zoning Recommendations

Page 29

First Bullet

- Rezone 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. Development on this property must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide landscape area 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.

Parks and Open Space

Page 85

First Bullet

- Create a minimum one-acre Civic Green at the Willco property on Executive Boulevard. The Civic Green could be divided into two smaller areas and should provide places for events and informal gatherings. If redevelopment exceeds 2.5 FAR, the land provided for public use recommended open-space must increase by a proportionate amount.

Edits to Draft Plan

Cherington Area

Page 31

Second Bullet

Rezone the gas station property at 6060 Montrose Road from the CRT 0.25 C0.25 R0.25 H-35 Zone to the CR 2.0 C0.25 R1.75 H-75 Zone to permit new mixed-use development that is predominantly residential, contributes to the Plan's public benefits, and maintains compatibility with the existing residential townhouses to the west. Density from this property could be transferred to the two vacant properties to the east.

Randolph Hills Shopping Center

Second paragraph

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 overlay industrial zone or a floating CRT Zone. A pedestrian-bike bridge across the CSX tracks should be funded either through, CIP, a public-private partnership, or the public benefits of the CRT Zone. Both properties are suitable for a floating CRT 1.5 H-75 Zone. A Floating CRT with 2.0 FAR and a maximum height of 75 feet should be supported only if the redevelopment ~~includes~~ contributes towards funding of a MARC station at this location, if MDOT determines that a MARC station will be located here.

Edits to Draft Plan

Randolph Hills District

Page 48

First paragraph: Insert new language describing the affordable housing balance and goals

This Plan's housing goal is to balance the retention of existing and production of new affordable housing through limited redevelopment of existing multifamily residential development, including Oxford Square White Flint and Walnut Grove Condominium. These two properties were built prior to the County's MPDU requirement; therefore, redevelopment of these properties must provide the maximum percentage of MPDUS and a broad range of units, including larger units for families.

Page 50

Design and connectivity recommendations

Insert new language for the redevelopment of Walnut Grove and Oxford Square White Flint

Redevelopment of the Walnut Grove property must:

- Establish new street frontages along Parklawn Drive, and pedestrian and bike connections to Loehmann's Plaza property.
- Create building heights that must transition to the heights on the existing Randolph Hills residential community.
- If redeveloped, consolidate green areas into usable and accessible public open spaces.

Redevelopment of Oxford Square White Flint must:

- Create a pedestrian-bike connection to Macon Road through Montgomery County owned parcel P268.
- Expand existing internal connections to support street-oriented re-development on this property.
- Build on existing green areas to create usable and accessible public open spaces, at locations central to new development.
- Provide a range of unit types, including two and three bedroom units.
- Explore an additional vehicular access to Parklawn Drive.

Edits to Draft Plan

Housing

Page 55

New paragraph: Insert new language describing the affordable housing balance and goals

Sustainability

Page 61-62

New section on Greenhouse gas modeling, including analysis

- Requirement per County Code (Chapter 18-15)

Page 63

First Bullet

Revised Language (same as p.57)

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.

Edits to Draft Plan

Mobility

Transportation Standards

Page 71

New language regarding adjusting the Local Area Transportation Review (LATR), including the Highway Capacity Manual (HCM). This Plan recommends modifying the Local Area Transportation Review (LATR) congestion standard for the Plan area by raising the Highway Capacity Manual (HCM) standard in the western and northern segments of the Plan area-the Executive Boulevard District and Montrose North-Rockville Pike Districts- from its current average intersection delay threshold of 71 seconds to 120 seconds. This recommendation recognizes that the existing and planned mixed-use development for the Executive Boulevard and Rockville Pike-Montrose North Districts are in character to the 2010 White Flint Sector Plan; new infrastructure from the 2010 White Flint Sector Plan area will principally benefit these districts; and both are proximate to the White Flint and Twinbrook Metro Stations.

The area east of the CSX should remain at 71 seconds (the broader North Bethesda policy area congestion standard) because the Plan area east of the CSX tracks will have less new development than the area west of the tracks, and it is less accessible by Metro compared to the northern and western segments of the Plan area. Adjusting the HCM standard for these two districts in the Plan area will be consistent with the County's transportation policy of accepting higher levels of traffic congestion in urban areas, which are areas in proximity to existing and future transit.

Edits to Draft Plan Mobility

Intersections

Page 77

Insert new language regarding intersections that exceed LATR standards

There are two intersections within the Plan area, Parklawn Drive and Randolph Road and Parklawn Drive and Broiling Brook Parkway that are forecast to exceed the applicable Local Area Transportation Review congestion standards, if built out is achieved. The intersection at Chapman Avenue and Rollins Avenue, within the City of Rockville, is also forecast to exceed the applicable LATR congestion standard at buildout.

Signal timing optimization and physical geometric improvements are some of the measures that could be taken in order to achieve acceptable congestion conditions at these intersections. The following improvements were studied for these intersections and found to be sufficient to address the projected congestion levels. Alternative improvements to achieve the same results should be explored, if needed:

- Add a second left turn on southbound Parklawn Drive and remove the split phase
- Add a right turn pocket on northbound Broiling Brook Parkway
- Re-optimize the AM peak split phase signal at Chapman Avenue and Rollins Avenue

Edits to Draft Plan Mobility

Transportation Demand Management

Page 77

Revised language regarding Transportation Demand Management

This Plan recommends a higher NADMS goal for properties in the Executive Boulevard and Rockville Pike-Montrose North districts, while areas east of the CSX tracks will have lower NADMS goal. The higher NADMS goal for the Executive Boulevard and Rockville Pike-Montrose North districts mirrors the 2010 White Flint Sector Plan area NADMS recommendations since these districts are between two Metro Station areas, adjacent to recommended and new transportation infrastructure of the 2010 White Flint Sector Plan, and will be served by future BRT routes. Unlike the 2010 Sector Plan, each phase of the staging plan requires NADMS goals for both residents and employees.

Edits to Draft Plan

Parks

Parks, Trails and Open Space

Page 81-85

New language that references the specific park typologies

- Civic Green
- Neighborhood Urban Park

Community Facilities and Historic Resources

Public Schools

Page 89

Third Paragraph

- Insert sentence noting the existing lease with the Charles E. Smith Jewish Day School (JDS)-Upper School
- Modified language between p.89-91

Page 91

Table 4

- Revised numbers to reflect the latest student generation rates.

Page 93-94

- Second bullet: Deleted Willco and Wilgus references
- Shift Rocking Horse School to middle school section

Edits to Draft Plan Financing

Page 99

3rd and 4th Paragraphs

New language that indicates where the White Flint Taxing District should expand

Due to the proximity of the northern and western portions of the White Flint 2 Plan area to the 2010 White Flint Sector Plan area, the properties in the Executive Boulevard and the Rockville Pike-Montrose North Districts would benefit substantially from the new transportation infrastructure improvements in the 2010 White Flint Sector Plan, including the Western Workaround and the second Metro station entrance. Balancing the considerations of equity and infrastructure benefits between these areas, this Plan recommends that properties in the northwestern portion of the Plan area contribute towards the implementation and funding of these infrastructure improvements. Therefore, the northwestern area of this Plan should have the same financing mechanism as the 2010 White Flint Sector Plan area. Subsequently, properties in the Executive Boulevard and Rockville Pike-Montrose North districts will have the same benefit of no LATR review for new developments.

New infrastructure that is associated with properties east of the CSX tracks and are further away from new infrastructure in the 2010 White Flint Sector Plan could be financed via a Local Transportation Improvement Program or a Unified Mobility Program.

Zoning

Page 100

6th Paragraph

New language proposed for the industrial overlay zone

An industrial mixed-use zone is recommended for Light Industrial (IL) zoned properties primarily east of the CSX tracks and at Nicholson Court. The Plan's objective of preserving the existing light industrial uses in the area east of the tracks while providing flexibility to create some residential use on upper floors will be implemented through the new overlay zone that will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential. This overlay zone will be implemented through a zoning text amendment to the Zoning Ordinance.

Edits to Draft Plan

Staging Plan

New Language

If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented. (applies to all three phases)

Prior Language

The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for this Stage 1 are completed, prior to proceeding to Stage 2. If the recommended NADMS goals are not achieved, the Planning Board must develop a plan to identify additional mobility projects that would achieve the recommended mode share goals.

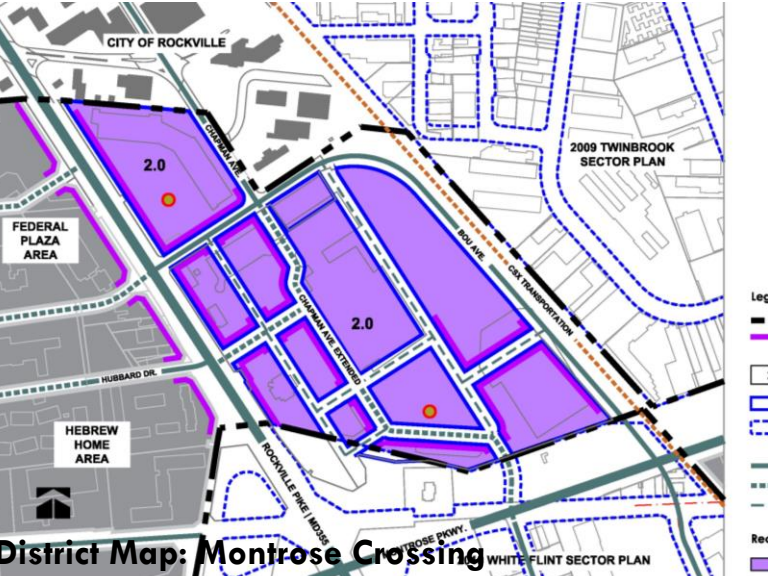
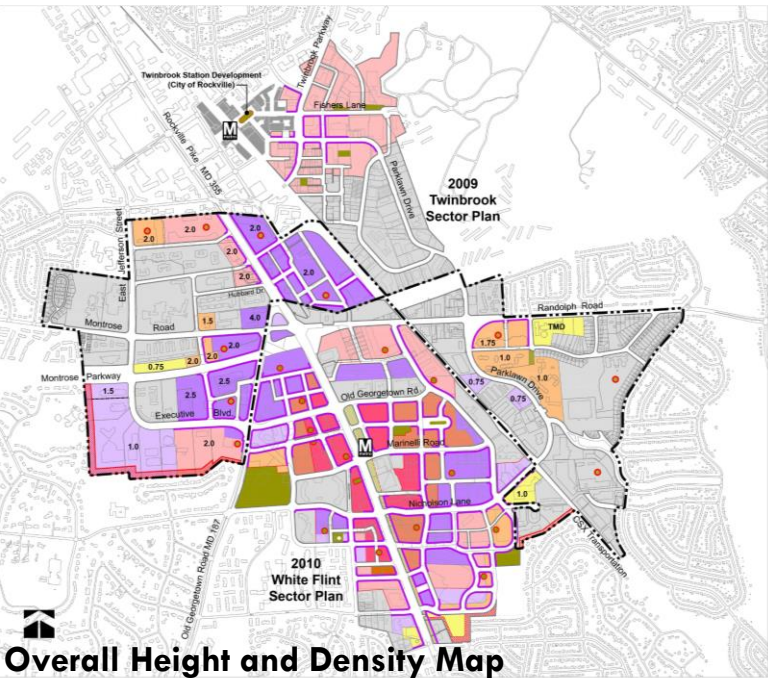
New Language

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. If the recommended NADMS goals are not achieved, and the above mobility triggers are not, the Planning Board must find that alternative infrastructure projects and services are funded to achieve the NADMS goals for this phase.

Edits to Draft Plan

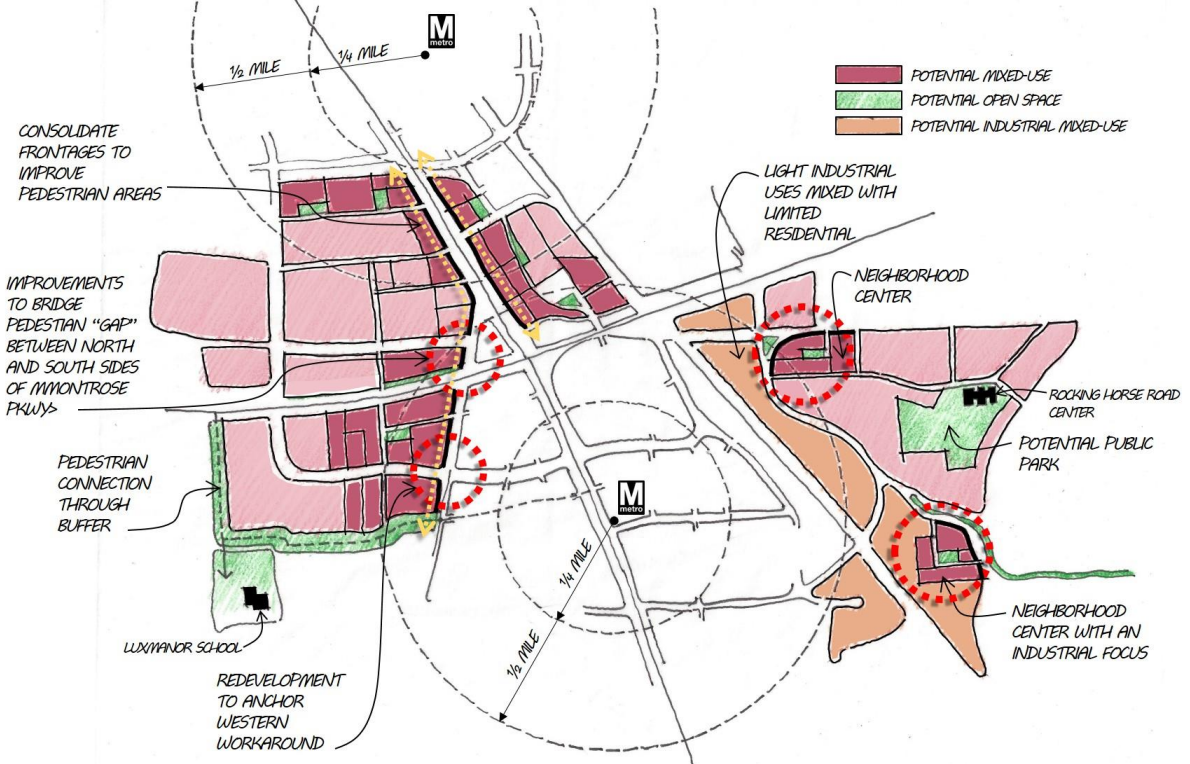
Phase 1 Residential: 1,800 dwelling units Non-Residential: 900,000 sq.ft.	Phase 2 Residential: 1,800 dwelling units Non-Residential: 900,000 sq.ft.	Phase 3 Residential: 2,238 dwelling units Non-Residential: 1,189,857 sq.ft.
<p>During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.</p> <p>If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.</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>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>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>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. If the recommended NADMS goals are not achieved, and the above mobility triggers are not, the Planning Board must find that alternative infrastructure projects and services are funded to achieve the NADMS goals for this phase.</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 in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.</p> <p>If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.</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. If the recommended NADMS goals are not achieved, and the above mobility triggers are not met, the Planning Board must find that alternative infrastructure projects and services are funded to achieve the NADMS goals for this phase.</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 in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.</p> <p>If the NADMS goals are met, the following mobility triggers would not be needed. If the NADMS goals are not met, the following improvements should be implemented.</p> <p>Fund and implement the Parklawn Drive Shared Use Path.</p> <p>Construct the realignment of Parklawn Drive and Randolph Road.</p> <p>Construct a new MARC station, if MDOT determines that a MARC station will be located within the Plan area.</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>

Edits to Draft Plan



Additional Modifications

- Permit the addition of height and density maps to the different districts, an overall height and density map, and proposed land use map.
- Permit the adjustments and updates to the tables, including street and bikeway networks (p.68-7; p.73-72) and additional maps and figures.



Draft Plan

Project Team

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Draft Plan

Staff Recommendation

- Transmit the revised Public Hearing Draft Plan, as the Planning Board Draft Plan, to the County Executive and County Council.