

Resolution No.: 18-979
Introduced: December 5, 2017
Adopted: December 5, 2017

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

By: County Council

SUBJECT: Approval of July 2017 White Flint 2 Sector Plan

1. On August 8, 2017, the Montgomery County Planning Board transmitted to the County Executive and the County Council the July 2017 Planning Board Draft White Flint 2 Sector Plan.
2. The July 2017 Planning Board Draft White Flint 2 Sector Plan contains the text and supporting maps for an amendment to portions of the approved and adopted 1992 North Bethesda/Garrett Park Master Plan and portions of the 2010 White Flint Sector Plan, as amended. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways, as amended; and the Countywide Bikeways Functional Master Plan, as amended.
3. On September 19, 2017, the County Council held a public hearing on the July 2017 Planning Board Draft White Flint 2 Sector Plan. The Sector Plan was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On September 20, 2017, the Office of Management and Budget transmitted to the County Council the Executive's Fiscal Impact Statement for the July 2017 Planning Board Draft White Flint 2 Sector Plan.
5. On October 9, October 23, October 30, and November 6, 2017, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft White Flint 2 Sector Plan.
6. On November 14, 2017, the County Council reviewed the Planning Board Draft White Flint 2 Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft White Flint 2 Sector Plan, dated July 2017, is approved with revisions. County Council revisions to the Planning Board Draft White Flint 2 Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2017 Planning Board Draft White Flint 2 Sector Plan.

Page 2: Add a new sentence at the end of the fourth paragraph as follows:

The Plan recommends up to 6,000 new residential dwelling units, primarily focused along Rockville Pike, the Executive Boulevard office park and some areas east of the CSX rail tracks. Development potential from the Guardian and Willco properties of approximately 1,800 dwelling units and 750,000 square feet of non-residential development is added to the phase one staging limits in the 2010 White Flint Sector Plan. Development potential from a portion of the Wilgus property (Parcels N208, N279, N174, and N231) of up to 700 residential dwelling units and 180,000 square feet of non-residential development is added to the phase two staging limits of the 2010 White Flint Sector Plan.

Page 2: Revise Table 1 per the Council decision.

Page 3: Revise Map 1: “White Flint 2 Concept Plan” per the Council decision.

Pages 20-21: Modify the last bullet on page 20 as follows:

- Encourage 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public [amenity] benefit for new residential development under the optional method of development, subject to section 11.1.4.

Page 26: Modify the first paragraph under “5.1.4 Open Spaces” as follows:

Most of the open spaces discussed in this Plan will be provided during the regulatory process as part of the public open space requirement. Because of their location or development potential, key properties that can make significant contributions to this network are identified on Map 11. Expanding the interconnected network of open spaces envisioned by prior planning efforts is an important priority of this Plan. The Plan also seeks to preserve existing natural areas and make them accessible as open space for existing and emerging communities. New open spaces should:

Page 29: Update Map 10: “White Flint 2 Proposed Overall Zoning” to reflect the Council-recommended zoning changes.

Page 30: Update Map 11: “Overall Height and Density Recommendations” to reflect the Council decisions.

Page 34: Amend the last sentence of the second paragraph as follows:

This Plan recommends the retention of the southern and western forested areas to contribute to the Plan’s environmental and tree canopy goals, and to [maintain a transitional area to establish a wooded buffer and facilitate a compatible relationship with the existing Luxmanor residential community.

Page 34: Amend the first bullet under “A. Land Use and Zoning Recommendations” as follows:

Rezone 6000 Executive Boulevard from the EOF 0.75 H100T to the CR [2.0] 2.5, [C1.0 R1.5] C 1.5, R 2.0, H200 Zone to promote redevelopment opportunities, including new public benefits that [support] further the Sector Plan recommendations. Development on this property must transition from a maximum of 200 [foot building heights] 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[. This landscape] that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens.

Page 34: Modify the second bullet under “A. Land Use and Zoning Recommendations” as follows:

Rezone the 6006 Executive Boulevard and 6010 Executive Boulevard properties from the EOF 0.75 H100T Zone to the CR 2.0 C1.0 R1.5 H150 Zone to promote infill development and support the Sector Plan’s recommended 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 this easement.]

Pages 34-35: Modify the third bullet under “A. Land Use and Zoning Recommendations” as follows:

Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard, and 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 advance the Sector Plan recommendations. [The existing water and sewer easement must be retained and the recommended path must be located outside of this easement.]

Page 35: Revise Maps 18 and 19 to reflect the Council decisions.

Page 35: Amend the fourth bullet under “B. Design and Connectivity Recommendations” as follows:

Create a pedestrian-bike path along the northern edge of the Old Farm-Neilwood Creek area with potential mid-block connections to Luxmanor Local Park to the south and Executive Boulevard to the north. Extend the path along the western edge of the wooded area to Montrose Parkway (Map 19). This path should utilize ecologically sensitive materials for pedestrians and bicyclists. The exact alignment of the path will be determined during the development review process in accordance with the Planning Board’s *Environmental Guidelines*.

Page 37: Revise the last sentence of the first full paragraph as follows:

[A] At least 1.25[-acre] acres of open space should be provided on the Wilgus property when it is developed, either on the area south of the existing townhomes and/or as a neighborhood green [must be provided] on the central or eastern portion of the Wilgus property[, while a landscaped area must be provided adjacent to]. If the area south of the Cherington townhouses is developed with residential units, there should be appropriate transitions between the two communities, including landscaping.

Page 37: Amend the last sentence of the second bullet as follows:

Density from this property could be transferred to the two vacant properties to the east and commercial uses should be concentrated to the east.

Page 37: Modify the third and fourth bullets under “A. Land Use and Zoning Recommendations” as follows:

- Rezone the vacant property (Parcel N279) from the R-200 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. No commercial development is permitted directly south of the Cherington residential community. Density from this property could be transferred to the two vacant properties to the east.
- Rezone the vacant property (Parcel N273) from the R-200 zone to the CRN 0.75 C0.0 R0.75 H50 Zone [to promote]. During the development review process, pursue options for preserving all or a portion of the wooded area along Montrose Parkway for passive use. Ensure that new residential development [that] is compatible with the adjacent townhouse community.

Page 37: Modify the sixth bullet under B. Design and Connectivity Recommendations as follows:

- Create open spaces, including an area with a minimum 1.25[-acre neighborhood green] acres, for public use that are connected to the overall open space network. The location of open space should be defined during the development review process and may include wooded areas and/or a neighborhood green.

Page 42: Insert a new paragraph after the second paragraph under “5.4.5 Sub-area: Jewish Community Center” as follows:

The Morgan Apartments is a multi-family residential development where all residential units are two-bedroom units. There are 20 MPDUs for which the original control period has expired, but they are continuing as income-restricted units through an agreement with the Department of Housing and Community Affairs (DHCA) that will expire in 2022. The rents in all other units are affordable to households earning about 110% of the area median income (AMI). If the property is redeveloped, the developer must provide 17.5% MPDUs and 2.5% Workforce Housing, capped at 100% of AMI, or 20% MPDUs. DHCA may agree to allow the developer to meet some or all of their MPDU or Workforce Housing requirements by designating existing two-bedroom units as MPDUs or Workforce Housing, if DHCA determines it benefits the County’s affordable housing stock.

Page 42: Modify the third paragraph under “5.4.5 Sub-area: Jewish Community Center” as follows:

This Plan supports the floating Commercial Residential Town (CRT) Zone, via a Local Map Amendment, for potential redevelopment of the Hebrew Home property. The extension of Hubbard Drive onto the Hebrew Home property, along with another new north-south road from Montrose Road, will provide greater connectivity to surrounding streets. These roads are not required unless and until the existing uses for the entire campus are relocated off-site and the site thereafter is either completely redeveloped or the buildings are repurposed for other uses under the existing R-200 or the CRT floating zones. New development should be primarily residential rather than non-residential.

Page 42: Modify the second, third, and fourth bullets and add a new bullet under “A. Land Use and Zoning Recommendations” as follows:

- Support a floating CRT 1.0 C0.25 R1.0 H-100 Zone for the JCC property. Redevelopment of the campus in its entirety must provide for new public roadway connections to Rockville Pike and Montrose Road.
- Rezone the Verizon office building from the R-200 Zone to the [EOF 1.0 H75] CRT-3.0, C-3.0, R-2.5, H-120 Zone [to align the existing use with an office zone and other office zones in the area] to provide flexibility for redevelopment and to support the Sector Plan’s recommended public benefits.
- [Confirm the EOF 3.0 H-100 Zone for the offices] Rezone the office buildings at 6001 Montrose Road and 6101 Montrose Road (Map 33) from the EOF-3.0, H-100 Zone to the CRT-3.0, C-3.0, R-2.5, H-120 Zone to provide flexibility for redevelopment and to support the Sector Plan’s recommended public benefits.
- Rezone the Morgan Apartments from the R-20 Zone to the CRT-1.5, C-0.25, R-1.5, H-120 Zone to promote the Sector Plan’s public benefits, including a greater percentage of MPDUs and dwelling unit mix.

Page 42: Modify the third sub-bullet under “B. Design and Connectivity Recommendations” as follows:

- Provide additional internal streets to improve connectivity throughout and to provide better access for all modes of transit between East Jefferson Street, Rockville Pike, and Montrose Road. These internal streets are not required unless and until the existing uses for the entire campus are relocated off-site and the site thereafter is either completely redeveloped or the buildings are repurposed for other uses under the existing R-200 or the CRT floating zones.

Page 43: Revise Maps 33 and 34 to reflect the Council decisions.

Pages 46-47: Modify the fifth paragraph starting on page 46 as follows:

This Plan recommends an overlay zone to retain the light industrial uses while recognizing the need for [limited] some residential uses [in the district] at the Randolph Hills Shopping Center area. The proposed overlay zone will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential since, unlike the Twinbrook Overlay Zone, the residential development in this overlay zone will be not be limited to a certain percentage of the existing non-residential floor area on a property] (Map 42). Major elements of the proposed White Flint 2 Overlay Zone [are] should be the following:

- Maximum FAR of 1.5;
- [Maximum Residential FAR of 1.0:]
- Maximum Building Height of 75 feet;
- Non-residential uses limited to those allowed in the Light Industrial I-L Zone;
- Residential uses to be allowed with the balance between light industrial and residential to be determined when the Overlay zone is developed[: Multi-unit];
- [Ground floor to be used only for non-residential uses allowed in the base I-L Zone;]
- Minimum Public Use Space of 10 percent required for mixed-use developments;
- Design guidance in the Plan and separate Urban Design Guidelines; and
- Site Plan for developments that include residential uses [per the overlay zone].

Page 47: Delete the second paragraph as follows:

[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.]

Page 47: Delete the third bullet under “A. Land Use and Zoning Recommendations” as follows:

- [Create an overlay zone for this area that would permit residential uses, while retaining industrial uses.]

Page 48: Delete the third bullet under “A. Land Use and Zoning Recommendations” as follows:

- [Create an overlay zone for this area that would permit residential uses, while retaining industrial uses.]

Page 48: Modify the third paragraph under “5.5.3 Area 3: Randolph Hills Shopping Center” as follows:

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 [redeveloped, either] redevelop through the recommended overlay industrial zone [or a floating CRT Zone]. [A pedestrian-bike bridge across the CSX tracks should be funded either through the county's capital improvements program, or 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 contributes towards funding of a MARC station at this location, if MDOT determines that a MARC station will be located here.]

Page 48: Amend “A. Design and Connectivity Recommendations” as follows:

If the recommended [floating CRT zones or] industrial overlay zone is implemented, redevelopment on this location should create a unique center for the Randolph Hills community that would:

- Provide work spaces and complementary amenities that are aligned with the unique needs of creative and new economy businesses.
- [Create high-density housing that] Consider housing types that serve families with young children and other households.
- Mix uses to promote collaboration and communication among businesses, residents, and the community.
- Incorporate innovative adaptive reuse techniques and sustainable practices to build new structures, retrofit existing structures, and reduce impervious surfaces.
- Locate a minimum $\frac{3}{4}$ acre neighborhood green on the Randolph Hills Shopping Center property.
- Locate new residential development to support the neighborhood center envisioned by the Randolph Hills community, and to transition adequately to the abutting single-family neighborhood. Mixed-use development in this area should:
 - Concentrate light industrial and new mixed-use development that includes multi-family residential development on areas furthest from existing single-family detached residential use (including the existing shopping center/surface parking lot area, or the adjacent Pickford property). The recommended neighborhood green should be located within the Randolph Hills Shopping Center surface parking area.
 - Consider residential uses along the Wyaconda Road frontage and adjacent to the existing single-family residential development, to establish a compatible relationship with the single-family dwellings to the south and east.
 - Reserve areas along the CSX tracks for industrial space and any required access to it.

Pages 48-49: Delete the second paragraph under “5.5.4 Area 4: Nicholson Court” as follows:

[The 2010 *White Flint Sector Plan* confirmed the light industrial zone for this area until the *White Flint 2 Sector Plan* can evaluate both sides of the CSX rail tracks. The 2010 Sector Plan also recommended a MARC station at Nicholson Court. Maryland Transit Administration (MTA) is in the process of creating standards for new infill MARC stations, along the Brunswick Line in Montgomery County. This Plan’s recommended staging plan requires that MTA conduct a feasibility study in Phase 1 to determine if and where an infill station would be located in the Plan area.]

Page 49: Modify the second and third bullets under “A. Land Use and Zoning Recommendations” as follows:

- [Create an overlay zone for this area that would permit residential uses while retaining industrial uses.]
- Support [a floating Commercial Residential Town (CRT) Zone with up to 1.5 FAR with the provision of] a pedestrian-bike crossing of the rail tracks. [The maximum FAR can be up to 2.0 if a MARC station is funded by the development.]

Page 49: Update Map 42 to reflect the Council decision to limit the area covered by the Overlay zone to the Randolph Hills Shopping Center area.

Page 51: Amend the fifth bullet under “A. Land Use and Zoning Recommendations” as follows:

- [Confirm the R-60 zone for] Rezone the Montgomery County owned property (Parcel No. P268) from the R-60 zone to the CRT-1.0, C-0.25, R-1.0, H-65 Zone.

Page 58: Modify the last sentence on the page as follows:

To increase the supply of affordable housing in the Plan area, this Plan recommends that each optional method development in the CR and CRT zones should provide 15 percent MPDUs as the highest priority to earn their public [amenity] benefit points, subject to section 11.1.4.

Page 59: Amend the first bullet as follows:

- Require 15 percent MDPU as the highest priority public [amenity] benefit for all [optional method projects] new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.

Page 70: Amend the first bullet under “8.1.1 Street Network” as follows:

- Extend Hubbard Drive as a business street (B-1) westward from Rockville Pike (MD 355) from its current terminus onto the Hebrew Home property, when the property completely redevelops or the buildings are repurposed for other uses, as noted in Section 5.4.5, to

provide greater vehicular and pedestrian connectivity through this large property (Map 57 and Table 2).

Page 71: Add a new bullet at the end of the “8.1.1 Street Network” recommendations as follows:

- Extend Hubbard Drive as a public business street from Rockville Pike (MD 355) eastward to Chapman Avenue on the Montrose Crossing property.

Page 71: Amend the first, second and third paragraphs under “8.1.2 Transportation Standards” as follows:

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-] for three properties—Guardian, Willco and a portion of the Wilgus property (Parcels N208, N279, N174, and N231)—from its current average intersection delay threshold of 71 seconds/vehicle to 120 seconds/vehicle. This recommendation recognizes that the existing and planned mixed-use development for [the Executive Boulevard and Rockville Pike-Montrose North Districts] these three properties are in character with the 2010 *White Flint Sector Plan*, and that new infrastructure from the 2010 *White Flint Sector Plan* area will benefit these [districts] properties since [both] all are near the White Flint [and Twinbrook] Metro [Stations] Station. Adjusting the HCM standard for these [two districts] three properties will be consistent with the County’s transportation policy of accepting higher levels of traffic congestion in urban areas, which are areas near existing and future transit.

The [area east of the CSX] congestion standard for the remaining segments of the Plan area should remain at 71 seconds/vehicle (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] these areas are relatively less accessible [by] to Metro [compared to the northern and western segments of the Plan area].

Unique to the 2010 *White Flint Sector Plan* area, Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR) requirements are eliminated and replaced with the White Flint Special Taxing District, which funds transportation infrastructure required for the staging recommendations in the Plan. This Plan recommends expanding the existing White Flint Special Taxing District to include [the Executive Boulevard and Rockville Pike-Montrose North Districts] the Guardian and Willco properties and a portion of the Wilgus property (Parcels N208, N279, N174, and N231).

Page 72: Revise Map 57: “Existing and Proposed Street Network” to reflect the Council revisions.

Pages 73-74: Update Table 2: “Roadway Classifications” to reflect the Council revisions.

Page 75: Revise the last bullet under “8.1.3 Bicycle and Pedestrian Network” and add a new bullet as follows:

- All intersections should be [designed] considered as protected intersections to provide the safest crossings for bicyclists and pedestrians.
- Consider building a pedestrian-bike trail over the CSX tracks to connect the Randolph Hills Neighborhood with White Flint.

Pages 75 and 79: Amend the third and fourth paragraphs under “8.1.4 Transit Network” as follows:

[The 2010 *White Flint Sector Plan* recommended a MARC Station at Nicholson Court and this Plan supports this recommendation. It also recommends that the Maryland Transit Administration (MTA) conduct a feasibility study to establish new standards for an infill MARC station along the Brunswick Line]. In the long-term, a new MARC station is desired for the Plan area. This future station must not derogate service then current at the Garrett Park MARC station.

The County’s BRT network recommended in the 2013 *Countywide Transit Corridors Functional Master Plan* includes three corridors that are within the Plan area: North Bethesda Transitway, Rockville Pike, and Randolph Road. The Rockville Pike BRT route in the Plan area will be within the dedicated lanes of Rockville Pike, and it will link to the multiway boulevard in the City of Rockville. The Maryland Department of Transportation and the Montgomery County Department of Transportation are conducting a BRT corridor planning study that will more specifically define BRT on Rockville Pike. The North Bethesda Transitway and Randolph Road BRT routes are anticipated to run in mixed traffic within the rights-of-way of Old Georgetown Road (MD 187) and Randolph Road, respectively (Map 60). The Old Georgetown Road route is one of two possible routes for the North Bethesda Transitway, the other being via Tuckerman Lane to the Grosvenor-Strathmore Metro Station.

Page 76: Update Map 59: “Existing and Proposed Bikeway Network” to reflect the Council revisions.

Page 77: Update Table 3: “Bikeway Facilities” to reflect the Council revisions.

Page 79: Modify the first full paragraph and second paragraph as follows:

The 2013 *Countywide Transit Corridors Functional Master Plan* and the preliminary Rockville BRT study recommend BRT stations in the Plan area at Hubbard Drive and Rockville Pike in the Montrose North-Rockville Pike district; at the intersection of Old Georgetown Road and Executive Boulevard to serve the Executive Boulevard district; and another station near Loehmann’s Plaza. The transit recommendations are the following:

- Support the 2010 *White Flint Sector Plan* recommendation to construct a second White Flint Metro Station entrance on the southeast corner of the intersection of Rockville Pike and Old Georgetown Road.

- Support the alignments and character of both the MD 355 South (Corridor 4) and Randolph Road (Corridor 7) BRT corridors through the Plan area, as recommended in the 2013 *Countywide Transit Corridors Functional Master Plan*.
- Support the recommendation that Maryland Department of Transportation [Administration] conduct a feasibility study for an infill MARC station in the Plan area.
- Implement a circulator or shuttle that provides local service for residents and businesses in the Plan area and adjacent Planning areas, including the White Flint Metro Station.

A shuttle or circulator is recommended [in the staging plan as an infrastructure project that will] to increase [contribute towards increasing] the mobility options in the Plan area, and to contribute towards achieving the recommended NADMS goal. The shuttle service [can] could begin as a developer initiative [limited to a few properties] and expand to be a public/private service for the larger plan area, or it [can] could be funded entirely as a public shuttle/circulator for the area.

Page 80: Update the second and third paragraphs under “8.1.6 Transportation Demand Management” as follows:

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] that the Guardian, Willco and a portion of the Wilgus properties (Parcels N208, N279, N174, and N231) will be subject to the NADMS goals in the White Flint Sector Plan’s (April 2010) staging, depending upon the staging phase.

[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.] This Plan recommends a blended average NADMS goal of 40 percent at buildout for all other properties in this Plan. The area east of the CSX tracks has relatively less accessibility to Metrorail due to the limited areas for crossing the CSX tracks. As a result, the area east of the CSX tracks will likely have an NADMS at buildout lower than 40 percent, and the area north and west of the CSX tracks will likely have an NADMS at buildout higher than 40 percent.

[In addition, these NADMS goals are consistent with the urbanizing character of this portion of North Bethesda. They] NADMS goals will be [achievable] achieved through a combination of land use (density, diversity and design) and zoning requirements, transit improvements, and supportive TDM programs[, such as shuttles and bike-sharing,] managed by the North Bethesda Transportation Management District.

Page 80: Modify the two paragraphs under “8.1.8 East Jefferson Street” as follows:

East Jefferson Street provides western access to the City of Rockville. It is classified as an arterial with five travel lanes, including a turn lane for a segment of the roadway. This Plan

recommends the reclassification of East Jefferson Street to a business street with [a protected bikeway] either a separated bikeway or standard bike lanes to link the proposed bikeway network between Executive Boulevard and the City of Rockville[. To implement the bikeway recommendation, the Plan recommends modifying the existing number of travel lanes to two travel lanes in each direction with a center turning lane] (Figure 4).

Page 81: Update Figure 4: “East Jefferson Street with Protected Bikeway” to reflect the Council decision.

Page 88: Modify the fourth bullet under “C. Create green parks when development occurs within the Plan area” as follows:

Create a minimum 1¼-acre [Neighborhood Green Urban Park] open space area for public use at the Wilgus Property when it redevelops. This [park should] area could include neighborhood amenities, including a flexible green gathering place, picnic areas, and play features or maybe a wooded area with passive recreation. It should be linked to the Montrose Parkway bikeway by a trail connection.

Page 92: Modify the paragraph under “10.1.3 Libraries” as follows:

A public library is recommended in the 2010 *White Flint Sector Plan*. The Montgomery County Department of Public Libraries [endorses] notes the recommendation for a public library in the Metro East or Metro West Districts in the 2010 *White Flint Sector Plan* area, but acknowledges that delivery of library services is an evolving practice. [This] Any future library [along with] or delivery of library services should be considered in the context of other libraries in the greater North Bethesda vicinity[, including Twinbrook and Rockville, will provide sufficient library services for the White Flint 2 Plan area]. Evaluating the delivery of services in the future should include consideration of non-traditional methods such as self-service options, MCPL outreach programs at non-library facilities and internet-based programming.

Page 93: Remove the symbol for the single site identified as a Proposed White Flint 2 Sector Plan school, since the Sector Plan includes a process for evaluating numerous potential sites for schools.

Page 94: Update Table 4 to include enrollment forecasts for 2046 in the Superintendent’s Recommended FY 2019 Capital Budget, and enrollment generated by the residential development in the Council-approved White Flint 2 Sector Plan.

Page 95: Delete the last sentence of the first full paragraph as follows:

[This Plan’s recommended staging indicates that a new elementary school be built by the third stage of the phasing plan.]

Page 96: Add a new paragraph directly under “10.1.8 Walter Johnson Cluster” as follows:

Residential development in the Rock Spring, White Flint, White Flint 2, and Grosvenor-Strathmore master and sector plans have the potential to impact school enrollment. Several potential means of adding school capacity are noted in the sections below. In addition, if there is a major development or redevelopment within these planning areas, several sites or a combination of sites may be appropriate for consideration of a public school. Each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school and that this be the top priority benefit under the review process of projects proceeding under these plans.

Page 96: Revise the second sentence in the paragraph entitled “Facility Planning at the Walter Johnson Cluster” as follows:

The Board of Education is addressing enrollment capacity issues in the Cluster through several actions, including [utilizing] future utilization of an annex facility at Garrett Park Elementary and [convening a roundtable discussion to include] the completion of a study group that included representatives from the Downcounty Consortium high schools and the Walter Johnson, Whitman, and Bethesda-Chevy Chase high school [cluster] clusters.

Page 96: Revise the last sentence in the first bullet under “A. Elementary Schools” as follows:

Therefore, all Cluster schools will be at the high end of the range of student enrollment with capacities ranging from [729] 714 to [881] 777; no further expansions will be considered.

Page 97: Revise the first full bullet as follows:

- Construct a new middle school. There [are two] is one future middle school [sites] site in the vicinity of the Walter Johnson Cluster[.]: [The] the Brickyard Middle School site [is] in the Winston Churchill Cluster [and the King Farm Middle School site is in in the Richard Montgomery Cluster]. If building a new school at [these locations] this location is considered infeasible, then the purchase of a middle school site or co-location with a park[,] could be considered.

Page 97: Revise the first bullet under “C. High Schools” as follows:

- Build an addition at Walter Johnson High School. The high school [currently has an enrollment] had a capacity in the fall of 2017 of [2,335] 2,330 students. [Long range enrollment projections indicate 3,500 students by 2045 not counting any students generated by this Plan and other North Bethesda plans currently underway.] However, long-term enrollment projections for the school developed in the fall of 2017 anticipate enrollment reaching 4,010 students by 2032, including some, but not all, of the students that would be generated by the North Bethesda plans. [If the high school capacity was increased to 3,500 students or more, it may be possible to accommodate the build-out of this Plan.]

Page 97: Revise the second bullet under “C. High Schools” as follows:

- [Reopen] The Board of Education has requested funds to reopen the former Woodward High School. Reopening this facility and expanding it over time will accommodate projected enrollment increases from this Plan, the 2010 *White Flint Sector Plan*, and the *Rock Spring Master Plan* currently underway. An addition at Woodward could take the school up to 2,400 students, which, when combined with Walter Johnson capacity, could total up to 4,400 students. An expanded Woodward may also contribute to [alleviate] alleviating overcrowding at [Bethesda-Chevy Chase or Whitman] adjacent high schools.

Page 97: Delete the last bullet under “C. High Schools” as follows:

- [Beyond the approaches noted above, reassign students from the Walter Johnson Cluster to high schools with available enrollment capacity, or expand their capacities. Currently, most high schools adjacent to the Walter Johnson Cluster are projected to have enrollments greater than their capacities, and will already be built out to the high end of the desired enrollment size of 2,400 students each. The exception is Rockville High School. Although this school is projected to be fully enrolled in the next six years, with a capacity of 1,570, it is relatively small for a high school by current standards. An addition at this high school, with reassignment of students from this Plan area, could be considered in the future.]

Page 98: Add a bullet under “B. Middle Schools” as follows:

- Consider locating a middle or high school site on the Rocking Horse Road Center facility in the Randolph Hills neighborhood.

Page 98: Amend the second sub-bullet under the last bullet under “C. Middle Schools” as follows:

- Construct a new middle school by either purchasing a new site or collocating with a park [since there are no recommended middle school sites in the Downcounty Consortium].

Page 99: Revise the first sub-bullet as follows:

[Reopen the former Woodward High School in the Walter Johnson Cluster, currently under consideration as a part of the community roundtable discussion process (described under “Walter John Cluster School Facilities” in this Plan). The Board of Education has requested funds to reopen the former Woodward High School in the Walter Johnson Cluster. This [option would] may require reassignment of students from the Downcounty Consortium portion of the White Flint 2 Sector Plan area [from Walter Johnson cluster] to this high school.

Page 99: Amend the second sub-bullet under the first bullet as follows:

- Construct a new high school by either purchasing a new site or co-locating with a park [as there are no recommended future high school sites in the Downcounty].

Page 102: Amend the third and fourth paragraphs under “11.1.2 Financing” as follows:

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 Willco, Guardian, and a portion of the Wilgus (Parcels N174, N231, N208, and N279) 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] properties, this Plan recommends that these three properties in the [northwestern] western 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] Consequently, the Willco and Guardian properties and a portion of the Wilgus property (Parcels N208, N279, N174, and N231) [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.]

Page 103: Update Map 64 to reflect the Council decisions.

Page 104: Modify the fourth full paragraph as follows:

An industrial mixed-use overlay zone is recommended for Light Industrial (IL) zoned properties [primarily east of the CSX tracks and at Nicholson Court] in the Randolph Hills Shopping Center area. 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. This overlay zone [will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential, and] will be implemented through a zoning text amendment to the Zoning Ordinance.

Page 104: Add a bullet and amend the first two bullets under “11.1.4 Public Benefits in the EOF, CRT and CR Zones” as follows:

- Dedication of land for needed school sites as the highest priority public benefit.
- Fifteen (15) percent MPDUs as the highest priority public [amenity] benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than school sites, including but not limited to:[, a dedicated elementary or middle school site;] land for school athletic fields; new neighborhood parks and open spaces; [bike share stations;] public transportation (new Metro Station entrance); and undergrounding of utilities.

Pages 104-106: Amend the “11.1.5 Staging of Development” section as follows:

Staging of development links new development with the provision of public infrastructure required to support the Plan recommendations. [Prior North Bethesda master plans, including the 1992 *North Bethesda-Garrett Park Master Plan* and 2010 *White Flint Sector Plan* required staging of new residential and non-residential development with required public infrastructure, especially transportation.] The 2010 *White Flint Sector Plan* established a three-phased staging plan that links new development with required mobility and transportation infrastructure to support new development and contribute to creating a new urban area.

This Plan’s [proposed] staging recommendation is influenced [by various factors, but] primarily by the adjacency of [the area] three properties to the 2010 *White Flint Sector Plan* area and its staging plan, and the common infrastructure improvements, such as [Rockville Pike BRT,] Executive Boulevard/Western [workaround] Workaround improvements, and the White Flint Metro Station[, that would be needed to support new development in both plan areas]. This Plan includes the Guardian and Willco properties and a portion of the Wilgus property (Parcels N208, N279, N174, and N231) within the staging limits in the 2010 *White Flint Sector Plan* by:

- increasing the Phase 1 cap from 3,000 dwelling units and 2 million square feet of non-residential development to 4,800 dwelling units and 2.75 million square feet of non-residential development; and
- increasing the Phase 2 cap from 3,000 dwelling units and 2 million square feet of non-residential development to 3,700 dwelling units and 2.18 million square feet of non-residential development.

[The proposed staging framework is guided by the following principles:

- Ensure an adequate level of development or tax contributions to help fund new infrastructure.
- Address the infrastructure needs for White Flint 2 while balancing the infrastructure needs of both White Flint plan areas.
- Limit the free-rider effect where properties in White Flint 2 could benefit disproportionately from new infrastructure in the 2010 *White Flint Sector Plan* area.
- Development in the core of the 2010 *White Flint Sector Plan*, which is near to the Metro Station and along Rockville Pike, should be prioritized before White Flint 2 properties are developed.]

[The Planning Board should take the following actions before the proposed staging plan takes effect.

- Expand the existing White Flint Sector Plan Implementation Advisory Committee to include the stakeholders from the *White Flint 2 Sector Plan* area.
- 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] The following implementation actions must be taken:

- Within [six] three months of adopting the [Sectional Map Amendment] SMA, the County Council should amend the North Bethesda Policy Area to [create a new Local Area Transportation Review (LATR) Policy Area for the White Flint 2 area] reflect the expansion of the White Flint Metro Station Policy Area to include the Guardian, Willco, and a portion of the Wilgus (Parcels N208, N279, N174, and N231) properties.
- Within [12] six months of adopting the SMA, [determine if a public financing mechanism will be established to fund public infrastructure recommended by the Plan] extend the existing White Flint Special Taxing District to include the Willco, Guardian and a portion of the Wilgus (Parcels N208, N279, N174, and N231) properties.
- 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* to account for the Willco, Guardian, and a portion of the Wilgus (Parcels N208, N279, N174, and N231) properties.

[The recommended staging plan combines key staging transportation infrastructure requirements from the 2010 *White Flint Sector Plan* with new transportation and public facilities from this Plan. This combination approach acknowledges the relationship and infrastructure linkages between the two plan areas (Table 5).]

[The recommended zoning envelope has more potential density than what is permitted in the staging plan. The amount of development represents the desired mix of new development in White Flint 2 that will be predominately residential, approximately more than 60 percent, with the remaining development as non-residential. The recommended development is divided into three phases with the largest amount in the third phase. The NADMS goals further the County's investment in promoting transit and other non-automotive modes.]

[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 projects, White Flint Special Taxing District, public-private partnership, or developer initiative or contribution. During each phase, the Planning Board may approve both residential and non-residential development until it reaches its maximum allowed limit, at which time any further development in that category (residential or non-residential, whichever has reached the allowed limit) will need to demonstrate that the staging requirements to proceed to the next phase have been met.]

Page 105: Delete Table 5 to reflect the Council decision.

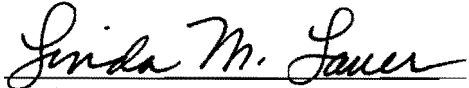
Page 107: Modify Table 6 per the Council decisions.

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft White Flint 2 Sector Plan (July 2017). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual

information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in black ink and is positioned above a horizontal line.

Linda M. Lauer, Clerk of the Council