

White Oak Science Gateway Master Plan – Worksession No. 6

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Staff Recommendation:

Discuss and provide guidance to staff.

Planning Board members should bring their copies of the May 2013 Public Hearing Draft Master Plan.

Summary

The Planning Board held five worksessions over six weeks this summer. At the first worksession on June 20, the Board reviewed the testimony and staff's responses to the "General" items and most of the "Mobility" topics in the attached issues matrix (see Attachment 1). At the second worksession on June 27, the Board discussed several properties and made decisions on zoning and other issues that had been raised. At the third worksession on July 11, the Board finalized zoning recommendations and several other property-specific issues, voted to designate a historic site, and began discussing staging recommendations. At the fourth worksession on July 18, the Board discussed several outstanding issues and at the fifth worksession on July 25, staff presented and discussed the Design Guidelines with the Board. The draft Design Guidelines have been posted on the webpage (www.montgomeryplanning.org/community/wosg) and comments are encouraged; please send them to Luis Estrada (luis.estrada@montgomeryplanning.org).

At the sixth worksession on Wednesday, September 4, the Planning Board will discuss the staging plan and all remaining, outstanding issues. On September 19, the Board is scheduled to review the Planning Board Draft of the Master Plan for approval to transmit to the County Executive and County Council.

On July 11, staff provided an overview of the Public Hearing Draft's staging plan as well as a suggested, alternative staging plan that was submitted by Percontee/Global LifeSci Development Corporation. At the July 11 worksession and in a July 23 memorandum to the Chair and the Board, County Executive staff asked for more time to evaluate the merits of the staging proposals. On August 6, the Board received a memorandum from the County Executive's Department of General Services outlining an alternative implementation approach for the Planning Board and staff to consider (see Attachment 2). The Executive Branch expressed concern that the Plan's implementation will be impeded because applicants will not be able to meet the requirements of the current regulatory approval process due to the scale, type, and cost of the transportation infrastructure improvements that are needed in this area.

As a result of our collaboration with the County, staff has prepared a new section to the Implementation and Staging chapter that outlines a process to explore and devise an alternative implementation mechanism. The proposed revisions to the Implementation and Staging chapter, with the new section and some other minor edits, are attached (see Attachment 3).

Other outstanding issues that will be covered at the September 4 worksession include the following:

- Letter received from the Housing Opportunities Commission (HOC) on July 25 requesting increased density and height at their Holly Hall property (see Attachment 4). This property has been discussed by the Planning Board during previous worksessions, but HOC's request for additional density and height at Holly Hall is new; the request is for CR-2.5, C-1.5, R-1.5, H-150. The Public Hearing Draft recommends the same zoning for Holly Hall, the eastern portion of the National Labor College site, and the Hillandale shopping center (CR-1.5, C-1.0, R-1.0, H-75). Staff does not support a change to the draft Plan's zoning recommendation for Holly Hall.
- Letter received from Montgomery County Public Schools (MCPS) on August 22 requesting that the West Farm Transportation Depot, one of five MCPS school bus depots, retain the existing light industrial (I-1) zoning rather than the Plan's recommended CR zoning (see Attachment 5). Their concern is that the proposed rezoning will place pressure on MCPS and the County to relocate the bus depot in the future to allow for commercial and residential development, a situation currently faced with the Shady Grove Transportation Depot near the Shady Grove Metro Station. Staff continues to support the proposed rezoning of the property (CR-0.75 C-0.75 R-0.25 H-75) and believes that there is sufficient land for new development, that many uses can co-exist, and the Plan supports the continued operation of the bus depot, as well as other public sector uses in the area, at their current locations.
- Staff recommends that a "Water and Sewer Service" section be added to the Natural Environment chapter (see Attachment 6). The proposed text has been reviewed by WSSC.
- Staff recommends that additional language be added to the Transportation chapter on urban road code areas and bike/pedestrian priority areas and will review this proposed text with the Board at the worksession.

Planning Board worksessions:

June 20, 2013 Worksession 1: Transportation
June 27, 2013 Worksession 2: Land Use and Zoning
July 11, 2013 Worksession 3: Land Use and Zoning, Historic Preservation, Staging
July 18, 2013 Worksession 4: Parks issues
July 25, 2013 Worksession 5: Design Guidelines
Sept. 4, 2013 Worksession 6: Staging and outstanding issues
Sept. 19, 2013 Approve the Planning Board Draft for transmittal to the County Executive and County Council

Attachment 1: Issues Matrix

Attachment 2: August 6, 2013 Memorandum from Greg Ossont

Attachment 3: Revised Implementation and Staging Chapter

Attachment 4: July 25, 2013 letter from Housing Opportunities Commission

Attachment 5: August 22, 2013 letter from Montgomery County Public Schools

Attachment 6: Proposed text to be added on water and sewer service

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
General						
1	Area-wide	Land Use-Transportation Balance	Pages 19-23	<ul style="list-style-type: none"> • Applaud staff for proposing Plan that is not “technically” in balance (Wilhelm/CAC) • Achieving balance would improve the Plan; consider small “tweaks” to land use (Finnegan) 	<ul style="list-style-type: none"> • Achieving balance by reducing recommended densities may stymie redevelopment and reinvestment and may make it more difficult for the area to support high quality transit. Postponing possible redevelopment has been tried in the past and many in the community have not been satisfied with the results. 	Board concurs with general direction of the Plan. (6/20/13)
2	Area-wide	Land Use: housing/ employment	Pages 19-20, 25-48, 97	<ul style="list-style-type: none"> • No assurance of life sciences or other jobs; GP didn’t direct intensity to US 29 (Quinn) • Too much housing in Plan, don’t need more housing (Quinn) • Substantial residential increase is first step, “multiplier effect” will trigger job creation (Genn) 	<ul style="list-style-type: none"> • Plan is not dependent on life sciences jobs alone; other jobs, including high technology, will achieve the same objectives. • Recommendation for Stage 1 in the North White Oak/Cherry Hill Road Center limits residential to 1 million square feet. • Plan’s proposed CR Zones are flexible and could accommodate variety of commercial and residential uses. 	Board concurs with general direction of the Plan (6/20/13) and made property-specific zoning decisions (6/27/13, see below).
3	Area-wide	Jobs-Housing Ratio	Page 96	<ul style="list-style-type: none"> • J/H ratio would only be slightly improved (Quinn) • J/H imbalance is actually too little housing in relation to jobs (Genn) 	<ul style="list-style-type: none"> • The ratio of jobs to housing units in an area is always dependent on the geographic boundaries. Staff estimates J/H ratio is currently 3.8/1 within Plan boundary and 1.6/1 in study area; with the proposed zoning/land use, it could be 4.4/1 within Plan area. • Increased J/H ratio within the Plan area is efficient from a transportation perspective; improving opportunities to live and work in area may reduce trips. May also increase travel in the off-peak direction. 	Board concurs with general direction of the Plan. (6/20/13)
Mobility Issues (Transit, Street Network, Pedestrians and Cyclists)						
4	Area-wide	No substantive issues to resolve.	Pages 49-68	<ul style="list-style-type: none"> • Supports mixed-use, compact, walkable centers and staging • US 29 interchanges are in CTP, but are not funded • Reconcile this Plan with BRT Plan, as necessary • Various suggestions for minor edits and cross-referencing; SHA contact information provided for ongoing coordination (Halligan, MDOT) 	<ul style="list-style-type: none"> • While not funded, US 29 interchanges are not contemplated to be removed from the State’s Consolidated Transportation Program (CTP) and are consistent with SHA’s long-range planning documents. • Staff will reconcile any inconsistencies between this Plan and the Countywide Transit Corridors Functional Master Plan (the “BRT Plan”) as the two plans proceed through the approval process. • Staff will address the suggested minor edits and cross-referencing of information. 	Board discussed US 29 interchanges. (6/20/13)

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5	Area-wide Land Use-Transportation; BRT assumptions	Pages 19-23, 49-68	<ul style="list-style-type: none"> • Concurs with need for US 29 interchanges; supports other roadway recommendations • Plan does not achieve land use-transportation balance under the TPAR roadway test • Plan assumes BRT corridors not yet approved by Council • Current NADMS should be documented (Gonzalez, MCDOT) 	<ul style="list-style-type: none"> • Balance question is a key finding of the transportation analysis which speaks to the significant impact of regional through traffic and limited ability to introduce a more robust traffic network. The manner by which this finding will be addressed will be a policy decision. • The Plan will be modified, as appropriate, in accordance with the approved BRT Plan, including possible adjustments to ROW widths. • The current Non-Auto Driver Mode Share (NADMS) is 14% and was derived from the 2000 Census Transportation Planning Package (CTPP); this information can be added to the Plan. 	Board discussed US 29 interchanges. (6/20/13)
6	Area-wide	Pages 52-58	<ul style="list-style-type: none"> • Questions whether all intersections were tested; seems like there should be more “red dots” (Finnegan) 	<ul style="list-style-type: none"> • The critical intersections in the Plan area were evaluated. 	Staff notes that additional analysis (Highway Capacity Manual) is underway.
7	Area-wide		<ul style="list-style-type: none"> • Area shouldn’t be constrained by regional traffic problems beyond County control (Pollin, Elmendorf, Bloom, Redicker) 	<ul style="list-style-type: none"> • The impacts of regional traffic are reflected in the traffic analysis. How to handle the impacts of out-of-County traffic generally and US 29 congestion specifically are, ultimately, policy decisions. 	Board supports general direction of the Plan. (6/20/13)
8	Area-wide		<ul style="list-style-type: none"> • US 29 at capacity now; Plan will make bad situation worse (Hansen) 	<ul style="list-style-type: none"> • Planned US 29 grade-separated interchanges will address capacity issues within the Plan area. • Intersections along US 29 south of the Plan area will exceed capacity regardless of the Plan. 	Board discussed US 29 interchanges. (6/20/13)
9	Area-wide Four Corners/ Woodmoor- Pinecrest Citizens’ Association (WPCA) US 29		<ul style="list-style-type: none"> • Opposes Plan: too much density will dramatically worsen traffic; promotes sprawl (Quinn) • More US 29 interchanges creates freeway to bottleneck at NH Ave-Four Corners (Quinn, Goemann) • Developers want to treat US 29 like I-495 to avoid LATR/TPAR-unacceptable to exempt them (Quinn, Goemann) • Developer assertions that majority of traffic is from outside County are overblown (Quinn) 	<ul style="list-style-type: none"> • Plan does not promote sprawl; it focuses future development in three distinct areas that will be served by BRT and limits the amount of development allowed until additional infrastructure is provided. • Additional interchanges are a long-standing SHA recommendation for US 29 that are reflected in the County’s Master Plans and SHA’s long-range planning documents. • Staff was asked to analyze the impacts of discounting traffic on US 29 (i.e., treating it like I-495 and I-270), but since it is not an interstate in its entirety, staff does not support this approach. • Staff does not support developer exemptions from LATR/TPAR. 	Board discussed US 29 interchanges and related issues. (6/20/13)

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			<ul style="list-style-type: none"> • 10 intersections not analyzed • Route 29 Mobility Study should have been done to analyze corridor (Quinn, Goemann) 	<ul style="list-style-type: none"> • A significant proportion of US 29 traffic is estimated to originate from outside the County. Staff estimates that roughly half of the southbound traffic on US 29 in the vicinity of Cherry Hill/Randolph Road is currently external. This percentage is estimated to drop to roughly one-third in the context of the Plan. • All critical intersections within the Plan area were analyzed and a representative sample of intersections within the study area were analyzed. 		
10	BRT	Should lanes be taken from cars for BRT; i.e., repurposed?	<ul style="list-style-type: none"> • Opposes taking lanes from cars for BRT south of White Oak (Graham) • Opposes lane repurposing; means more congestion, more cut through (Quinn) • Transit won't solve traffic congestion (Hansen, Goemann) 	<ul style="list-style-type: none"> • The BRT Plan is addressing lane repurposing. Staff notes that more detailed study is needed to make a final determination on lane repurposing; an assessment of its feasibility was needed to determine ROW requirements. For the most constrained areas, such as US 29 south of White Oak, lane repurposing appears the only way to implement BRT since impacts/costs of building additional lanes would be too great. 	Board agrees to NH Ave. ROW of 120-130 feet for BRT. On Stewart Lane/ Lockwood Dr., ROW needs to change from 80 to 89 feet. (6/20/13)	
11	BRT	Should BRT have dedicated lanes?	<ul style="list-style-type: none"> • Action Committee for Transit supports Plan, but need BRT in dedicated lanes (not in mixed traffic) on US 29 and NH Ave. (Reed, Dancis) • Supports BRT (Slater) 	<ul style="list-style-type: none"> • The BRT Plan is addressing the level of treatment for BRT Corridors. • Mixed traffic, rather than dedicated lanes, is recommended where forecast BRT ridership was too low to warrant dedicated lanes and/or where traffic and/or property impacts would be too great. 	BRT Plan is addressing these issues.	
12	BRT	None.	Pages 63, 64	<ul style="list-style-type: none"> • Need Randolph/Cherry Hill Road BRT (Myo Khin) 	<ul style="list-style-type: none"> • Staff supports a BRT on Randolph/Cherry Hill Road; it is listed on page 63, shown on Map 13, page 64. 	No change to draft Plan.
13	Old Columbia Pike bridge	Should the Plan recommend the bridge be reopened?	Page 52	<ul style="list-style-type: none"> • Opposes reopening bridge to vehicular traffic (Davis-Isom, Simmons, Perlingiero, Federline, Spatafora, Esmark, Obie, Karns, Median, Mannos, Carter, Maydonovitch) 	<ul style="list-style-type: none"> • If the area redevelops as envisioned in the Plan, improved vehicular circulation is necessary and options are limited; purpose of connection is for local circulation, not an alternate for US 29 commuter travel. 	A majority of the Board agrees to retain the Plan recommendation to reopen the bridge to vehicular traffic but text should note it is for local circulation. (6/20/13)

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14	Calverton	The Plan will impact traffic in Calverton.		<ul style="list-style-type: none"> Traffic is big concern, will create too much congestion on Cherry Hill Road and Calverton Blvd. (Karns, Kammel) Connect Industrial Pkwy to FDA Blvd; need intersection improvements all around; more bike paths (Karns) 	<ul style="list-style-type: none"> Calverton Boulevard and Cherry Hill Road will be impacted by traffic regardless of whether the Master Plan vision becomes reality. Plan recommends Industrial Parkway be extended and connected with FDA Boulevard. 	Board discussed overall traffic issues during worksessions.
15	Hillandale - Elton Road	Should classification of Elton Road be modified?	Pages 60-61	<ul style="list-style-type: none"> Classification of Elton Road should reflect its dual nature as residential road with some commercial uses Trucks parked on Elton Road present hazard for residents Elton Road used as cut-through; volumes and speed pose risks for residents; proposed solutions aren't enough; need engineering solution (Finnegan, C. & J. Scott) 	<ul style="list-style-type: none"> Classification of Elton Road is currently Business District Street from New Hampshire Avenue to County line; residential classification could be considered for portion in front of single-family homes. Trucks parking on Elton Road is an operational, not a Master Plan, issue. Elton Road operational issues should be addressed by MCDOT in coordination with Prince George's County. 	Board agrees with staff suggestion to reclassify portion of Elton Road in front of single-family homes to a Primary Residential Street. (6/20/13)
16	Hillandale-National Labor College	Could there be alternative APF standards for Powder Mill and New Hampshire?		<ul style="list-style-type: none"> Consider alternative APF standards/policies to deal with Powder Mill/New Hampshire Avenue congestion (Peinovich) 	<ul style="list-style-type: none"> CLV standards are for an entire policy area, not for a specific intersection. 	Board agrees with staff that using an alternative standard for one intersection is not possible. (7-11-13)
17	Washington Adventist Hospital (WAH)	No substantive issue to resolve.	Pages 60-61	<ul style="list-style-type: none"> Show proposed road B-5 as private street with 60' width, without bus circulator; bike path on east side; text revisions submitted (Newmyer, Perrine, Morgan) 	<ul style="list-style-type: none"> Staff agrees text can be revised to clarify that proposed road B-5 will remain a private street; will remove bus circulator and show on alternate streets, with language noting that operational decisions like the circulator route will be made later by DOT. 	Board agrees with staff suggestion to clarify B-5 as a private street and to make other noted changes. (6/20/13)
18	North White Oak/Cherry Hill Center	Removal of Trip Mitigation agreements	Page 99	<ul style="list-style-type: none"> Supports recommendation to remove the trip reduction restrictions and proposes slight text revisions (Kominers) 	<ul style="list-style-type: none"> Staff agrees with suggested text revision. 	Contingent on Legal Staff's review, Board agrees with suggested text revision. (6/20/13)

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19	US 29 Bikeway	Should the type of bikeway recommended on US 29 be changed?	Pages 65-66	<ul style="list-style-type: none"> Signed Shared Roadway on Colesville Road not sufficient; should at least be Shared Use Path (Filice, Cochrane) 	<ul style="list-style-type: none"> Staff recommends that US 29 between Lockwood Drive and the Northwest Branch be changed to a Dual Bikeway with a signed shared roadway and a shared use path on the east side of the road. This will accommodate cyclists that want to ride on the road (few in this location) and those that want a protected bikeway. 	Board agrees with staff to add a shared use path in this segment. Board suggests additional language for areas with constrained ROW. (6/20/13)
20	Bikeways	No substantive issues to resolve.	Pages 65-66	<ul style="list-style-type: none"> New Hampshire Avenue should have bike lanes (instead of signed shared roadway) if road is resurfaced (Cochrane) July Drive should be signed shared roadway (Cochrane) Bikeways that extend into Prince George’s should be coordinated (Halligan, MDOT) Plan should encourage private property owners to provide bike parking (Halligan, MDOT) Barriers on Old Columbia bridge inhibit cyclists (Halligan, MDOT) Bikeway through White Oak Shopping Center should be provided (Halligan, MDOT) 	<ul style="list-style-type: none"> Plan recommends Dual Bikeway (DB-7) with shared use path and signed shared roadway. Plan could note that a cycle track and sidewalk should be considered in the future. Bikeway connection between Lockwood Drive and Old Columbia Pike in vicinity of July Drive may be possible if there is redevelopment as shown on illustrative (page 35). Proposed bike lanes on Powder Mill Road are consistent with Prince George’s County bikeway recommendation for its segment of the road. County code requires bicycle parking. Zoning Code Rewrite proposes updates to bicycle parking requirements as well. Plan recommends bridge be rebuilt, reopened; addressing bikeway “barriers” in interim is operational issue. Plan shows bikeway through shopping center (SP-63) that could occur with redevelopment. In interim, bike lane (LB-2) exists on Lockwood Drive and Stewart Lane. 	No change to draft Plan.
21	Bikeways and Pedestrians	No substantive issues to resolve.	Pages 65-66; 85-90	<ul style="list-style-type: none"> Address several inconsistencies with bikeway recommendations; suggests pedestrian links in Parks section be referenced on page 65 (Halligan, MDOT) Improve walkability by using “paper” streets as formal paths; better maintenance needed (Finnegan) 	<ul style="list-style-type: none"> Staff will clarify use of term “shared use path” on two illustratives as well as other minor edits. Staff agrees with suggestions to reference pedestrian connections discussed on pages 85-90 (Parks chapter) in the Bikeway and Pedestrian section (Transportation chapter, page 65) as well. Staff will consult with DOT regarding the future use of “paper” streets for pedestrian paths. Current maintenance of these areas is not a Master Plan issue. 	Minor changes will be made to draft Plan as noted in staff response column.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
Property Specific Issues (Use, Zoning, Site Design)						
22	<p>White Oak Shopping Center</p> <p><i>Current Zone:</i> C-2</p> <p><i>Site Acres:</i> 28</p>	<p>Is recommended zoning/density for this site appropriate?</p> <p>Is recommended open space on this site appropriate?</p>	<p><i>Proposed Zone:</i> CR-2.5 C-1.5 R-1.5 H-200 (page 31 #1, 36)</p> <p>Open spaces (page 87)</p> <p>Illustrative (page 35) shows grid, open spaces, and FDA connection</p>	<ul style="list-style-type: none"> Needs CR-3.5 C-3.0 R-3.0 H-250 to support redevelopment Opposes on-site neighborhood green urban park, but not urban plaza Illustrative should show more of a grid in this node per developer’s drawing County initiative needed to encourage FDA and private property owners to create connection between FDA and Lockwood Drive (Downie) 	<ul style="list-style-type: none"> Staff’s recommended density for this site is substantial (3 million square feet). Owner’s requested density and height is not appropriate outside a CBD or Metro station area and was not modeled for transportation impacts. The two-acre neighborhood green urban park (and the .75-acre urban plaza) on this 28-acre site represents 7% open space (gross tract). CR optional method projects of 6 or more acres must provide minimum public use space of 10% (net tract area), approximately 2.8 acres. Intent of illustrative is to indicate desire for additional future connections should redevelopment occur; staff has shown connections along property lines and has avoided placing them through lots and buildings; Plan text can encourage more connections if redevelopment occurs. Staff agrees that language could be added regarding County initiative, but connection requires property owner agreement and possible private redevelopment. 	<p>Board agrees with Plan’s proposed zoning. (6/27/13)</p>
23	<p>11120 NH Av</p> <p><i>Current Zone:</i> C-2/C-O</p> <p><i>Site Acres:</i> 4.18</p>	<p>Should zoning density and height be increased?</p>	<p><i>Proposed Zone:</i> CRT-1.5 C-1.0 R-0.75 H-50 (page 31 #2, 37)</p>	<ul style="list-style-type: none"> Plan density and height offers no redevelopment opportunity; property owner requests minimum 2.0 FAR and 65’ height (P. Harris) 	<ul style="list-style-type: none"> The overall recommended zoning density is comparable to the existing zone and height is eight feet more than currently allowed; housing is additional use in CR. Site is adjacent to single-family homes, so 50-foot height is appropriate, focused toward New Hampshire Avenue. 	<p>Board agrees with Plan’s proposed zoning and staff’s suggestion to increase commercial FAR from 1.0 to 1.5; Board raises height to 60 feet. (6/27/13)</p>
24	<p>10230 NH Av Hillandale</p> <p><i>Current Zone:</i> C-T</p> <p><i>Site Acres:</i> 2.4</p>	<p>Should zoning density and height be increased?</p>	<p><i>Proposed Zone:</i> CRN-1.0 C-0.75 R-0.75 H-45 (page 31 #7, 40)</p>	<ul style="list-style-type: none"> Plan density and height offers no redevelopment opportunity; property owner requests minimum 2.0 FAR and 65’ height (P. Harris) 	<ul style="list-style-type: none"> The recommended zoning density and height are more than what is allowed in the existing zone; housing is additional use in CR. Site is adjacent to single-family homes, so 45-foot height is appropriate. Small site size limits ability to ameliorate or transition height and provide buffer for single-family. 	<p>Board agrees with Plan’s proposed zoning. (7/11/13)</p>

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25	National Labor College (NLC) <i>Current Zone:</i> R-90 <i>Site Acres:</i> 46	Is the proposed zoning (FAR and height) appropriate? Should Plan encourage single-family in CRN and specify items for CR points?	<i>Proposed Zones:</i> Eastern area: CRT-1.5 C-1.0 R-1.0 H-75 (page 31 #5, 40) Western area: CRN-0.25 C-0.0 R-0.25 H-45 (page 31 #6, 40)	<ul style="list-style-type: none"> • HOC and Reid Temple Church are acquiring NLC site (Marks, Watley, Kline) • Request west area residential be increased to R-0.3, height to 50' • Request 150' height for "mixed use land bay" near Beltway • More comments to follow on zoning, site issues, staging (Kline) • Plan should promote single-family on CRN portion; don't use it for surface parking. Consider CR points for public playground, path to neighborhood, adaptive reuse of buildings (chapel, Meany archives) (Finnegan) 	<p><i>Update: NLC informed staff on 6/26/13 that the HOC/Reid Temple purchase is not going forward, therefore, the issues raised by legal counsel for these two parties (Jody Kline) are no longer being considered.</i></p> <ul style="list-style-type: none"> • CR Zone densities must be increments of 0.25 FAR, so an R-0.3 is not possible and staff believes an R-0.5 is too high. Density transfers could be considered from eastern portion. • An additional 5 feet in height on the western portion, with substantial buffers, is acceptable. • Staff is analyzing request for additional 75 feet of height on east side. • CRN allows for single-family housing • Language could be added regarding specific items for points in the CRT Zone. 	No Board decision required.
26	Hillandale – Properties on Elton Road & residential adjacent to commercial	Is density and height on properties adjacent to residences appropriate?	<i>Proposed Zones:</i> CRT-1.5 C-1.0 R-1.0 H-75 Page 31 #5, 39 CRT-1.0 C-0.75 R-0.75 H-45 Page 31 #8, 39	<ul style="list-style-type: none"> • Consider reducing FAR and height of properties adjacent to residences (Scott, Finnegan) • Review whether proposed zoning on Elton Road is appropriate given traffic problem; consider guidance (or CR points) for future development that addresses Elton Road cut-through (Finnegan) 	<ul style="list-style-type: none"> • The densities and heights are appropriate and text addresses compatibility on page 39 (...ensure adequate transitions through buffering or reduced building heights...adjoining the single-family residential lots on Green Forest Drive). • The Design Guidelines will provide additional guidance on these sensitive transition areas. 	Board supports Plan text as is with additional guidance on appropriate buffers and transitions to be provided in Design Guidelines. (7/11/13)
27	Washington Adventist Hospital <i>Current Zones:</i> I-1, I-3	None.	<i>Proposed Zone:</i> LSC Zone (page 31, 47)	<ul style="list-style-type: none"> • Entire 48 acres of WAH site should be in LSC Zone (Newmyer, Perrine, Morgan) 	<ul style="list-style-type: none"> • Concur. Map on page 31 will be corrected to show entire WAH site in the LSC Zone. 	No Board decision required.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
28	<p>Percontee/ Site 2</p> <p><i>Current Zone:</i> I-2 (overlay)</p> <p><i>Site Area:</i> 300 acres</p>	<p>Should the entire area be one CR zone?</p> <p>Should there be a new "CR/LSC" zone for these properties?</p>	<p><i>Proposed Zones:</i> CR-0.75 C-0.5 R-0.5 H-120 (page 31 #9, 46)</p> <p>CR-1.25 C-1.0 R-0.25 H-220 (page 31 #10, 46)</p>	<ul style="list-style-type: none"> • Want one CR zone; eliminate #9, use #10 for all 300 acres and increase residential density: CR-1.25 C-1.0 R-0.75 H-220 (Genn, Elmendorf) • Ensure heights, densities are appropriate, flexible (Ossont) • Adopt new CR/LSC Zone for marketing and viability of LifeSci Village (Genn, Elmendorf) • Supports Percontee's Global LifeSci Village plans (Myers, Bloom, Newmyer, Bretz, Ruben, Levin, Richardson, Amir, Rosario, Dyer, W. Harris, Gillece, Myo Khin, Seyfert-Margolis) 	<ul style="list-style-type: none"> • The rationale for two CR zones is to establish a higher density core district (or Town Center along Industrial Parkway extended to FDA Blvd.) and a lower density periphery, which includes an elementary school and park site. The recommended zoning includes a higher "C" in the core area and a higher "R" for the surrounding area. • Staff does not support an increase in density; what is recommended is substantial. Developer request is more density than was modeled. • Staff does not support a new zone. Developer's proposed CR/LSC Zone makes minor additions/deletions to use table, but reduces the minimum public benefit points and makes BLT payments optional. 	<p>Board agrees with developer request for one CR Zone for Percontee and Site 2 (300 acres) with following elements: CR-1.0 C-1.0 R-0.5 H-220. Board does not support developer's proposed CR/LSC Zone, but suggests some uses could be added to the CR Zone through the Zoning Rewrite. (6/27/13)</p>
29	<p>Percontee/ Site 2</p> <p>North White Oak/Cherry Hill Road Center</p>	<p>Should the Plan's illustrative be replaced with the developer's?</p> <p>Should this node be renamed "Life Sciences/FDA Village Center"?</p>	<p>Page 45</p>	<ul style="list-style-type: none"> • Percontee's illustrative is more representative of community, CAC, County input (Genn, Elmendorf, Ossont, Newmyer Wilhelm/CAC, Myers) • Board should note Executive's/DED's marketing/branding efforts for the LifeSci Village (Ossont) • Rename "North White Oak /Cherry Hill Road Center" to "Life Sciences/FDA Village Center" (Genn, Elmendorf) 	<ul style="list-style-type: none"> • The Plan illustrative is schematic and conceptual, which is appropriate given the long-term development timeframe for such a large site. The Plan illustrative Plan does not preclude the type of layout shown on the developer's concept. Master Plans do not and should not include project plans created by individual property owners. The Plan illustratives are intended to convey a sense of desirable future character rather than a recommendation for a particular design. • Staff does not support a name change for the "North White Oak/Cherry Hill Road Center," which includes the County/developer's 300-acre area as well as 500 acres with many existing businesses and a residential community. The names of the nodes are intended to identify areas by their neighborhood name or the geographic location. Developers ultimately select their own marketing names. 	<p>Board directs staff to put the developer's illustrative in the Appendix.</p> <p>Board agrees with developer's request to rename the "North White Oak/Cherry Hill Road Center" to "Life Sciences/FDA Village Center" and rename the "White Oak/FDA Center" to the "White Oak Center." (6/27/13)</p>
30	<p>North White Oak/Cherry Hill Road Center</p>	<p>None</p>	<p>Page 31 #11, 41, 46</p>	<ul style="list-style-type: none"> • Supports zoning for their property and overall Plan direction (Solomon) 	<p>No Board decision required.</p>	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
Historic Preservation						
31	Naval Ordnance Laboratory (NOL) Building/FDA	Should this property be designated for historic preservation?	Page 80	<ul style="list-style-type: none"> • Supports designation of NOL in the <i>Master Plan for Historic Preservation</i> (Kirwan, Peper, Tino) • Future improvements to New Hampshire Avenue may impact the environmental setting (Halligan, MDOT) 	<ul style="list-style-type: none"> • Designate in the <i>Master Plan for Historic Preservation</i> as a historic resource and add to the Locational Atlas and Index of Historic Sites in the interim. 	Board votes in favor of adding the site to the Locational Atlas and designating it in the <i>Master Plan for Historic Preservation</i> . (7/11/13)
Environment						
32	National Labor College (NLC)	Should maps and text be changed per commenter's request?	Maps 4 and 15 (Pages 26 & 71) show stream from GIS layer NLC Environmental text (pages 73-74)	<ul style="list-style-type: none"> • There is no stream on the NLC as depicted on Maps 4 and 15 and text on pages 73-74 • Approved FCP does not depict stream as identified in Plan • Delete all references to a NLC stream in this location (Peinovich) • Preserve environmental wetlands in center of site and forest conservation easements; enhance buffers for community (Finnegan) 	<ul style="list-style-type: none"> • Any streams shown on maps are for illustrative purposes only and depict hydrology. Stream determinations are made through the regulatory process and not in the Master Plan. In the case of NLC, the stream bisecting the property was piped. While the stream channel is missing, the hydrology, complete with floodplain, is still present. This stream should be daylighted and restored through the redevelopment process, improving hydrology and creating a community asset. Forested areas adjacent to the existing community should be preserved and enhanced. 	Board concurs with staff that no changes are necessary to the draft Plan text. (7/11/13)
Staging						
33	Area-wide	Should the staging plan be modified to have six stages instead of three and different trigger mechanisms?	Pages 96-100	<ul style="list-style-type: none"> • Modify staging to create six phases. Stage 1 changes: add 1 million SF, raise CLV. Stage 2: add 1,000 more DUs (Genn, Elmendorf, Wilhelm/CAC, Bloom, Pollin, Myers) • Consider more staging steps based on NADMS (Ossont) • Add "optional method pathway" to each stage with voluntary taxing to allow development without LATR (Genn, Elmendorf, Wilhelm/CAC, Pollin) 	<ul style="list-style-type: none"> • Staff does not support suggested changes to the staging plan, including increasing Stage 1 by 1 million square feet, raising CLV in Stage 1, or increasing housing in Stage 2. • Staging triggers are appropriate for implementation of the entire length of the BRT corridors that show more potential ridership. Building only the segment of the BRT within WOSG will not relieve the area-wide congestion. • NADMS goals need to be area-wide to be effective, not project-by-project. • TPAR and LATR requirements must be retained as critical and essential regulatory tools to analyze, mitigate, and resolve a development's traffic impact. 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
34	Area-wide	Should the staging plan be retained as is?	Pages 96-100	<ul style="list-style-type: none"> • Ineffective staging, too reliant on unproven BRT (Quinn) • Supports Staff's staging plan, which is clear and equitable; Opposes Genn's changes, which will weaken it • "Optional pathway" eliminates TPAR, LATR; more traffic problems without funds to fix it • Retain 1475 CLV in Stage 1 • Randolph Road BRT is not equal to US 29 and New Hampshire • Opposes more housing in Stage 2 (Finnegan) 	<ul style="list-style-type: none"> • Staff disagrees that staging is ineffective. It is clearly defined yet flexible enough to evolve over time. Proposed staging plan ensures excessive development does not occur without transit or equivalent infrastructure. We have several approved Master Plans that include staging elements. As with those areas, this Plan recommends an implementation advisory committee be formed and a biennial report be prepared to monitor development and the delivery of infrastructure. • Staff does not recommend changes to the staging plan. 	
35	Area-wide	Should suggested modifications be made to staging?	Pages 96-100	<ul style="list-style-type: none"> • Agree with NADMS goal of 30% in stage 3 • Concur with raising CLV to 1600 in stage 2 • Biennial report should track development, LOS, actual NADMS, transit, roads • Construction of US 29 interchanges should be prioritized and added to staging (Gonzalez, MCDOT) 	<ul style="list-style-type: none"> • Agree that Plan could list more specific items that will need to be addressed in the biennial monitoring report. • Council staff and Council have not typically supported the inclusion of specific road improvements in Master Plan staging plans. The US 29 interchanges are in the State's Consolidated Transportation Program (CTP). 	



ATTACHMENT 2

DEPARTMENT OF GENERAL SERVICES


Isiah Leggett
County Executive

David Dise
Director

MEMORANDUM

August 6, 2013

TO: Francoise Carrier, Chair
Montgomery County Planning Board

FROM: Greg Ossont, Deputy Director
Department of General Services 

SUBJECT: White Oak Science Gateway

The implementation of the desired vision for the White Oak Science Gateway Master Plan (as proposed) is challenged by the scale and expense of the transportation infrastructure necessary to facilitate future development plans. While the Plan provides opportunities to achieve the vision of a science based employment center mixed with housing and retail amenities for East County, the material issue that will impede implementation of the plan will be regulatory reviews conducted at subdivision. The Plan encourages alternative approaches to identify solutions to these impediments. These approaches could be utilized as an alternative to the draft staging plan.

The alternative approach should acknowledge the necessary collaboration between the public and private sectors to implement the Plan. County and State and perhaps Federal partnerships with the private sector should include elements that will meaningfully contribute to the ultimate goals of the Plan as it relates to infrastructure improvements, enhanced connectivity and innovative approaches to traffic congestion and implement alternative transportation modes that will reduce reliance on the private automobile.

Any alternative approach must, at a minimum, involve County and State or Federal partnerships with the private sector that includes the following elements:

- A commitment, on a project-by-project basis, to achieve a 30% non-auto driver mode share (NADMS) at full build out which would be on an appropriately graduated NADMS scale as each phase of the specific project is developed and accompanied with adequate sureties;

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- An equitably shared transportation cost program that adequately finances the necessary improvements;
- An adequate infrastructure financing and construction phasing plan to ensure initial planning, design and construction of the transportation infrastructure to serve the new development in a timely manner; and
- A comprehensive monitoring and verification system to track NADMS throughout development phases and to ensure the timely delivery of the transportation infrastructure.

Provided the aforementioned requirements are met under an alternative approach, then future development in the White Oak Science Gateway should be exempt from the customary regulatory controls of local area transportation review, transportation policy area review, and transportation impact taxes.

Finally, we recommend that the Non-Auto Driver Mode Share (NADMS) goal for the entire White Oak Science Gateway Master Plan area be lowered to 25%. In order to increase the NADMS from the current mode share of 14% to the goal of 30% at full build out, a disproportionately high NADMS of more than 44 % would need to be achieved by all new projects. Provided new projects meet the 30% NADMS goal a full build out goal of 25% NADMS is much more realistic and achievable.

IMPLEMENTATION AND STAGING

Staging Overview

Growth and change must be managed and timed with the delivery of the infrastructure necessary to support it. Transforming the White Oak area requires a transit and road network that will support increased densities and changes to the built environment and mix of uses over a long period of time. This Plan seeks to guide future public and private investment and development in a manner that meets the area's needs while collectively benefitting and enhancing the communities of White Oak. This Plan's staging recommendations address the timing of development in relation to the infrastructure needed to support it.

The Subdivision Staging Policy (SSP) is used to establish the policies and procedures for administration of the Adequate Public Facilities Ordinance (APFO), which, as of the time of this Plan, involves three tests for adequacy: Transportation Policy Area Review (TPAR), Local Area Transportation Review (LATR), and the Public Schools Facilities Test. The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity for the Planning Board to approve specific projects during the regulatory approval process. The 2012-2016 SSP concluded that the Fairland/White Oak Policy Area (which covers this Plan area and most of the eastern County) has inadequate roadway transportation capacity conditions. Any new development in this area will need to fully mitigate the incremental traffic impact by adding capacity, implementing a trip reduction program, or making a transportation mitigation payment that would contribute toward an eventual improvement addressing the particular inadequacy.

In addition to the APFO requirements in the SSP, this Plan recommends staging to ensure that infrastructure, particularly BRT and other mechanisms to reduce single-occupant vehicle travel, is are in place before significant amounts of development (i.e., beyond Stage 1) are allowed to proceed in the three ~~major~~ activity centers where the bulk of development is anticipated. Outside of the three centers, only the APFO requirements in the SSP apply. development is not subject to the Master Plan staging. Staging helps achieve the desired level of growth and ensures that the transportation network is sufficient to accommodate the next phases of growth. This Plan provides stages and amounts of development that are tied to infrastructure and transportation management goals (see Table 6).

Experience shows that the full density allowed by zoning is rarely built and certainly not all at once. Market demand and absorption rates are two of the limiting factors. Therefore, the maximum potential development of the zoning proposed in this Plan is almost certain to be more density than will be used over the life of the Plan. Keeping track of the actual development that occurs will be particularly important to assess how the area is developing, the need for and programming of infrastructure, and whether the vision is being achieved. The mechanism for tracking these issues will be a biennial monitoring program, as discussed below. This Plan may need to be amended if transit and road infrastructure are not being programmed and constructed.

This Plan recommends that a new White Oak Policy Area be created that is coterminous with the boundaries of the Master Plan area. The SSP will need to be amended to include this new policy area. The new policy area's goals, including more specific non-auto driver mode share (NADMS) targets, may be included in the SSP amendment, contingent on the creation of an alternative implementation mechanism.

Alternative Implementation Mechanism

Achieving this Plan's vision will be particularly challenging given the scale, type, and cost of the transportation infrastructure necessary to support future development. The Plan recommends that an alternative implementation mechanism be explored that seeks to identify solutions and options to the current regulatory approval process, the requirements of which may not be achievable given the size and scope of the needed infrastructure. The goals of the alternative implementation mechanism include reducing single-occupant vehicle trips, providing surety funding associated with NADMS targets, and exploring options for financing transportation infrastructure. Applicants would have the option to either follow the regular development process or utilize the alternative implementation mechanism.

Once this Master Plan is approved and adopted, an Implementation Working Group (IWG) should be established by the County Council for the purpose of devising an alternative implementation mechanism that will help achieve the Plan's goals and vision for this area. Within twelve months of its formation, the IWG should produce an alternative implementation mechanism for the Council's consideration. The IWG should include all relevant public and private sector stakeholders involved with implementing the Master Plan (the Planning Department, County and State agencies, property owners, and the local community).

Any alternative implementation mechanism must involve County and State or Federal partnerships with the private sector and should, at a minimum, include the following elements:

- An equitably shared transportation funding program that adequately finances the necessary infrastructure improvements and creates alternatives that will encourage non single-occupant vehicle trips.
- An adequate infrastructure financing and construction phasing plan to ensure planning, design, and construction of the transportation infrastructure to serve the new development in a timely manner, as well as a procedure for allocating implementation costs to individual projects.
- A requirement that each new project or any redevelopment within the Plan area would achieve a 30 percent NADMS at full build-out. Prior to full build-out, at specified phases of a development project, the developer would commit to a graduated NADMS goal at the time of regulatory approval, with implementation guaranteed by adequate sureties.
- An independent and comprehensive monitoring and verification program would be developed to track NADMS at all development phases and ensure the timely delivery of the transportation infrastructure.

Staging Requirements

Within the Plan area, there is currently about 11 million square feet of existing commercial development and half of this amount, 5.5 million, consists of the FDA’s headquarters facility on New Hampshire Avenue and the Army’s Adelphi Laboratory Center on Powder Mill Road at the County line. Approximately 3.4 million commercial square feet are in the North White Oak/Cherry Hill Road area; another one million is in the White Oak area, half of which consists of retail uses at the White Oak Shopping Center; and there are 750,000 square feet of commercial space in Hillandale, including the shopping center, several office buildings, and the National Labor College. There are 7,118 existing dwelling units in the Plan area, of which 4,858 are multi-family and 2,260 are single-family (includes townhouses).

There is just over one million square feet of approved, un-built development in the “pipeline,” most of which is Washington Adventist Hospital (about 802,000 square feet). The remaining approved, un-built development (225,000 square feet) was allocated by the original West Farm preliminary plan to two adjacent sites on Plum Orchard Drive that are now publicly-owned, the SHA maintenance facility and the United States Postal Service distribution center. Table 5 summarizes existing development, COG forecast development, and this Plan’s alternative development scenario.

Table 5 Existing and Potential Development

	Existing	Existing & Approved	2040 COG (adjusted)	2012 Master Plan Scenario
Commercial (sf)	11,187,298	12,000,000	15,854,064	25,434,851
Single-Family dus	2,260	2,260	2,404	2,785
Multi-Family dus	<u>4,858</u>	<u>4,858</u>	<u>5,194</u>	<u>12,903</u>
Total Dwelling Units	7,118	7,118	7,598	15,688
Jobs	27,688	31,168	40,063	70,312
Plan Area J/H ratio	3.8/1	4.3/1	5.2/1	4.4/1
Study Area J/H ratio	1.6/1			

Stage 1

Stage 1 allows for approval of an additional 4 million square feet of new commercial and/or residential development, which reflects the zoning capacity of the portions of the two 1997 Master Plans that this Plan amends, and is the approximate amount of development in the adjusted COG forecast (see Table 5).

11 million square feet existing commercial development

1 million approved, un-built (pipeline) commercial development

4 million square feet of additional new commercial or residential development

16 million square feet total Stage 1 development

In Stage 1, the Plan recommends allocating development to each of the three major nodes in recognition of the importance of the individual centers of White Oak, Hillandale, and North White Oak/Cherry Hill Road in successfully achieving this Plan's vision. In Hillandale and White Oak, the ability to add housing in places now exclusively devoted to commercial activity offers a potentially significant redevelopment incentive. In North White Oak/Cherry Hill, where redevelopment has already been established as an important County public policy, emphasizing non-residential development in the initial stages appropriately supports that policy.

Development projects will be required to demonstrate how they are addressing the Plan vision and how the Plan's urban design guidelines (regarding areas such as building relationships, compatibility, and public spaces) for the particular center are being achieved. While the three centers are allocated a total of 6 million square feet, no more than 4 million square feet may be developed in the Plan area in Stage 1. For example, if the White Oak and Hillandale centers receive building permits with 500,000 square feet of new development in each area, there would be 3 million square feet available in the [North White Oak/Cherry Hill Road Center](#)[Life Sciences/FDA Village Center](#) during Stage 1. Or, if the White Oak and Hillandale centers receive building permits totaling 750,000 square feet in each center, there would be 2.5 million square feet available in the North White Oak/Cherry Hill Road Center during Stage 1.

The 4 million square feet of additional new development available in Stage 1 will be geographically allocated to each of three areas (with new development density allocated at the time a building permit is issued) as follows:

- *White Oak Center* will have up to 1.5 million square feet for either commercial or residential development or a mix of commercial and residential uses per the recommended zoning.
- *Hillandale Center* will have up to 1.5 million square feet for either commercial or residential development or a mix of commercial and residential uses per the recommended CR zones.
- ~~*North White Oak/Cherry Hill Road Center*~~ [Life Sciences/FDA Village Center](#) will have up to 3 million square feet of commercial or a combination of commercial and residential development, with residential development limited to a maximum of 1 million square feet.

The Planning Board will have the discretion to review and revise the Stage 1 Plan allocations attributed to each Center, if needed, based on how development activity proceeds as applications are submitted to the Planning Department for regulatory approval and based on the subsequent issuance of building permits. If, for example, there are development projects in the North White Oak/Cherry Hill Road Center that exceed the 3 million allocated to that area in Stage 1 and, at the same time, there is no proposed development in the other centers, the Planning Board could decide to allow more than 3 million, but no more than the total of 4 million in Stage 1.

In addition, if a Preliminary Plan in one of the major activity centers - that is existing and valid when the Plan is approved - expires during the course of Stage 1, the development capacity associated with it becomes available to the major activity center it is in. All of the pipeline development in the Plan area is in the North White Oak/Cherry Hill Road Center and consists primarily of the approval for Washington Adventist Hospital. Currently, this approved, un-built project is part of the 12 million square feet of existing and approved development in Stage 1. If the hospital's Preliminary Plan expires, this amount of development would shift from the category of existing and approved development to the category of additional new development in the North White Oak/Cherry Hill Road Center, while the total in Stage 1 would remain the same.

Development capacity in each stage will be allocated at building permit (rather than at Preliminary Plan) through a Staging Allocation Request (SAR). For a single building, an applicant must receive core and shell building permit approval from the Department of Permitting Services (DPS) within 90 days after Planning Board SAR approval. A staging allocation approval is valid for two years from the date of the Planning Board's Resolution granting the staging allocation. Any applicant whose building permits are not issued within the two-year validity period loses any allocated but unused capacity. For multiple buildings, an applicant must receive core and shell building permit approval from DPS within 180 days after the Planning Board SAR approval. The validity period is three years.

A biennial monitoring report, which is a prerequisite of Stage 1, will be produced [by the Planning Department](#) during the spring of odd-numbered years. It will include a section describing any recommended amendments to existing Project Description Forms (PDF) in the CIP or new PDFs to be added to the subsequent biennial CIP (developed for public hearing in the spring of even-numbered years). This monitoring report could also address whether any changes to the Subdivision Staging Policy (SSP) are needed, a particularly important element considering that the SSP and this Master Plan cannot anticipate the full range of circumstances that will arise in the future. The Planning Board and County Council may consider changes to the SSP at any time (i.e., they need not wait for a biennial review), but they must consider the performance of the SSP at the time of the biennial review.

Before Stage 1 begins, all of the following must occur:

- Approve and adopt the Sectional Map Amendment (SMA).
- [Create a new Policy Area \(a subset of the Fairland/White Oak Policy Area\) using the boundaries of the Plan area, but retain the CLV congestion standard for the new Policy Area at 1475.](#)
- [Establish and fund a White Oak Transportation Management District \(TMD\) coterminous with the Master Plan boundaries.](#)
- Develop a transportation approval mechanism and monitoring program within 12 months of adopting the Sectional Map Amendment.
 - The Planning Board must develop a biennial monitoring program that includes periodic assessment of development approvals, public facilities and amenities, the status of new facilities, and the CIP and SSP as they relate to the White Oak area.

The program must include a 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 include a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.

- The Planning Board must establish an advisory committee of property owners, residents and interested groups that are stakeholders in the redevelopment of the Plan area, as well as representatives from the Executive Branch, to evaluate the assumptions made regarding congestion levels and transit use. The committee's responsibilities should include monitoring the Plan recommendations, identifying new projects for the Amenity Fund, monitoring the CIP and SSP, and recommending action by the Planning Board and County Council to address issues that may arise.
- Document the baseline non-auto driver mode share (NADMS) for the new policy area through monitoring and traffic counts.
- Remove the Trip Reduction restrictions that were placed on certain properties in the North White Oak area through the 1990 *Trip Reduction Amendment to the 1981 Eastern Montgomery County Master Plan*. Property owners who executed voluntary trip reduction agreements with the Planning Board may take action to have these restrictions removed from the land records.

Stage 2

16 million square feet of Stage 1 development

+5 million square feet of Stage 2 additional new commercial development

+2000 - Total Stage 2 additional residential dwelling units

Before Stage 2 begins, mobility enhancements must be achieved and must include programming of one of the following infrastructure improvements that provides the greatest transportation capacity increase:

- BRT on US 29 from the Silver Spring Transit Center to the Burtonsville Park and Ride Lot must be fully funded for implementation and construction within the first six years of the County's CIP or the State's Consolidated Transportation Program (CTP).
OR
- BRT on New Hampshire Avenue from US 29 to the Takoma/Langley Purple Line Transit Center must be fully funded for implementation and construction within the first six years of the County's CIP or the State's Consolidated Transportation Program (CTP).
OR
- Any master-planned transportation improvements identified as needed by the most recent biennial monitoring review must be programmed for completion within six years.

In addition, before Stage 2 begins, the following must occur:

- Increase the CLV congestion standard for the new Policy Area (that was created in Stage 1) to 1600 (which is the current standard in Bethesda/Chevy Chase, Kensington/Wheaton, Silver Spring/Takoma Park and the Germantown Town Center).

- ~~Establish a White Oak Transportation Management District (TMD) within the Plan boundaries.~~

Stage 3

21 million square feet of Stage 1 and Stage 2 development
 +4 million square feet of Stage 3 additional new development
 +Residential dwelling units: Any additional amount allowed by zoning

Before Stage 3 begins, all of the following must occur:

- BRT on US 29 must be operating from the Silver Spring Transit Center to the Burtonsville Park and Ride Lot (alone or in combination with the New Hampshire Avenue BRT described in Stage 2 above).
- If BRT on New Hampshire Avenue from the Intercounty Connector (ICC) to the Takoma/Langley Purple Line Transit Center has not yet been programmed, it must be fully funded for implementation and construction within the first six years of the County's CIP or the State CTP.
- Any master-planned transportation improvements identified by the most recent biennial monitoring review to be needed at this time must be programmed for completion within six years.
- A minimum ~~30~~ 25 percent non-auto driver mode share (NADMS) must be attained for redevelopment and new development within the Plan area must be attained three activity centers in the Plan area.

Table 6 Staging Plan Summary

Stage 1 4 million sf commercial or residential development	Stage 2 5 million sf commercial 2000 dwelling units	Stage 3 4 million sf commercial dwelling units allowed by zoning
PREREQUISITES TO EACH STAGE		
Approve SMA Develop monitoring program Expire Remaining Trip Reduction Agreements Create new WOSG Policy Area <u>Establish and Fund White Oak TMD</u> Document NADMS	Fund US 29 BRT OR Fund New Hampshire Avenue BRT OR Program Needed Transportation Improvements Raise WOSG Policy Area CLV to 1600 Establish White Oak TMD	US 29 BRT is operational Fund New Hampshire Avenue BRT if this did not occur in Stage 2 Program Needed Transportation Improvements Attain 30 <u>25</u> % NADMS <u>within the three activity centers</u>

Sectional Map Amendment

Following the Plan's approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, a Sectional Map Amendment (SMA) will apply the Plan's recommended zoning to the official zoning map of the County.

Design Guidelines

The Planning Board will review and approve design guidelines that will help guide developers, the community, and staff in implementing the Plan.

Public Benefits in the CR Zone

The CR Zone has two development methods: standard and optional. The standard method allows up to 0.5 FAR in the CR Zone and up to 1.0 FAR in the CRT Zone and requires compliance with a specific set of development standards. The optional method allows for greater density and height but requires projects to provide public benefits to achieve the incentive density above the standard method density. The additional optional method density may be achieved through a series of incentive increases that can be combined to achieve the maximum allowable density. Public benefits provided under the optional method are drawn from among seven categories outlined in the Zoning Ordinance.

The following list of public benefits should be considered priorities during project development and review of optional method projects in the CR Zone within the boundaries of this Plan. This list is not mandatory nor does it preclude consideration of other benefits listed in the CR Zone to achieve the maximum permitted FAR. The requested benefits should be analyzed to make sure they are the most suitable for a particular location and consistent with the Plan's vision, and that they satisfy the changing needs of the area over time. When selecting these benefits, the Planning Board should consider community needs as a determining factor.

- Major public facilities
 - Bus Rapid Transit
 - Bus circulator to connect centers to BRT stations
 - Elementary school
 - Parks and Trails
- Transit proximity
- Connectivity between uses, activities, and mobility options
 - Trip mitigation
 - Neighborhood Services
 - Streetscape
 - Way-finding
- Diversity of uses and activities
 - Affordable Housing
 - Dwelling Unit Mix
 - Care Centers

- Quality building and site design
 - Structured Parking
 - Public Open Space
- Protection and Enhancement of the Natural Environment
 - Energy Conservation and Generation
 - Tree Canopy

Financing Mechanisms

This Plan will be implemented over a long period of time, on a property-by-property basis, through a combination of public and private initiatives such as redevelopment and upgrading of private properties, public projects funded through Federal, State, and County Capital Improvement Programs, and public/private partnership projects. In addition to these implementation methods, other mechanisms may need to be pursued subsequent to the approval of this Plan to explore possible funding sources for infrastructure improvements. This Plan recommends that County and State agencies explore the full range of tools that might be available to implement this Plan. Possible funding mechanisms that should be explored by the Implementation Working Group include a development district, a transportation impact tax, or a special benefit assessment.

~~Possible tools include a special taxing district, which is the public financing mechanism being used to implement the *White Flint Sector Plan*. To provide greater assurance of achieving the Sector Plan's goals for White Flint, the County Council enacted the White Flint Special Tax District to create a funding source for transportation infrastructure improvements in the Plan area. Commercial property owners within the special tax district make payments that fund specific road improvements in the District and the County can authorize bonds to finance these improvements. The tax will finance transportation improvements which, elsewhere in the County, are financed or provided through impact tax revenues or credits or by the private sector as required under the applicable LATR and TPAR requirements.~~

~~The transportation issues and problems in White Oak are significantly different from White Flint, which is a compact area with a Metro Station within its boundaries. White Oak is a much larger area (3,000 acres), with significant regional traffic traversing the area and with transit that is currently limited to conventional buses. There is no easy solution to the long standing traffic problems. The recommended infrastructure improvements include grade-separated interchanges on US 29 and a bus rapid transit system. Some of these improvements are within the Plan boundaries but most are aimed at creating a regional road and transit network that would benefit many constituencies, not just the few property owners that may redevelop in the Plan area. It is challenging to devise a financing mechanism for infrastructure improvements that benefit a region by using techniques that apportion the cost of those facilities to a specific set of localized property owners.~~

~~Other possible funding mechanisms include a development district, a transportation impact tax, a special benefit assessment, or tax increment financing. Development districts are a tool through which new development can generate revenue to pay for infrastructure. Development~~

~~districts are flexible as to the method of raising revenue (fee, charge, tax) and can be set up so that only new development pays for the tax and unimproved land pays a charge. Transportation impact taxes collect money from new development (that are putting demands on the transportation system) in order to pay for capacity adding projects within a designated district. Impact tax rates and payment schedules or structures can differ from district to district.~~

County Capital Improvements Program

The Capital Improvements Program (CIP), which is funded by the County Council and implemented by County agencies, establishes how and when construction projects are completed. The CIP cycle starts every two years when regional advisory committees and the M-NCPPC hold forums to discuss proposed items for the six-year CIP. This Plan's land use and staging recommendations will require the inclusion of the following projects as elements of the CIP. Some projects may include private sector participation.

In the Plan area, priority should be given to the following CIP projects:

- bus rapid transit (as described in this Plan's staging element)
- reconstructing the Old Columbia Pike bridge over the Paint Branch
- a new elementary school, if needed
- routes and facilities in the proposed bike and trail network, particularly the shared use loops in the North White Oak/Cherry Hill Road Center and in the White Oak/FDA Center, including the proposed connection to FDA.

ATTACHMENT 4



10400 Detrick Avenue
Kensington, MD 20895-2484
(240) 627-9400



July 25, 2013

Françoise Carrier
Chair, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

**RE: White Oak Science Gateway Master Plan
Planning Board Worksession # 3: Land Use, Zoning, Historic Preservation, Staging**

Dear Chair Carrier:

On behalf of the Housing Opportunities Commission, and after having reviewed Planning Board's work session staff reports and master plan recommendations, I am pleased to make the following comments. HOC owns Holly Hall, which sits on a 4.4-acre gateway property at the corner of New Hampshire Avenue and the Capital Beltway. The property has visibility from the Capital Beltway and, from a variety of market perspectives, has significant development potential. It is HOC's plan to redevelop the existing Holly Hall apartment site into a major gateway mixed-use development in accord with the goals of the White Oak Science Gateway Master Plan.

The current Master Plan draft does not make a land use or height distinction between the 45-acre National Labor College and 5-acre HOC properties. We believe the two properties have different planning issues and should be treated separately. HOC's Holly Hall property is not near any single family homes, and has neither environmental nor significant redevelopment obstacles. It directly also sits very close to the proposed Hillandale BRT station. As such, it is the natural place for the concentration of density within this part of the Master Plan.

Land Use and Zoning

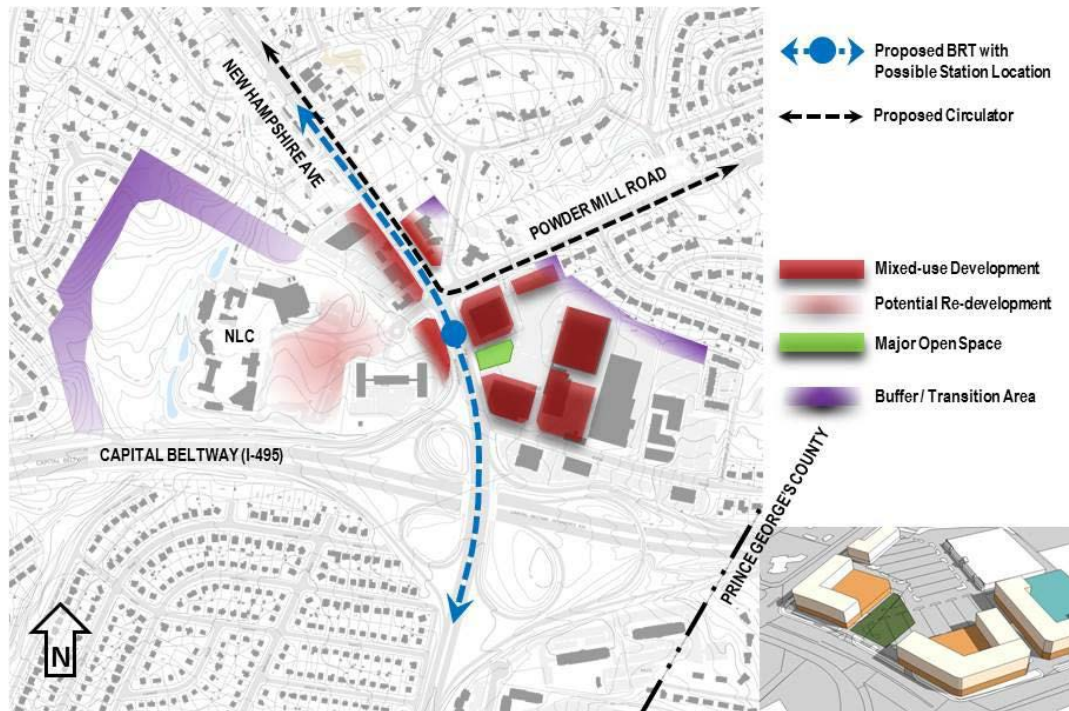
The Master Plan recommends:

Rezone the eastern portion of the National Labor College site from R-90 to **CR-1.5, C-1.0, R-1.0, H-75** to allow for a potential mixed-use redevelopment.

It is our position that the Holly Hall site should be given a separate zoning from the eastern portion of the National Labor College site and be recommended for CR-2.5, C1.5, R-1.5, H-150

The site upon which Holly Hall sits is currently zoned R-20 whereas the Labor College bears the R-90 zoning designation. The White Oak Science Gateway Master Plan does not make this same distinction in its current recommendations, despite the very clear differences in redevelopment contexts (neighboring uses, proximity to mass transit, frontage on New Hampshire Avenue, etc.). In fact, please note that the Master Plan does not reference the HOC property's existing zoning in its recommendation. Moreover, in

the Hillandale concept illustration (see below), the Plan shows the HOC property abutting the proposed BRT stop and recommends that development be clustered along New Hampshire Avenue. We believe the bifurcation of the zoning recommendation for the National Labor College and Holly Hall sites is consistent with this.



Under the current use, Holly Hall the 96-unit senior housing community comprises 120,000 square feet of building improvements. The plan's current proposal would permit only 287,000 square feet. HOC is requesting the ability to develop 475,000 sf. which is more in keeping with development ratio used to support other redevelopment efforts.

	FAR 2.5	FAR 1.5	Holly Hall
4.3925 acres (191,337 sf.)	478,343	287,000	120,000 (96 Units)

But further, HOC would look to provide replacement housing for its current 96 senior households within the redevelopment. These residents live on very modest incomes; thus, the revenue produced by those units often does not even account for the total expense of operating that unit. So, the increase in density we are requesting is particularly necessary to promote viability of redevelopment. HOC would use the preponderance of the new density to add market-rate units to cross-subsidize the replacement units and to help diversify the stock of rental housing in the Hillandale and White Oak areas.

The CR-2.5, C1.5, R-1.5, H-150 zoning designation would be similar to the Plan's recommendation for the White Oak Shopping Center, except that the White Oak Shopping Center property is recommended a height of 200 feet. We see no difference in the strategic role that both sites can play in revitalization of the Hillandale community. Further, the slope of the Holly Hall property falls to 30-40 feet below I-495 in

Françoise Carrier

July 25, 2013

Page 3 of 3

the southeast corner. Thus the effective height will have less impact on the community than the White Oak Shopping Center.

The site on which Holly Hall sits is one of the County's signature locations and is a potential gateway to the eastern County. It should be permitted to have signature buildings. HOC is extremely excited that it may play such a key role in helping to spur economic development in the eastern County and asks the Planning Board to support its unlocking of this site.

Transportation

The Master Plan identifies Powder Mill Road and New Hampshire Avenue intersection as heavily congested, but the Plan fails to make any road or transit recommendations. We recommend that the Staff, Community, County, State Highway and affected property owners meet over the summer to develop a series of long term and short term improvements. HOC will be willing to provide additional New Hampshire Avenue right of way, if necessary to provide for more traffic capacity.

We hope these comments are of interest to the Board. Our development team will be available to explain our recommendations.

Sincerely,

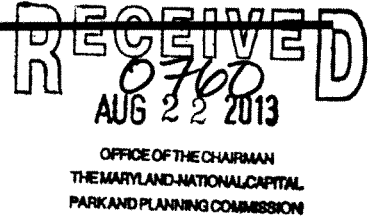


Stacy L. Spann
Executive Director

CC: Nancy Sturgeon

ATTACHMENT 5

MCP-CTRACK



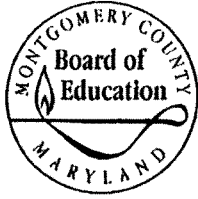
From: Crispell, Bruce <Bruce_Crispell@mcpsmd.org>
Sent: Thursday, August 22, 2013 8:51 AM
To: MCP-Chair
Cc: Sturgeon, Nancy; Wright, Gwen
Subject: Letter from BOE President Christopher Barclay
Attachments: Barclay to Carrier WOSG & West Farm Depot Aug 20, 2013.pdf

Attached is a letter commenting on the White Oak Science Gateway Master Plan from Board of Education president Christopher Barclay. I am sending this now to ensure it reaches the Planning Board chair, and members as soon as possible. A hard copy of the letter is being sent by mail. Please let me know if you have any questions.

Bruce Crispell

Director, Division of Long-range Planning
Montgomery County Public Schools
45 West Gude Drive, Suite 4100
Rockville, Maryland 20850

(240) 314-4702 (office)
(301) 279-3062 (fax)



MONTGOMERY COUNTY BOARD OF EDUCATION

850 Hungerford Drive ♦ Rockville, Maryland 20850

August 20, 2013

Ms. Françoise M. Carrier
Chair, Montgomery County Planning Board
Vice-Chair, Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Ms. Carrier:

The purpose of this letter is to comment on the draft White Oak Science Gateway Master Plan, which I understand is currently under review by the Montgomery County Planning Board.

The draft White Oak Science Gateway Master Plan calls for the rezoning of much of the area known as the North White Oak/Cherry Hill Center from the current mix of "industrial" zones to a mix of commercial and residential (CR) zoning. This rezoning is suggested in part to complement the large-scale, mixed-use development proposed for the two largest properties in the North White Oak/Cherry Hill Center—the Percontee and Site 2 properties—where the plan provides for up to 5,360 housing units to be constructed. The plan recommends dedication of an elementary school site on the Percontee property. The Montgomery County Board of Education certainly appreciates and supports the inclusion of this future school site in the plan.

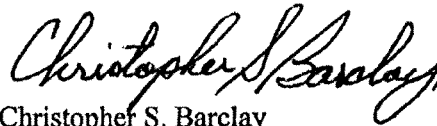
The North White Oak/Cherry Hill Center area includes the West Farm Transportation Depot, a critical Montgomery County Public Schools (MCPS) asset and one of five school bus depots serving MCPS students. The depot currently houses 261 buses and serves students in the Montgomery Blair, James Hubert Blake, Paint Branch, and Springbrook clusters. In addition, approximately 40 percent of the MCPS special needs fleet is housed at the West Farm Transportation Depot. In the draft plan, the recommended change from industrial zoning to CR zoning includes the West Farm Transportation Depot property.

On behalf of the Montgomery County Board of Education, I am requesting that the light industrial zoning currently in place for the West Farm Transportation Depot be maintained in the new plan. I believe that changing this zoning could place pressure on MCPS and the county to relocate the bus depot in the future in favor of commercial and residential development. MCPS currently is facing this situation in regard to its Shady Grove Transportation Depot, where the desire to locate housing in close proximity to the Shady Grove Metro Station is resulting in the need to relocate the bus depot.

The members of the Montgomery County Board of Education are concerned that industrial-zoned land in the county is being eliminated in favor of higher revenue land uses. While we appreciate the need to locate housing and employment in transit-accessible locations, the county should not set the course to accomplish this priority to the exclusion of maintaining essential light industrial zoning. MCPS does not anticipate any change to the need for the West Farm Transportation Depot at its current location. Therefore, I urge you to maintain the light industrial zoning for this property.

I appreciate your consideration of my comments. If I may be of further assistance, please do not hesitate to contact me. Thank you for your continued support of our public schools.

Sincerely,



Christopher S. Barclay
President

CSB:imt

Copy to:

Members of the Montgomery County Planning Board
Members of the Board of Education
Dr. Starr
Mr. Bowers
Dr. Schiavino-Narvaez
Dr. Statham
Dr. Zuckerman
Mr. Crispell
Mr. Garcia-Ablanque
Mr. Song
Mr. Watkins
Ms. Sturgeon
Ms. Wright

Attachment 6: Proposed Text on Water and Sewer Service

Staff recommends adding the following text to page 72 of the Natural Environment chapter:

Water and Sewer Service

The Planning Area is completely within the sewer and water service envelopes and public service is expected to be provided to all new development and redevelopment. There are potential sewer capacity issues, particularly in the Paint Branch, downstream of the plan area. According to WSSC's Planning Group, trunk line capacities will be evaluated based on WSSC Standard Procedure ENG-11-01 as development proposals are submitted to WSSC. Local and/or CIP-size sewer system improvements/augmentation may be required. The developer(s) would be responsible for all design and construction. The developer(s) may be eligible for full or partial reimbursement for any CIP size improvements made via WSSC's System Development Charge Credits.

Recommendations

- Require construction of needed facilities as part of the development process.
- Encourage WSSC to update their capacity projections with the approved land uses in the adopted WOSG Master Plan and continue the facility planning process so that an overall solution is ready to implement when development is likely that will trigger necessary improvements.
- Avoid or minimize the impacts of sewer construction in the Paint Branch and Northwest Branch stream valleys.