



White Flint 2 Sector Plan Worksession No. 10: Staging and Draft Plan Mark-up



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SUMMARY

Staff will present to the Board an updated staging plan; revised financing recommendation; and initial changes to the Public Hearing Draft Plan that will become the Planning Board Draft Plan.

PURPOSE OF THIS WORKSESSION

At the June 22 worksession, the Board will review the revised staging recommendations, which are summarized in this memo; updated financing recommendations; and initial changes to the Draft Plan.

SCHEDULE

The Planning Board held a public hearing on the Public Hearing Draft of the White Flint 2 Sector Plan on January 12, 2017. The public hearing record was open until the close of business on January 26, 2017. The Planning Board has held nine worksessions on the Public Hearing Draft of the White Flint 2 Sector Plan, as listed below. On July 13, staff will provide a final, Planning Board Draft of the Sector Plan for the Board's review and approval to transmit the Plan to the County Council and County Executive.

- January 26: Focused on transportation analysis and staging recommendations in the Draft Plan.
- February 9: Reviewed the Executive Boulevard District and associated economic feasibility analysis for some properties.
- February 16: A joint meeting with the Rock Spring Master Plan on school issues within the Walter Johnson Cluster.
- February 23: Reviewed the Rockville Pike-Montrose North District and revisited five properties in the Executive Boulevard District.
- March 9: Reviewed the Parklawn South, Randolph Hills and multifamily residential properties in the Plan area.
- March 23: Reviewed financing alternatives for the Plan area.

- April 27: Updated transportation analysis using Highway Capacity Manual (HCM) approach, and revised staging recommendations of the Draft Plan.
- May 4: Reviewed draft Urban Design Guidelines.
- May 18: Reviewed the Parklawn South, Executive Boulevard and Montrose North Districts.
- June 8: Reviewed the proposed Parklawn Industrial Overlay zone; school recommendations; and zoning recommendations for Executive Boulevard.

STAGING

The Board’s land use and zoning deliberations have increased the development potential within the Plan area, beyond the Public Hearing Draft Plan recommendations. However, staff recommends that the staging limits should govern the amount of development in the Plan area. This approach is the same as the 2010 *White Flint Sector Plan*, where the Plan states that “the proposed zoning envelope contains more potential density than will be used over the life of the Plan” (page 67).

The Draft Plan staging proposal combines required infrastructure for this Plan area with key staging triggers from the 2010 *White Flint Sector Plan*. The Draft Plan staging recommendations are divided into three phases with residential and non-residential development associated with each phase and infrastructure triggers for each phase. The framework for the White Flint 2 Sector Plan staging is established by a critical factor: the Plan area’s adjacency to the 2010 *White Flint Sector Plan* area and its staging plan requirements.

New development can occur anywhere in the Plan area. Infrastructure listed for each phase could be funded either through the Capital Improvements Program (CIP), Consolidated Transportation Program (CTP) for State-related projects, public-private partnership or developer initiative and contribution. During each phase, the Planning Board may approve both residential and non-residential development until the limits of both are achieved.

Revised Staging Plan

Based on prior Planning Board worksessions and public testimony, staff is recommending additional modifications to the Draft Plan staging recommendations. The first modification is shifting the circulator/shuttle from the second phase to the first phase to promote increased mobility options within the Plan area and adjacent areas. A dedicated circulator/shuttle will also contribute towards achieving the recommended NADMS goals, and it will provide connections for visitors, residents, and employees to both White Flint Plan areas and other areas in North Bethesda.

Bethesda’s “Circulator” and Silver Spring’s “Van Go” are examples of existing and dedicated circulators that serve these two Central Business Districts. Recently, Montgomery County Department of Transportation (MCDOT) initiated a shuttle to Rock Spring Park from the Grosvenor-Strathmore Metro Station, during morning and afternoon peak periods. Another dedicated local circulator is the King Farm Shuttle, which provides service from the King Farm development in the City of Rockville to the Shady Grove Metro Station.

The second recommended modification to the staging plan is adjusting the language associated with the NADMS goals. The initial analysis for the recommended NADMS goals was based on employees, since it follows the approved Subdivision Staging Policy (SSP) goals for North Bethesda, which is also employee focused. The revised recommendation would include NADMS goals for both employees and residents, like the third phase of the 2010 *White Flint Sector Plan*. Further, the Executive Boulevard and Rockville Pike-Montrose North districts will have the same NADMS goals as the 2010 *White Flint Sector Plan*. These areas will receive the highest amount of new development and will significantly benefit from new infrastructure in the 2010 Sector Plan area. Properties east of the CSX tracks will have a lower NADMS since less development and infrastructure is recommended for this area and it is further from existing transit.

Based on the Planning Board worksessions and public testimony, staff is recommending modifications to the Plan's staging as follows:

1. The Sector Plan should include a limit on the total amount of floor area that can be built in White Flint 2. This cap should be equal to the total amount of residential and non-residential floor area recommended for all three stages in the Public Hearing Draft based on the traffic impact analysis and school capacity estimates performed for the Public Hearing Draft Plan. When the Sector Plan achieves the amount of growth permitted in three stages per this cap, the Sector Plan would be updated to explore the feasibility of allowing additional growth at that time. Keep the amount of development allowed in three stages the same as it is in the Public Hearing Draft.
2. Shift the circulator/shuttle from the second phase to the first phase to promote increased mobility options within the Plan area and adjacent areas and help achieve the recommended NADMS goals.

Revise the language associated with the NADMS goals to make it a soft trigger (see the table below).

3. Remove the phase two trigger for the streetscape and bikeway improvements within a quarter-mile of the Metro Station since this trigger is more important to the 2010 *White Flint Sector Plan* area than the White Flint 2 Plan area.
4. Remove the trigger in Phase 2: "fund the acquisition or dedication of a new public park for the plan area." The potential acquisition or dedication of a park on any of the major properties will be discussed and decided during the redevelopment process based on the specific recommendations for each property.
5. Modify the funding of the realignment of Parklawn Drive and Randolph Road from the first phase to the second phase.

Phase 1 Residential: 2,000 1,800 dwelling units Non-Residential: 1 million 900,000 sq. ft.	Phase 2 Residential: 2,000 1,800 dwelling units Non-Residential: 1 million 900,000 sq. ft.	Phase 3 Residential: 2,000 2,238 dwelling units Non-Residential: 1 million 1,189,857 sq. ft.
<p>During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.</p> <p>Fund the Executive Boulevard and East Jefferson protected bikeway.</p> <p>Fund a shuttle or circulator that serves the Plan area, residential communities, and Metro station areas.</p> <p>Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.</p> <p>Complete the implementation of Western Workaround, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road (MD 187) for vehicular travel.</p> <p>Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson cluster and determine how and when a new elementary school will be programmed.</p> <p>Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items</p>	<p>During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Fund the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3.</p>	<p>During Phase 3, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.</p> <p>Fund and implement the Parklawn Drive Shared Use Path.</p> <p>Construct the realignment of Parklawn Drive and Randolph Road.</p> <p>Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson School Cluster or determine how elementary school needs will be addressed for the Cluster.</p> <p>Construct a new MARC station, if MDOT determines that a MARC station will be located within the Plan area.</p>

Phase 1	Phase 2	Phase 3
Residential: 2,000 1,800 dwelling units Non-Residential: 1 million 900,000 sq. ft.	Residential: 2,000 1,800 dwelling units Non-Residential: 1 million 900,000 sq. ft.	Residential: 2,000 2,238 dwelling units Non-Residential: 1 million 1,189,857 sq. ft.
for Stage 1 are completed, prior to proceeding to Stage 2.		

Financing

The Draft Plan recommends that within 12 months of adopting the White Flint 2 Sectional Map Amendment (SMA), the Council should determine if a public financing mechanism should be established to fund public infrastructure. Based on Staff’s discussions with the Executive staff, and a White Flint 2 property owners’ meeting organized by the Executive staff on May 1, 2017, Staff is recommending that the Planning Board Draft of the Sector Plan include a broad outline for financing alternatives for the White Flint 2 area with the following elements:

1. Due to the proximity of the western portion of the White Flint 2 Plan area to the 2010 White Flint Plan area, and the additional value that will be created in White Flint 2 area by the infrastructure improvements in the 2010 White Flint Plan, the western portion of the White Flint 2 Plan area should have the same financing mechanism as the 2010 White Flint Sector Plan area. This means that the western portion of the White Flint 2 taxing district will have the same benefit of no LATR review for new development in White Flint 2.
2. The 2010 White Flint Plan’s staging and maximum amount of development will remain unchanged, and the Western portion of the White Flint 2 area incorporated into the existing White Flint taxing district will be subject to its own maximum development numbers and staging controls as shown in the table above.
3. Like the existing White Flint taxing district, the western portion of the White Flint 2 area that would be incorporated into the existing taxing district would be exempt from LATR review and mitigation requirements of the standard APF review process.
4. The eastern portion of the Plan area will not be part of the taxing district, and will continue to be subject to LATR review requirements.

Public Hearing Draft Plan Revisions

The Public Hearing Draft will be revised based on the Board’s decisions, beginning with the Vision section. Depending on progress at this worksession, staff will complete the Draft Plan’s changes at the July 13 worksession.

Attachment

White Flint 2 Sector Plan Public Hearing Draft

Abstract

This Plan contains the text and supporting maps for a comprehensive amendment to the approved and adopted 1992 *North Bethesda/Garrett Park Master Plan* and 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. This Plan focuses on land use, appropriate density and mobility options for 460 acres located between three areas: the City of Rockville, the 2009 *Twinbrook Sector Plan* area and the 2010 *White Flint Sector Plan* area. Recommendations are made for zoning, urban design, public facilities and streets.

Master and sector plans convey land use policy for defined geographic areas and should be interpreted together with relevant countywide functional plans and County laws and regulations. Plan recommendations provide comprehensive guidelines for the use of public and private land; and should be referred to by public officials and private individuals when making land use decisions. Public and private land use decisions that promote plan goals are essential to fulfilling a plan's vision.

Master and sector plans look ahead 20 years from the date of the adoption, although they are intended to be revised every 10 to 15 years. Moreover, the circumstances when a plan is adopted will change and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. Their sketches are for illustrative purposes only, intended to convey a sense of desirable future character rather than detailed recommendations for a particular design.

Source of Copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Available at montgomeryplanning.org/planning/communities/area-2/white-flint-2-sector-plan/

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The Commission is charged with preparing, adopting, and amending or extending *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*. The Commission operates in each county through Planning Boards appointed by the county government. The Boards are responsible for preparing all local plans, zoning amendments, subdivision regulations, and administration of parks.

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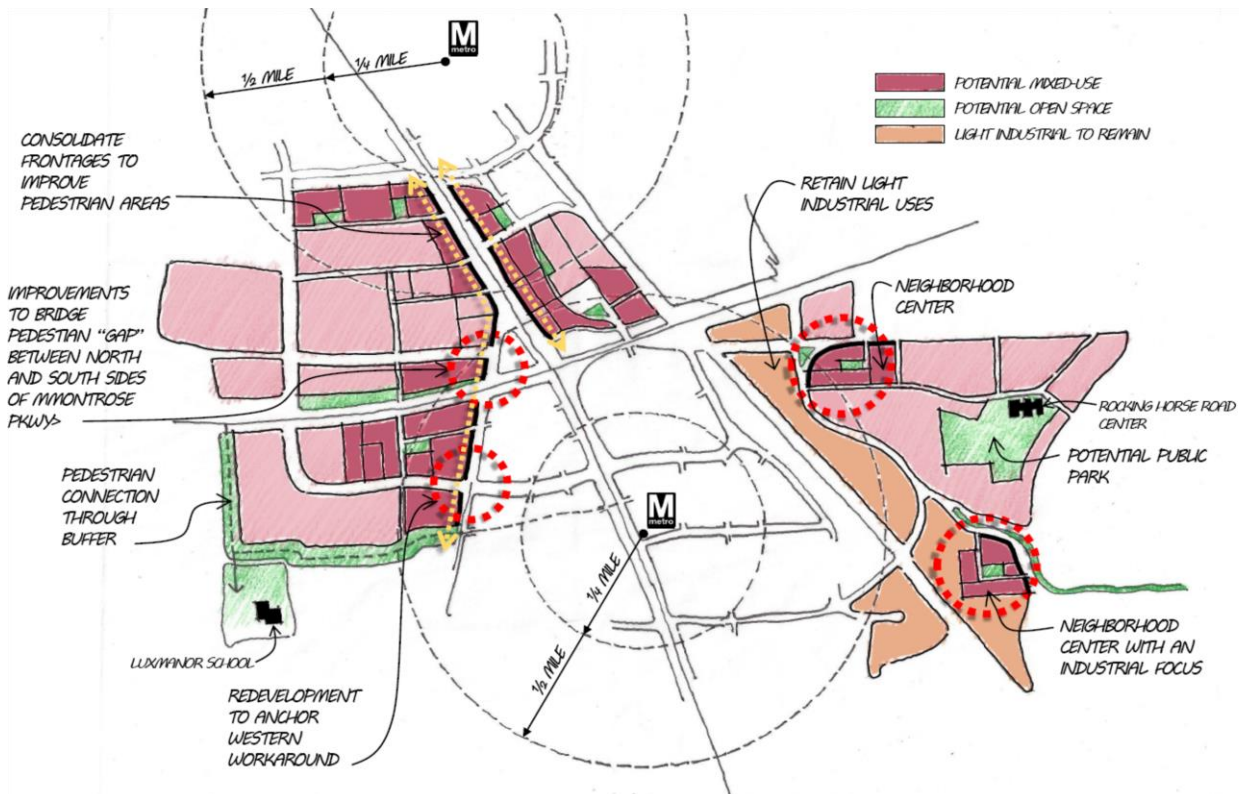
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VISION

The White Flint 2 Sector Plan envisions the future of the area between the White Flint Sector Plan area and the City of Rockville. It complements the 2010 *White Flint Sector Plan* by recommending opportunities for infill and transitional development at key locations. Commercial properties, especially shopping centers along Rockville Pike, will transform into mixed-use urban places with targeted infill opportunities for the Executive Boulevard office park and two new neighborhood mixed-use centers in the Randolph Hills community.

Map 1: White Flint 2 Concept Plan



The *White Flint 2 Sector Plan* recommends [the retention of retaining some of the](#) existing multi-family residential development, [while promoting redevelopment of others](#), to support [the a](#) broad range of affordable housing options in the Plan area. The retention of light industrial properties will continue to provide needed services for down-County residents and places for small businesses and entrepreneurs. New development in White Flint 2 will be compatible with existing residential neighborhoods, which will continue to have access to new public amenities and bikeway connections. [This Plan also envisions a built environment that contributes to a sustainable district, including conserving energy and generating clean energy on-site.](#)

White Flint 2 will provide mobility options via future Bus Rapid Transit (BRT); new bikeway linkages to adjacent areas; and new parks and open spaces for recreation and enjoyment. White Flint 2 will contribute to the future transformation of Rockville Pike (MD 355) into an urban boulevard with BRT, by filling in a critical gap, and providing linkages to the City of Rockville.

New streets will provide enhanced pedestrian and bikeway connections throughout the Plan area, and Montrose Parkway East-Phase II will improve east-west connectivity. The Plan recommends up to ~~5,700~~ 6,000 new residential dwelling units primarily focused along Rockville Pike, ~~a portion of~~ the Executive Boulevard office park and ~~limited some~~ areas east of the CSX rail tracks.

Table 1: Proposed Development and Jobs-Housing Ratios

	Existing	Approved	Proposed	Total
Residential Units	1,904	<u>106</u>	5,938 <u>6,000</u> 5,938	7,842 <u>7,948</u>
Non-Residential Square Feet	6.44 M	=	2.98 <u>3.0</u> -M	9.4 <u>24</u> M
Non-Residential Square Feet Converted into jobs	19,638	=	8,872	28,510
Jobs/Housing Ratio	10.31	=	1.49	3.63 <u>1.8</u>

OVERVIEW

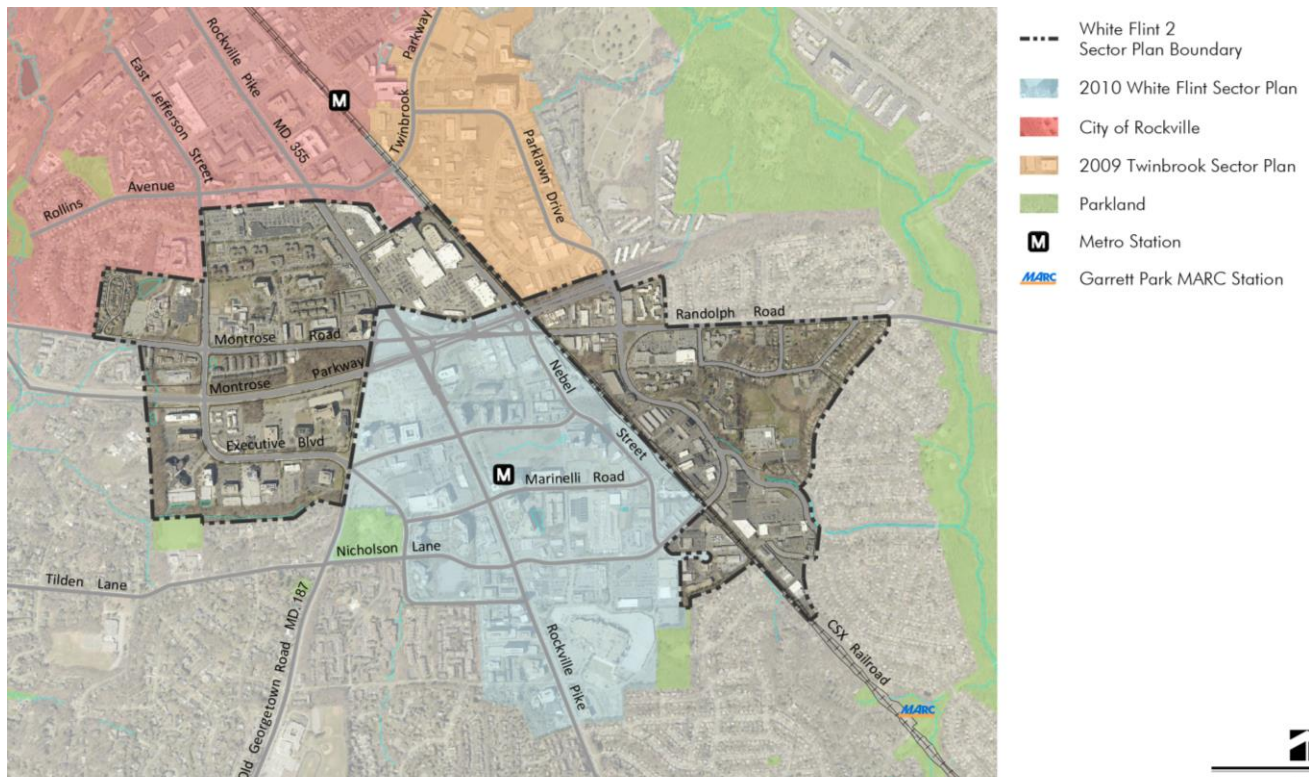
Sector Plan Area

The unusual bow-tie shape of the Plan area contributes to its uniqueness along with a variety of land uses. The diverse uses within the 460-acre Sector Plan includes: large commercial shopping centers, an office park, industrial and institutional properties, and established residential communities.

Major roadways, including Rockville Pike (MD 355) and Montrose Parkway, bisect the Plan area north to south and east to west, respectively. The CSX rail tracks divide the eastern part of the Plan area from the western portion of the Plan area. The Plan area's adjacency to the City of Rockville and two areas undergoing significant changes, White Flint and Twinbrook, further contributes to the uniqueness of the area (Map 2).

Most of the Plan area is included in the 1992 *North Bethesda/Garrett Park Master Plan* area and a smaller portion, Nicholson Court, is within the 2010 *White Flint Sector Plan* area. The 1992 Master Plan identified several properties that are within the White Flint 2 Plan area: Montrose Crossing, Wilgus, Tri-Rock, Loehmann's Plaza and light industrial zoned properties along Parklawn Drive. The Montrose Crossing Shopping Center was viewed as a significant opportunity to facilitate mixed-use development given the size of the property. The 1992 Plan did not introduce any other mixed-use zoning to the Plan area.

Map 2: White Flint 2 Sector Plan Area and adjacent plan areas and the City of Rockville



Demographic Profiles and Housing Resources

Per the 2010 U.S. Census, the White Flint 2 Study Area, which is a larger geographic area than the *White Flint 2 Sector Plan* area, has 8,140 residents in 4,490 households. The average household size is 1.81 persons, which is below the 2.70 persons per household countywide. The area's high percentage of single-person households, 46 percent compared to the countywide average of 25 percent, and senior households with low income, contribute to the lower average household income of \$93,683 than the County's average of \$132,222 in 2013. A majority of households are non-family, 59 percent, in contrast to only 31 percent of households countywide.

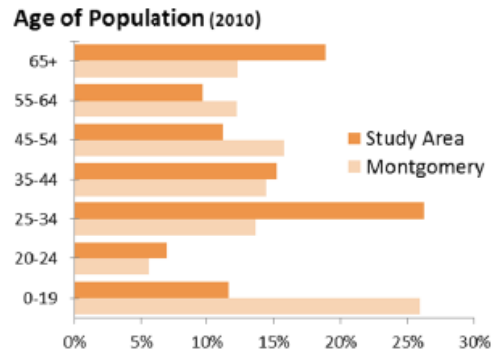
Multi-family residential is the dominant housing type in the Sector Plan area with 1,636 residential units, including the Monterey, Mid-Town North Bethesda, and Oxford Square at White Flint. Almost 62 percent of households are renters. Homeowners spend 46 percent of their incomes on housing, which is higher than the Countywide average of 35 percent. Due to the age of the multifamily residential developments, only one development has Moderately Priced Dwelling Units (MPDUs). However, the MPDUs at this development will expire in 2017.

The area's population has a higher percentage of non-Hispanic Whites (55 percent) and Asians (20 percent) and a lower percentage of African Americans (9 percent) and Hispanics (13 percent) than the County's ethnic profile (Figure 1). The two largest demographic segments are residents 25 to 34 years old at 26 percent and 65 years and older at 19 percent. Residents in this area are highly educated, 33 percent of adults age 25 years and older have a graduate degree comparable to 31 percent Countywide.

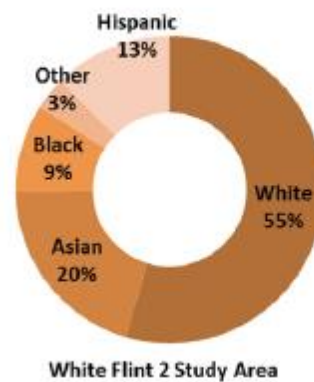
Existing Land Uses and Zoning

There are several institutional uses in the eastern and western portions of the Plan area, including the Montgomery County Public Schools (MCPS), Rocking Horse Road Center and upper school of the Charles E. Smith Jewish Day School (JDS) in the eastern area in the Randolph Hills residential community. The lower JDS school, Jewish Community Center (JCC), and the Charles E. Smith Life Communities (senior living, assisted living, long-term care and rehabilitation

Figure 1: Population and Demographic Profile



Race & Hispanic Origin (2010)



services) are located at the northwestern and northeastern intersections of Montrose Road and East Jefferson Street in the R-200 zone (Map 3).

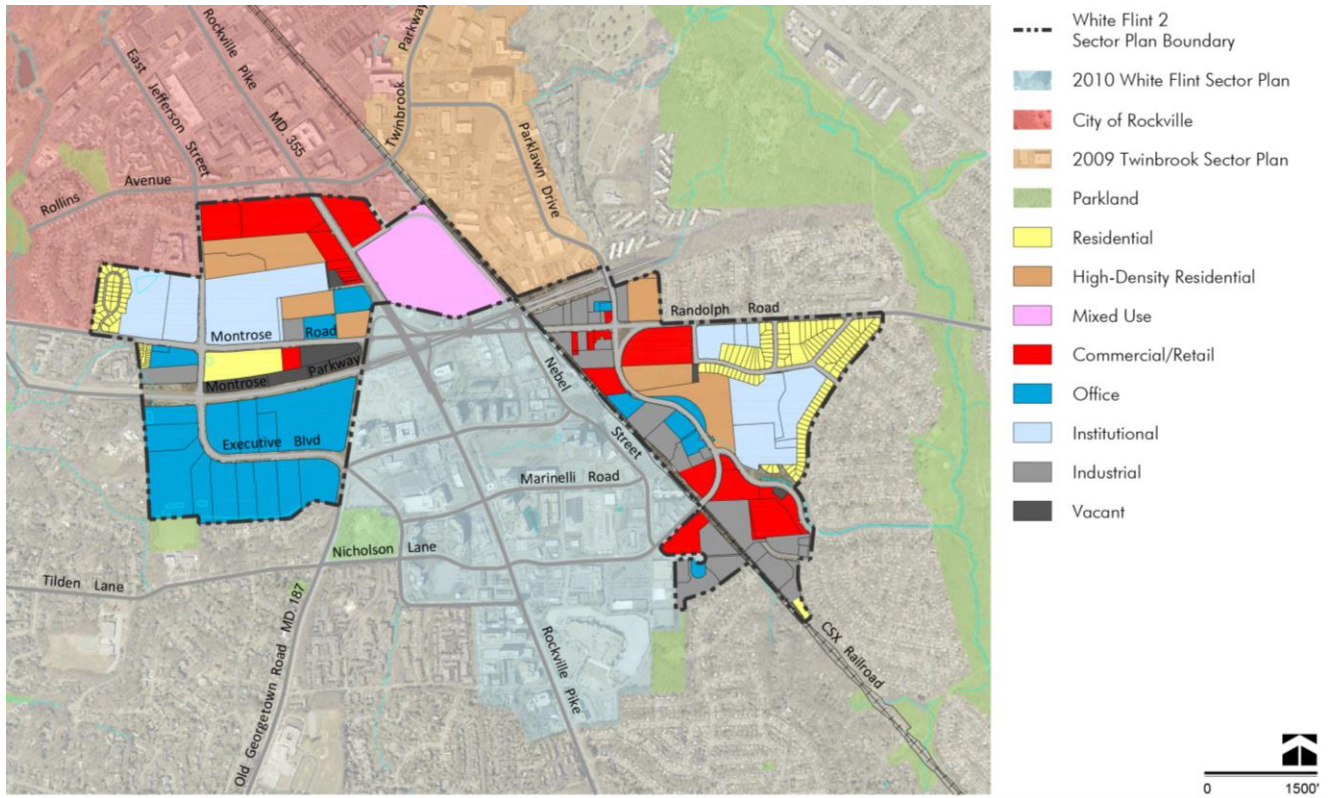
Industrial uses in the Light Industrial (IL) zone are located along Parklawn Drive and Nicholson Court, primarily east of the CSX rail tracks, and at Nicholson Court. Nicholson Court was included in the 2010 *White Flint Sector Plan* area, but the industrial zoning was retained and recommended to be examined as part of [the White Flint 2 plan this Plan](#).

The October 2014 Countywide District Map Amendment converted commercial properties to new zoning categories, including the Commercial Residential (CR), Commercial Residential Town (CRT) and Employment Office (EOF) zones. Office uses are concentrated along Executive Boulevard in the Employment Office (EOF) zone and retail shopping centers are clustered on Rockville Pike in the Plan's northernmost area, including Montrose Crossing Shopping Center and Pike Center in the Commercial Residential (CR) zone, and Federal Plaza and Towne Plaza in and the Commercial Residential Town (CRT) zone (Map 4).

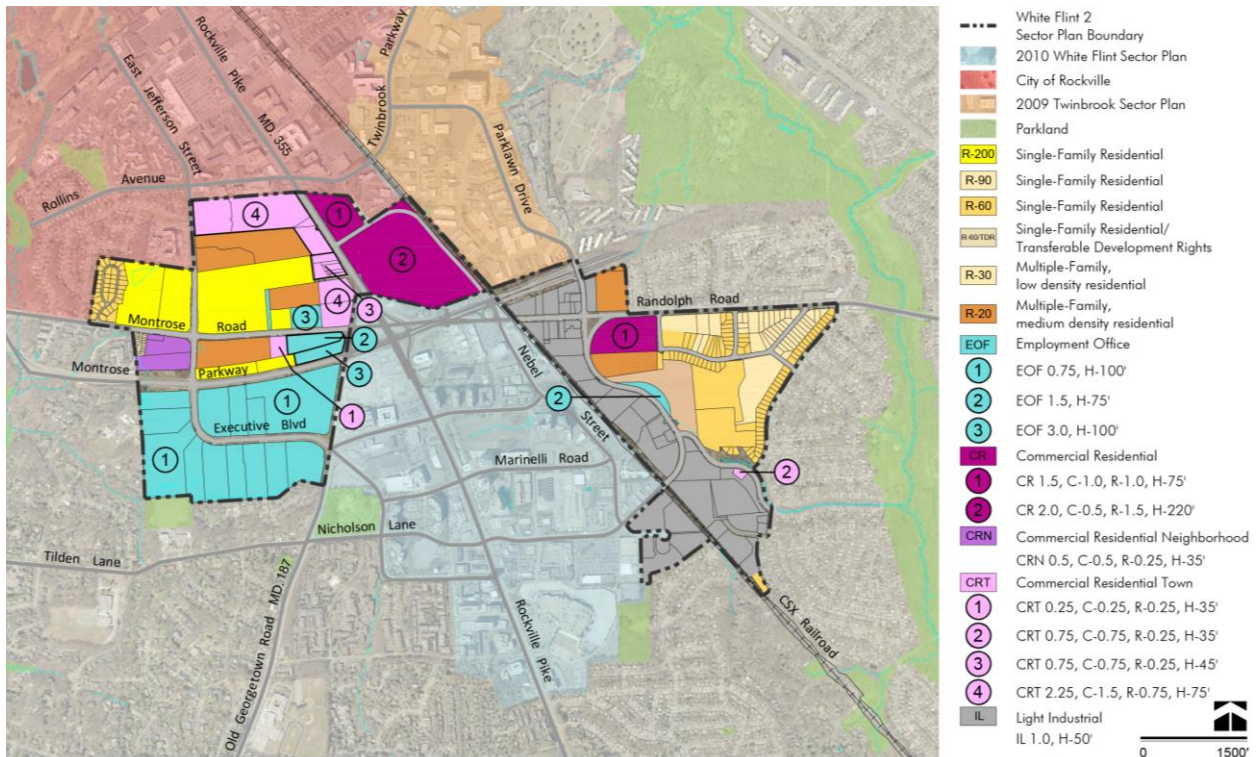
Adjacent areas are addressed in the 2009 *Twinbrook Sector Plan* and the 2010 *White Flint Sector Plan*. The Twinbrook Sector Plan comprises the area adjacent to the northeast of the White Flint 2 Plan area and recommends mixed-use development near the Twinbrook Metrorail Station in the Commercial Residential (CR) zone, while retaining the light industrial uses in the Twinbrook Overlay zone for [approximately, 109 acres](#) ~~large portion~~ of the Plan area.

The 2010 *White Flint Sector Plan* area is immediately south, west, and east of the White Flint 2 Plan area. The 2010 *White Flint Sector Plan* area recommends the transformation of commercial properties into an urban center with a new street network, parks and open spaces, and new public facilities. Most of the 2010 White Flint Plan area is in the Commercial Residential (CR) zone.

Map 3: Existing Land Uses



Map 4: Existing Zoning



Relationship to the City of Rockville

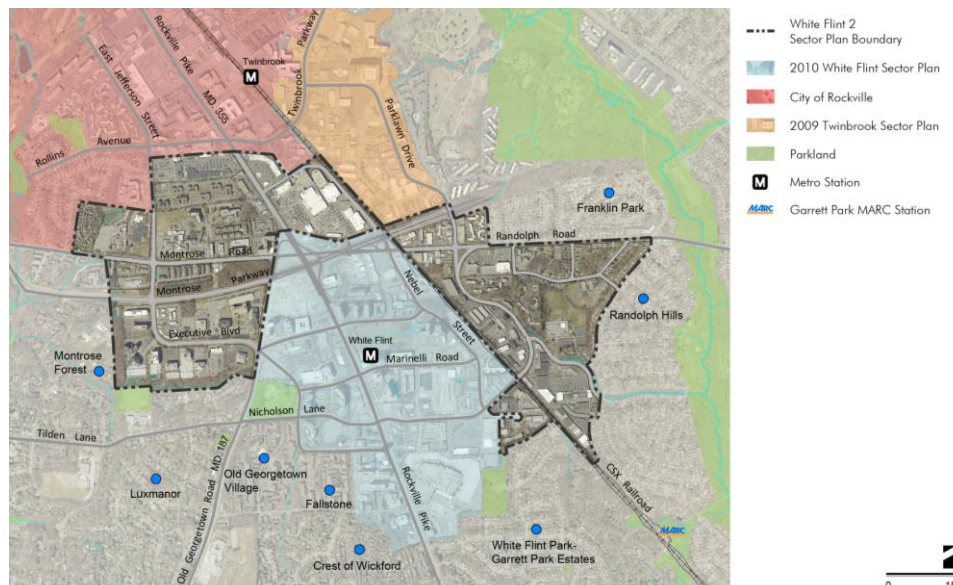
The *White Flint 2 Sector Plan* area, including properties north of Montrose Road and Montrose Parkway, is within the City of Rockville’s Urban Growth Area. The Urban Growth Area defines how large the municipality can expand, through annexations, in the future. The northern part of the Plan area abuts the current municipal boundary of the City of Rockville. In Twinbrook, the City has annexed the Twinbrook Station development surrounding the Twinbrook Metro Station. Any future annexation should implement the recommendations of this Sector Plan.

The City’s *Rockville’s Pike Plan*, which is adjacent to the *White Flint 2 Sector Plan* area, is envisioned as a 1.98-mile corridor with a multi-way boulevard for Rockville Pike, incorporating BRT, and providing a new street network as well as parks and open spaces. The Pike Plan recommends mixed-use development surrounding the Twinbrook Metro Station and will create a consistent approach for future dedicated median BRT between both White Flint Plan areas and the City of Rockville.

Residential Neighborhoods

Established single-family residential communities, including Randolph Hills, Luxmanor, and White Flint Park, surround the eastern, western and southeastern and southwestern portions of the Plan area. Randolph Hills is located between the eastern boundary of the Plan area and Rock Creek Park. The White Flint Park residential community is immediately south of Nicholson Court and is adjacent to the White Flint Neighborhood Park (Map 5).

Map 5: Established Residential Neighborhoods

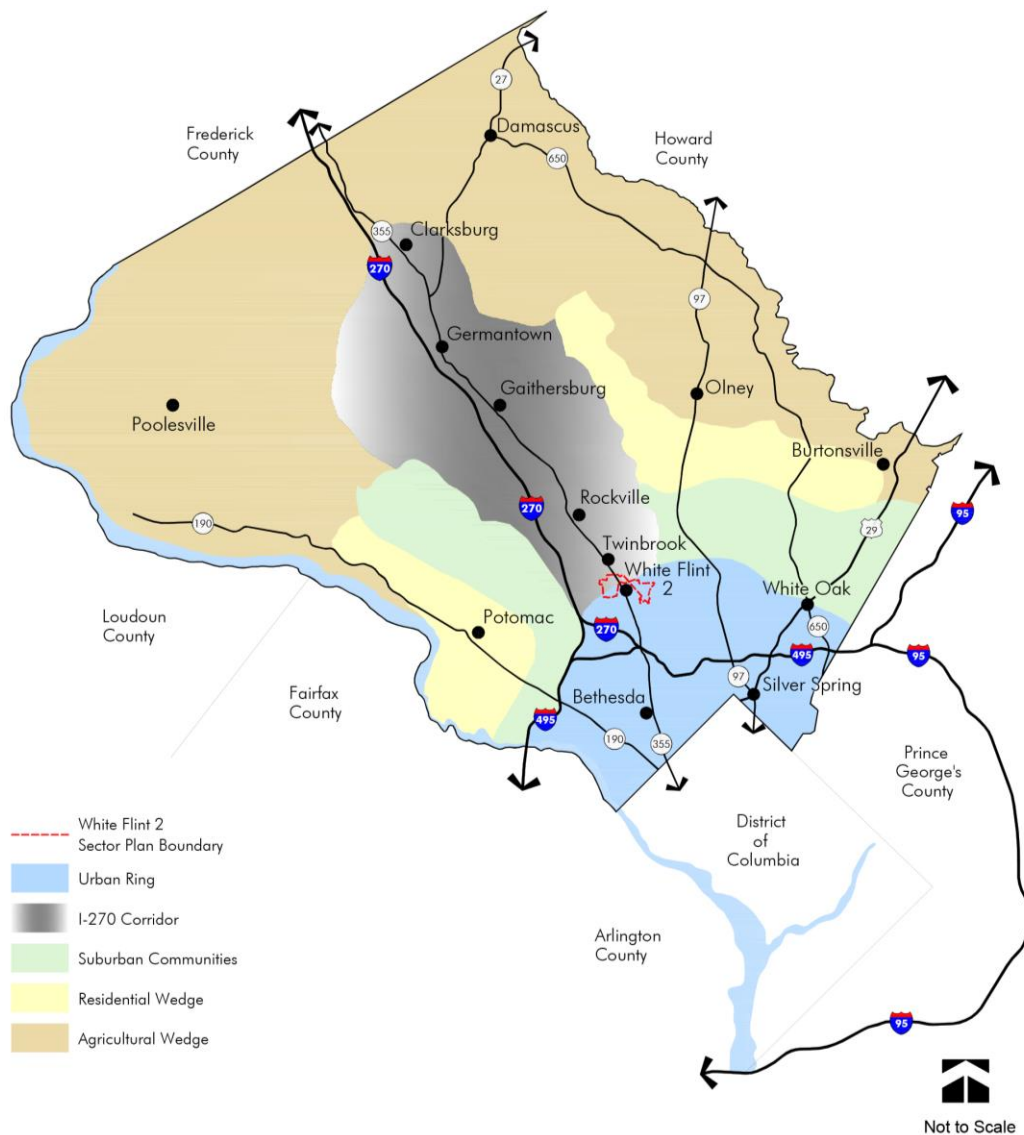


The Luxmanor residential neighborhood is immediately south of the Executive Boulevard office park, including the Luxmanor Elementary School and Luxmanor Local Park. The Green Acres private school is also in the Luxmanor neighborhood and lies west of the Executive Boulevard office park. Additional residential areas, including Montrose and Rollins Park, are northwest of the Plan area in the City of Rockville.

PLANNING CONTEXT AND FRAMEWORK

The *White Flint 2 Sector Plan* is guided by Montgomery County's 1993 *General Plan Refinement* that recommends concentrating development at key centers, such as transit station areas (Map 6). The County Council's 2002 *Transportation Policy Report (TPR)* also recommends increasing housing in the I-270 Corridor, especially at transit station areas, to improve the jobs to housing balance in the Corridor. The Plan area is served by three future Bus Rapid Transit (BRT) Corridors that are recommended in the 2013 *Countywide Transit Corridors Functional Master Plan*: Rockville Pike (MD 355) South, Randolph Road, and the North Bethesda Transitway.

Map 6: Wedges and Corridors with the White Flint 2 Sector Plan area



The 1992 *North Bethesda/Garrett Park Master Plan* focused new development at three Metro station areas: Twinbrook, White Flint, and Grosvenor and other key redevelopable areas, including properties that are in White Flint 2, such as Montrose Crossing Shopping Center. The 1992 Master Plan also recommended the retention of light industrial properties east of the CSX railtracks and the Plan proposed a new MARC Station at Montrose Crossing. The 2009 *Twinbrook Sector Plan* and the 2010 *White Flint Sector Plan* build on the 1992 Master Plan. The Twinbrook Plan, which is northeast of the White Flint 2 Plan area, concentrates new residential and non-residential development near the Twinbrook Metro Station; promotion of technology and Federal institutions; and the retention of light industrial uses.

The 2010 *White Flint Sector Plan* is immediately adjacent to the south, west, and east of the White Flint 2 Plan area. The 2010 Sector Plan envisions an urban environment with high intensity mixed-use development surrounding the White Flint Metrorail Station and along Rockville Pike (MD 355); a new street network; new parks and open spaces; and new public facilities, including a Fire and Emergency Station (EMS), an elementary school and a recreation center. A small portion of the 2010 White Flint Plan area, Nicholson Court, is also included in this White Flint 2 Plan area.

North of this Plan area, in the City of Rockville, the City recently approved the *Rockville Pike Neighborhood Plan*. This Plan recommends a multi-way boulevard for approximately 1.98 miles of Rockville Pike with dedicated Bus Rapid Transit (BRT); a network of new streets; new parks and open spaces; and mixed-use development.

KEY RECOMMENDATIONS

Recommendations for the *White Flint 2 Sector Plan* area build on the 2010 *White Flint Sector Plan* and the 2009 *Twinbrook Sector Plan* to strengthen and link an important segment of North Bethesda with new urban design guidelines, land uses, parks and open spaces, mobility options, and community facilities. Key White Flint 2 recommendations include the following:

Land Use and Zoning

- Promote the transformation of single-use commercial shopping centers into mixed-use places along Rockville Pike (MD 355).
- Integrate new residential and non-residential uses in the Executive Boulevard office park and promote mixed-use neighborhood centers at the Loehmann's Plaza and Randolph Hills Shopping Centers.
- Retain ~~existing~~ some existing multi-family residential development as an important resource of market- rate affordable housing, while promoting the redevelopment of some multi-family residential.
- ~~Promote the retention of Retain~~ light industrial properties along with the introduction of residential uses. ~~to provide important services to down County residents, offer opportunities for small scale businesses, entrepreneurs, and vocational and entry level employment.~~

Mobility

- Extend the Rockville Pike (MD 355) Boulevard concept to the City limits of Rockville with Bus Rapid Transit (BRT).
- Provide new streets that permit alternative ways to navigate in the Plan area and provide links to adjacent communities.
- Support the 2010 *White Flint Sector Plan* recommendation for a MARC Station, but recognize that the Maryland Department of Transportation (MDOT) must develop criteria for infill stations in Montgomery County.
- Support the expansion of the 2010 *White Flint Sector Plan* street network, where feasible.
- Accommodate new bikeways that link to the 2010 *White Flint Sector Plan* area and the City of Rockville.

Urban Design

- Provide design direction that recognizes the unique context and development challenges of individual areas such as Executive Boulevard, Rockville Pike, and other neighborhood centers identified in the Plan.
- Encourage design excellence for new development, including quality public use space that complements the guidance of the White Flint and Twinbrook Urban Design Guidelines.
- Promote walkability with new streets and enhanced streetscapes to define the public realm.

- Promote variety in new building height and massing to maximize access to natural light and air circulation for building occupants, those of neighboring buildings and surrounding communities and public open spaces.

Affordable Housing

- Promote a diverse mix of housing options for residents at different stages of life.
- ~~Retain existing multi-family~~ Provide a broad strategy to retain and promote redevelopment of existing multi-family residential development that furthers Montgomery County's *Housing Element of the General Plan* (2011) to provide a broad range of affordable housing options.
- Encourage 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public amenity for new residential development, built under the optional method development.

Parks and Open Space

- Create new parks and open spaces for public use to promote a livable environment for existing and future residents, visitors and employees, and to expand the network of interconnected open spaces envisioned by the 2010 *White Flint Sector Plan*.
- Link new parks and open spaces with existing and proposed bikeways and trails.
- ~~—~~
- ~~Create a new 3.5-acre urban linear park along Montrose Parkway.~~
- Develop at least 10 acres of public open space in the Plan area.

Community Facilities

- Support the community facilities recommended in the 2010 *White Flint Sector Plan*.
- Provide recommendations to address school capacity issues in the Walter Johnson cluster.
- Promote the co-location of public facilities to reduce public expenditures and minimize land area.
- Encourage new prototypes for public facilities that promote innovative design.

Sustainability

- Promote energy efficiency and encourage net zero energy building design.
- Improve the urban ecology, including goals to reduce heat island effect and promote Environmental Site Design (ESD) in stormwater management practices.
- Retain existing wooded areas where designated, and provide increased tree canopy throughout the Plan area.
- Include sustainable solutions in the design of an attractive public realm, to integrate green features, enhance mobility options and promote walkability.

Neighborhood Compatibility

- Provide adequate transitions between new development and existing neighborhoods through appropriate building heights and development intensities.
- Promote new pedestrian paths and bikeways between existing residential communities and new mixed-use development.

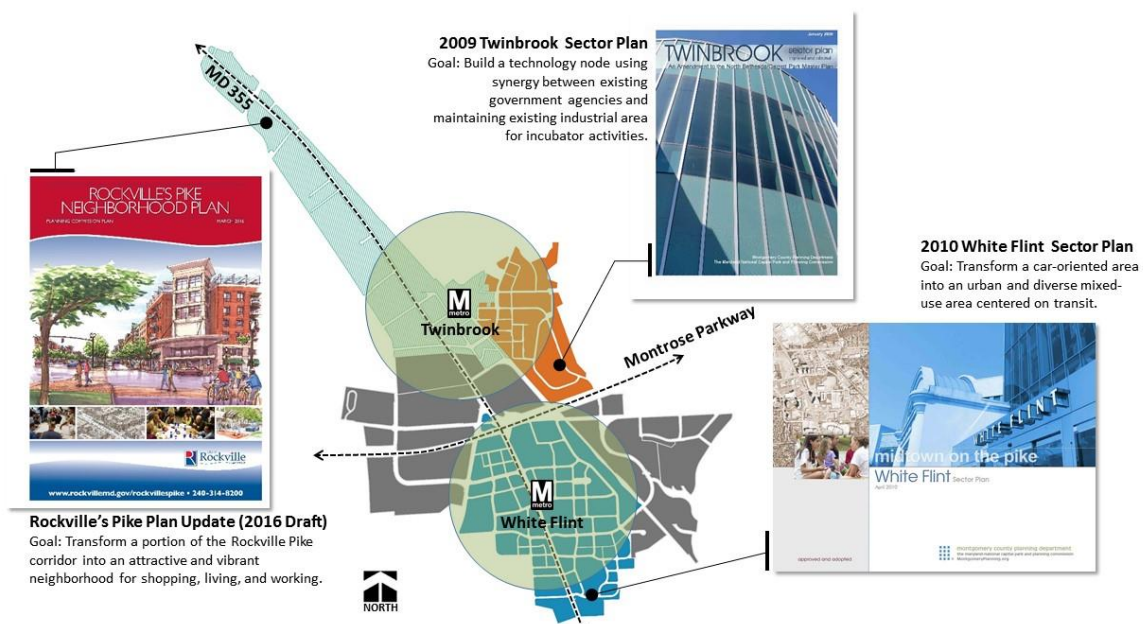
URBAN DESIGN FRAMEWORK

The 1992 *North Bethesda/Garrett Park Master Plan* outlined an urban design framework to transform the Rockville Pike corridor into a series of pedestrian-friendly nodes centered on existing Metrorail Station areas: Twinbrook, White Flint, and Grosvenor-Strathmore. New development would be focused around these transit nodes “to establish balance between auto and transit access by designing for non-auto movement within walking distance to transit stops” and to transform an “auto-dominated market place that lacked legibility at the pedestrian level”, according to the 1992 Master Plan. Recommendations included establishing a distinctive image for each district increasing legibility; enhancing identity and create hierarchy; adding local streets to create interconnected local networks; and improving connectivity between districts by re-defining their edges as pedestrian-friendly zones.

Subsequent planning efforts took these ideas further. The 2009 *Twinbrook Sector Plan* recommended transforming Twinbrook into a technology node built on existing government agencies that would use adjacent light industrial areas for incubator activities. Design guidelines were also included that focused on the potential of adaptive reuse of existing industrial property to build distinctive local character, improve the public domain, and create sustainable urban fabric.

The 2010 *White Flint Sector Plan* took advantage of the node’s centrally located transit service and redevelopment potential, and envisioned the transformation of a car-oriented series of strip shopping centers into an urban, transit-oriented and culturally diverse mixed-use areas with commercial and residential offerings supportive of well-established adjacent central business districts (Map 7). The White Flint design guidelines focused on shaping the public realm and describing the character of appropriate transitions to neighboring communities.

Map 7: Urban Design Context



The *White Flint 2 Sector Plan* addresses the area between the Twinbrook and White Flint Sector Plans. Given the similarities between neighborhoods in all three planning areas, this Plan builds much of its design discussion on concepts drawn from these previous planning efforts, to bridge between all three planning areas rather than creating an overall design vision exclusive to the White Flint 2 Sector Plan area. This Plan provides targeted guidance to:

- Concentrate additional density in areas with potential to create mixed-use activity centers in support of ongoing County efforts to transform these areas.
- Highlight properties that will improve connections between districts, if redeveloped.
- Promote compatibility among new development, adjacent high-density development, and existing low-density residential communities;
- Identify properties that could develop as unique mixed-use neighborhood centers to serve established residential communities.

The following design guidance is provided to assist in the review of future development projects. It is not intended to mandate the precise form and location of buildings, connections, or open spaces, but rather as a resource to be expanded upon by stakeholders.

Buildings

The recommendations in this Plan support the ongoing transformation of the area and promote compatibility with adjacent development, new or existing. The districts identified by the Plan include a variety of development clusters characterized by institutional, office, retail, and industrial uses. Given that many existing structures and uses will remain viable in the foreseeable future, new development should seek to integrate these with new uses, to ensure the creation of future neighborhoods that are rooted in local character. Redevelopment within these areas should:

- Consider different and innovative types of development, such as infill, adaptive re-use, and partial redevelopment, on properties with existing uses to remain and available capacity for growth.
- Reduce the scale of larger properties by creating compact, mixed-use development patterns that include short blocks and building frontages close to the street.
- Incorporate existing neighborhood character, as well as distinctive local uses, into the design of unique neighborhood centers.
- Create recognizable activity centers, with identifiable edges to reinforce their building form and identity, and scale that is compatible with the adjacent community.
- Encourage quality building and site design considerations, such as building orientation, that take advantage of passive heating, lighting, and ventilation.
- Concentrate development intensity along Rockville Pike, to connect and support the visions of the 2010 *White Flint Sector Plan* and the City of Rockville *Rockville's Pike Plan*.
- Parking should be below-grade, or if above grade, fully lined with activating uses [at the ground level or otherwise designed to minimize their impact on the pedestrian environment and the public realm.](#)

Connectivity

Notwithstanding the challenges to expanding the network of streets in the ~~near-near~~-term due to development uncertainty, the progressive transformation of the greater White Flint area into a more urban and mixed-use place will require enhancements to the public domain. These public connections will create alternatives for all mobility types, and could help establish local identity, if new features take existing character into consideration. While considering connectivity, redevelopment should:

- Consider public streets within larger properties where indicated by the Plan, to improve local connectivity through the area and create mobility alternatives to Rockville Pike.
- Expand the network of potential public streets with additional internal streets that may be privately owned, walkable and well-connected to surrounding areas.
- Create distinctive local character by exploring shared streets and other innovative mobility alternatives when considering private streets as part of redevelopment projects.
- Improve the public realm along existing connections with wider sidewalks, amenities for pedestrians and landscaped areas to enhance pedestrian access between districts.
- Create access alternatives for pedestrians by exploring mid-block pedestrian connections between existing single-family residential areas and Executive Boulevard.
- [Explore creative ways to provide a pedestrian-bike connection across the CSX tracks.](#)

Open Spaces

Most of the open spaces discussed in this Plan will be provided during the regulatory process as part of the public open space requirement. 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 and make accessible as open space existing natural areas with the potential to serve as amenity space for existing and emerging communities. New open spaces should:

- Consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces.
- Provide alternatives for recreation and leisure in mixed-use settings by:
 - Creating places for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger.
 - Including alternatives for seating and options for individual and group activities within each space.
 - Utilizing combinations of hardscaped and landscaped areas, depending on the size and location of the space.
- Consider Crime Prevention through Environmental Design (CPTED) strategies to design safe public spaces.
- ~~Retain wooded areas in central locations as recommended by the Plan; consider introducing uses to provide opportunities for passive recreation for adjacent communities.~~
- Incorporate wooded buffer areas into the open space system to provide alternatives for pedestrian mobility that connect existing residential neighborhoods with amenities, services, and transit options.

WHITE FLINT 2 DISTRICTS

The White Flint 2 Sector Plan recommendations for mixed-use and infill developments are framed by four districts: Executive Boulevard, Rockville Pike-Montrose North, Parklawn South and Randolph Hills (Map 8). These districts are further divided into smaller areas so the Plan can provide more specific recommendations.

The Executive Boulevard district is west of Pike & Rose and the Metro West District in the 2010 *White Flint Sector Plan* area. Portions of this district have the potential to evolve from the

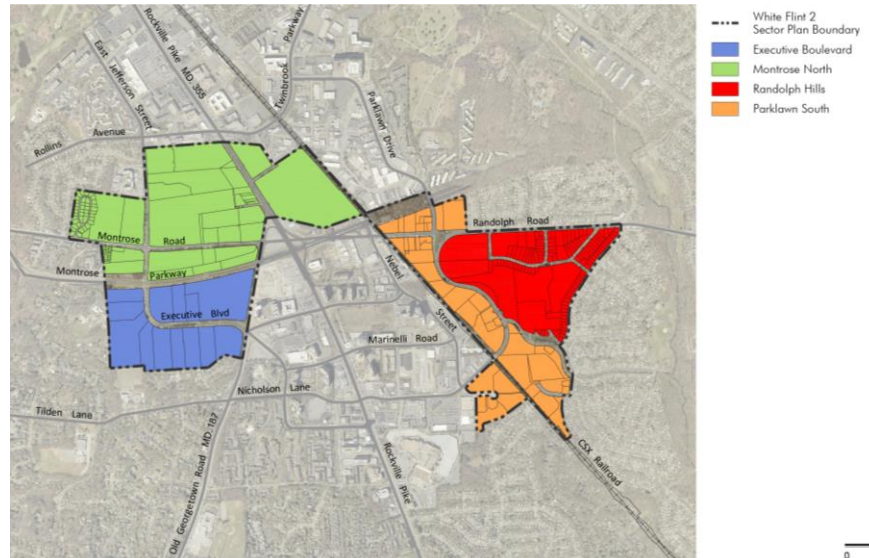
current single office use into a sustainable and innovative district with mixed-uses. This district will benefit from its proximity to new development and infrastructure, including [the Pike & Rose development, new street network](#), and the White Flint Metrorail Station.

Rockville Pike-Montrose North District includes several institutional and commercial uses: the Jewish Community Center (JCC), B'nai Israel Congregation, Charles E. Smith Jewish Day School (Lower School) and the Hebrew Home of Greater Washington are in the northwestern portion of the Plan area. Montrose Crossing, Federal Plaza, and Pike Center are three traditional shopping centers in this district with the potential to redevelop with residential and non-residential uses. The extension of Bus Rapid Transit (BRT) on Rockville Pike (MD 355) will link the Rockville Pike portion of this district to the 2010 *White Flint Sector Plan* area and the City of Rockville.

The Randolph Hills District, which is located east of Parklawn Drive, features additional institutional uses including: the MCPS-owned Rocking Horse Road Center, Charles E. Smith Jewish Day School (Upper School), and Montrose Christian School and Baptist Church, and a portion of the Randolph Hills residential neighborhood. Light-industrial properties are dominant uses in the Parklawn South District that is primarily located along Parklawn Drive and at Nicholson Court, which was included in the 2010 White Flint Plan area (Map 9).

In districts where redevelopment is recommended, a height and density map accompanies land use and zoning recommendations. These maps indicate where special features, including public use spaces and building heights, should be lower to ensure compatibility with adjacent residential

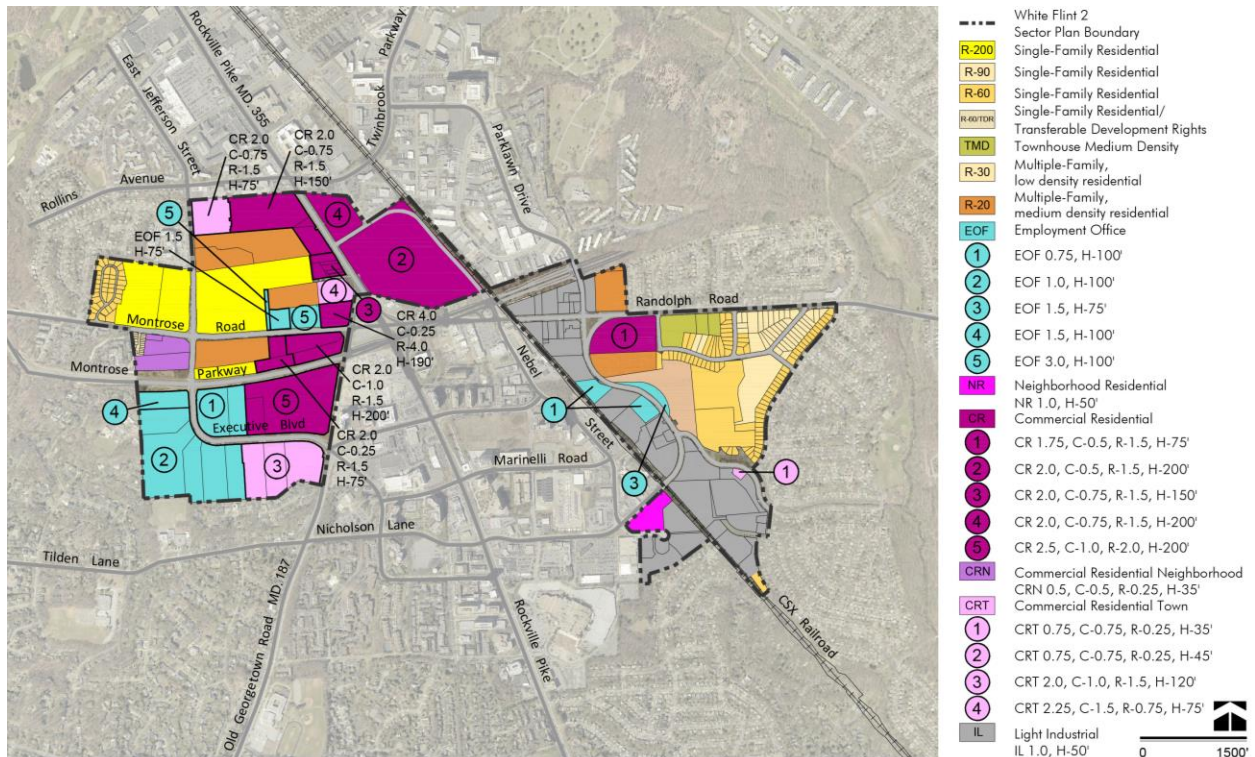
Map 8: White Flint 2 Districts



communities and where transitions in both height and density may be required to achieve the Plan's vision. The proposed roadway alignments and sizes of blocks could shift during the implementation of a development.

The Planning Board Approved *White Flint Urban Design Guidelines (2011)* will be updated to include the *White Flint 2 Sector Plan* area. The updated guidelines will provide greater detail about how new development can create unique places in each district.

Map 9: White Flint 2 Proposed Overall Zoning



Executive Boulevard District

The Executive Boulevard district is a traditional suburban office park, developed since the late 1960s, with surface parking and structured parking garages. It comprises approximately 2.3 million square feet of office development. The district is located between Montrose Parkway to the north, the Pike & Rose development to the east, and the Luxmanor residential community, including the Luxmanor Local Park and Elementary School to the south and west, respectively. This district, which is approximately 91 acres, is in the Employment Office (EOF 0.75 H-100T) zone. The 1992 *North Bethesda/Garrett Park Master Plan* made no specific recommendations for this district.

Traditionally known as the Washington Science Center, this district has several environmental features: Old Farm-Neilwood Creek, a significant amount of tree canopy of approximately 37 percent, and nearly 14 acres of wooded areas. Health-related businesses, including Johns Hopkins Community Physicians, Kaiser Permanente Mid-Atlantic Regional Headquarters and Regional Laboratory, and offices of the National Institutes of Health (NIH) have a significant presence in this district.

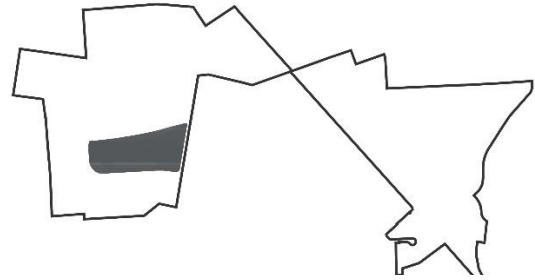
Nationally and regionally, suburban office parks are going through significant structural changes. Technological innovations, reductions in square feet per employee, and market preferences for more urbanized and transit-served areas with amenities have contributed to increased vacancies and increasing obsolescence for office parks. Further, initiatives by the federal government to promote consolidations and reductions of leased federal offices have also contributed to suburban office vacancies.

The 2014 District Map Amendment introduced the Employment Office (EOF – FAR 0.75, H-100T) zone to Executive Boulevard. This zone replaced the prior Technology and Business Park (I-3) zone and created several non-conforming buildings in this district where existing Floor Area Ratios (FARs) are above the post conversion 0.75 FAR. Zoning recommendations in this Plan will adjust non-conforming buildings FARs to create conforming buildings to the built FARs.

It is envisioned that existing environmental and health resources ~~will~~ can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district. Several existing offices ~~buildings~~ will be retained and complemented by new residential and non-residential development, especially properties that are in proximity to new infrastructure and development in the 2010 *White Flint Sector Plan* area. The realignment of Executive Boulevard and Old Georgetown Road (MD 187) and the opening of Towne Road will provide greater pedestrian and vehicular access to and from this district. This district is divided into two areas, Executive Boulevard North and Executive Boulevard South, to provide more specific recommendations.

Area: Executive Boulevard North

Four properties, including the Willco property, Executive Boulevard Office Condominiums and Kaiser Permanente regional laboratory are located within this area. Located west of Pike & Rose and between Montrose Parkway and Executive Boulevard, this 35-acre area has the potential for new infill development on some properties. All properties in this area are in the EOF 0.75 H100T zone (Map 10).

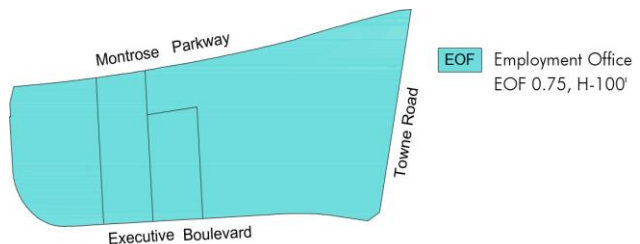


The Willco property occupies 21.9 acres, with three office buildings (6001, 6003 and 6011 Executive Boulevard), and associated surface and structured parking. It has the greatest potential to accommodate new infill development. The land use mix for this property should include primarily residential development since most of the existing office buildings will be retained. It is envisioned that this property will provide important street network linkages, including the extensions of Rose Avenue and Stonehenge Place. A civic green is recommended for this property that should be dedicated to the Parks Department. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use. Other properties in this area, including the Kaiser Permanente and the Jewish Federation of Greater Washington properties, may expand or redevelop in the future.

~~If an elementary school is not located at the Wilgus property, then the Willco property should be considered as an alternative location for an urban elementary school. The school site, which should be at least 4 acres, should be dedicated to the Montgomery County Public Schools (MCPS). Other properties in this area, including the Kaiser Permanente and the Jewish Federation of Greater Washington properties, may expand or redevelop in the future.~~

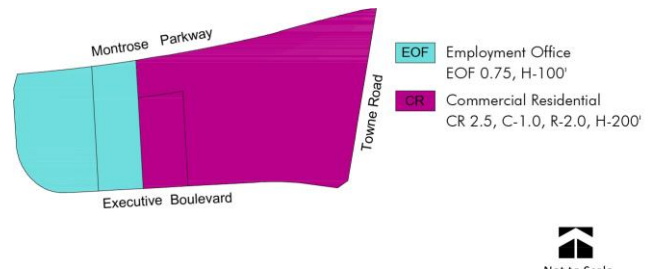
Land Use and Zoning Recommendations

- Rezone the Willco property (6001, 6003 and 6011 Executive Boulevard) and the 6101 Executive Boulevard property from the EOF 0.75 H-100T zone to the CR2.75 C1.05 R2.250 H-200 zone to permit-promote new mixed-use development/redevelopment that will provide-new/further the Sector Plan recommended public benefits, including street network, open spaces and promote vitality-residential options for this district area (Map 11). ~~The recommended land use mix for this property should not exceed 50 percent of non-residential development.~~



Map 10: Executive Boulevard-North Existing Zoning

- ~~Rezone the~~ Confirm the EOF 0.75 H-100 zone for the Kaiser Permanente property located at 6111 Executive Boulevard and the Executive Boulevard Office Condominium property (6115-6329 Executive Boulevard) from the EOF 0.75 H100T to the EOF 0.75 H100 zone. In the near-term, an expansion is anticipated for the Kaiser Permanente property, which can be accommodated within the existing EOF zone, and no redevelopment is recommended for the office condominium property.



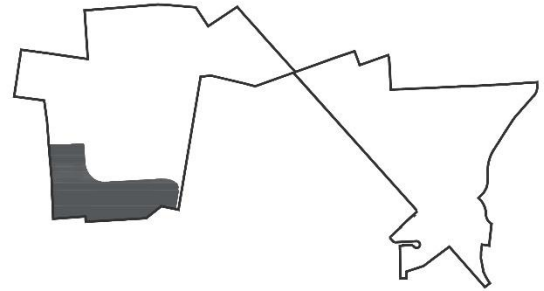
Map 11: Executive Boulevard-North Proposed Zoning

Design and Connectivity Recommendations

- Redevelopment of the Willco property must:
 - Establish a neighborhood pattern of blocks and internal streets that are compatible with Pike & Rose, which is east of Towne Road.
 - Consider building heights along the western edge of Towne Road that are compatible with projected heights along the eastern side of the road, on the Pike & Rose property. Heights should taper down from this edge toward the western end of this property.
 - Anchor the northwest corner of Towne Road and Executive Boulevard to create an architectural gateway into the greater White Flint area.
 - Create a public north-south connection between Executive Boulevard and Montrose Parkway, to align with Stonehenge Place to the north. A western extension of proposed Rose Avenue, on the Pike & Rose block, should also be considered on this property to connect the western terminus of Rose Avenue with the proposed north-south connection to Stonehenge Place.
- A minimum one-acre civic green must be provided on this property. The green could be divided into two smaller parks but the total acreage must remain at least one usable acre. If redevelopment exceeds 2.5 FAR, the recommended open space must increase by a proportionate amount.
- Strategies should be considered to enhance the pedestrian areas of properties that front along Executive Boulevard to include: wider sidewalks, possibly integrating alternatives for passive recreation, and other amenities for pedestrians.
- All properties in this area should provide inter-parcel access with adjacent properties. Specific locations of inter-parcel connections should be determined at the time of development approval.

Area: Executive Boulevard South

The Executive Boulevard South area includes nine properties, including the Kaiser Permanente Mid-Atlantic Regional Headquarters and eight other office buildings. It is located south of Executive Boulevard and is adjacent to Luxmanor Local Park, Luxmanor Elementary School and the larger Luxmanor residential community. The Green Acres private school is located immediately west of this area. Executive Boulevard South, which is approximately 55.39 acres, is in the EOF 0.75 H-100T zone (Map 12).



The Neilwood Creek runs along the southern portion of this area and is adjacent to the Luxmanor residential neighborhood. The creek exists within a 100-foot easement that contains approximately 14 acres of existing forested area and defines the southern edge. The western edge of this area is defined by another large wooded area that was required by the setback requirement in the prior I-3 zone. 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 buffer to the existing Luxmanor residential community.

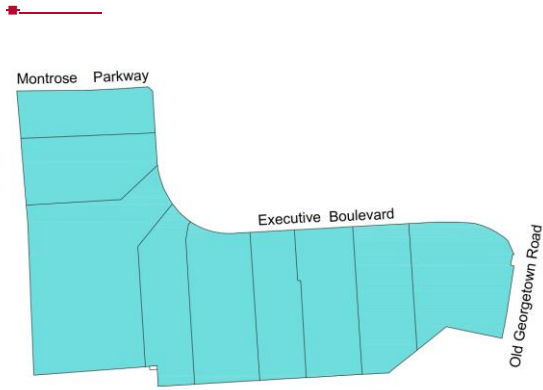
The 2014 District Map Amendment created four non-conforming buildings in this area: 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard and 2101 East Jefferson Street. The built Floor Area Ratios (FARs) of these properties are above the 0.75 Floor Area Ratio (FAR) ranging from 0.78 FAR to 1.32 FAR. The zoning recommendations in this Plan will adjust the FAR to accommodate the built development.

A [pedestrian-bike](#) path is recommended adjacent to the existing southern and western forested area with potential linkages to the Luxmanor Local Park and to Executive Boulevard to the north. This path will create a new amenity for this area and visually extend the proposed Main/Market Street pedestrian promenade, which is east of Old Georgetown Road. The proposed path will be implemented through a public benefit in the CRT zone, via redevelopment, or private easements for ~~retained~~ office buildings [that may not redevelop. in the EOF zone.](#) Currently, an existing pedestrian path exists at 6120-6130 Executive Boulevard.

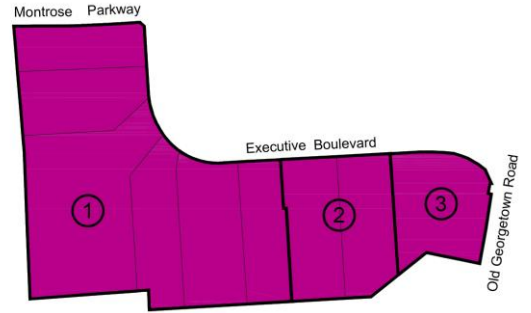
New development in this area should step down in height to be compatible with the Luxmanor residential community. The land use mix [recommended](#) for this area should reflect more residential development, rather than non-residential development, given the predominance of office uses in the area. The [higher residential mix Commercial Residential Town \(CRT\) zone](#) is recommended for [properties that are close to new and future three properties at the southwestern intersection of Executive Boulevard and Old Georgetown Road to permit new infill development that would support new](#) infrastructure in the 2010 *White Flint Sector Plan* area (Map 13).

Land Use and Zoning Recommendations

- Rezone the property at 6000 Executive Boulevard from the EOF 0.75 H100T to the CR 2.0 C1.0 R1.5 H200 zone to promote redevelopment opportunities, including new public benefits that further the Sector Plan recommendations. Infill development on this property must transition from the northeastern area, where one building is permitted at 200 feet. New development must transition to 70 feet towards the southern portion of the property. A minimum 50-foot wooded buffer must be retained on the southern portion of the property.
- Rezone the properties at 6006 Executive Boulevard and 6010 Executive Boulevard from the EOF 0.75 H100T zone to the CR 2.0 C1.0 R1.5 H150 zone to promote infill development and further the Sector Plan public benefits, including housing options and amenities. The existing water and sewer easement must be retained and the recommended path must be located outside of the easement.
- Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard, 6120 and 6130 Executive Boulevard from the EOF 0.75 H100T zone to the CR 1.5 C1.5 R1.0 H100 zone to promote infill development, including new public benefits that further the Sector Plan recommendations. The existing water and sewer easement must be retained and the recommended path must be located outside of the easement.
- Rezone the properties at 2115 East Jefferson and 2101 East Jefferson from the EOF 0.75 H100T to the CR 1.5 C1.5 R1.0 H100 to promote infill development opportunities, including new public benefits that further the Sector Plan recommendations, and to transition to the existing Luxmanor residential community.
- ~~▪ Rezone the office properties at 6100 Executive Boulevard, 6110 Executive Boulevard, and 6116 Executive Boulevard from the EOF 0.75 H100 zone to the EOF 1.0 H100 zone to avoid non-conforming buildings and to continue the existing uses.~~
- ~~▪ Rezone the Kaiser Permanente property at 2101 East Jefferson Street from EOF 0.75 H100 zone to EOF 1.5 H100 zone to permit a conforming building.~~
- ~~▪ Rezone the office buildings at 6120-6130 Executive Boulevard from the EOF 0.75 H100 zone to the EOF 1.0 H100 zone.~~
- ~~▪ Rezone the properties at 6000 Executive Boulevard, 6010 Executive Boulevard and 6006 Executive Boulevard from the EOF 0.75 H100 zone to CRT 2.0 C1.0 R1.5 H120 zone to permit new mixed-use and infill development, provide new public benefits, and to transition to the existing Luxmanor residential community. These properties should be redeveloped with a maximum of 50 percent of non-residential development.~~



Map 12: Executive Boulevard- South Existing Zoning



- CR Commercial Residential
- ① CR 1.5, C-1.5, R-1.0, H-100
- ② CR 2.0, C-1.0, R-1.5, H-150
- ③ CR 2.0, C-1.0, R-1.5, H-200

Not to Scale

Map 13: Executive Boulevard- South Proposed Zoning

Design and Connectivity Recommendations

Redevelopment in ~~the CRT-zoned area of~~ Executive Boulevard [South](#) should:

- Anchor the southwestern corner of the proposed Western Workaround¹ to create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single family residential community.
- Establish a pattern of short blocks and internal streets to promote pedestrian activity.
- Create a [pedestrian-bike](#) path along the northern edge of Neilwood Creek, with potential mid-block pedestrian connections to Luxmanor Local Park and Executive Boulevard to the north. [Extend the path along the western edge of the wooded area to Montrose Parkway.](#)

¹ The Western Workaround is the realignment of Old Georgetown Road and Executive Boulevard (future Grand Park Avenue), Market Street and the opening of Towne Road.

Rockville Pike-Montrose North District

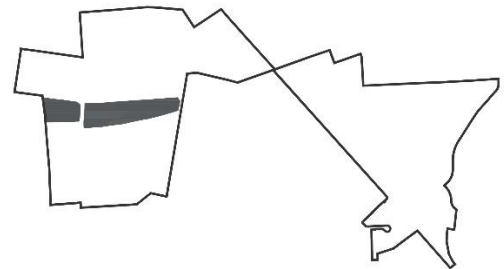
Rockville Pike-Montrose North District consists of properties that are located primarily to the north of Montrose Parkway and the 2010 *White Flint Sector Plan* area. Traditional commercial properties, including Montrose Crossing and Federal Plaza, are located along Rockville Pike and institutional uses, including the Hebrew Home of Greater Washington, B'nai Israel Congregation, and Charles E. Smith Jewish Day School (Lower School) are located along Montrose Road.

Commercial properties, especially shopping centers, will have the possibility to redevelop into mixed-use destinations with the recommended mixed-use zoning. Some institutional uses are likely to remain, while others could evolve with additional uses in the long-term. New bikeways along East Jefferson Street, expanded street connections, and new ~~public facilities and~~ amenities will define this district.

This 186-acre district is divided into five areas: Cherington, Montrose Village, Federal Plaza, Hebrew Home, and Montrose Crossing.

Area 1: Cherington Area

This linear 30.5-acre area, located between Montrose Road and Montrose Parkway, has several uses: office buildings, the Cherington residential townhouses and a United States Postal Service Center Annex. There are also four vacant properties, comprising approximately 11.7 acres, in this area. An existing Shared Use Path provides east-west pedestrian and bikeway access along the northern portion of Montrose Parkway. Stonehenge Place, a new street, provides [a](#) connection to the Cherington townhouses from Montrose Parkway.



The 1992 *North Bethesda/Garrett Park Master Plan* identified a portion of this area, south of Montrose Road and east of East Jefferson Street, as the Wilgus property and recommended residential and non-residential development for the property. The existing Cherington townhouses are part of the Wilgus property. Existing zones in this area are: R-20; R-200; EOF 1.5 H-75; EOF 3.0 H100, R-60/TDR 15.0; CRT 0.25 C0.25 R0.25 H35; and CRN 0.5 C0.5 R0.25 H35 (Map 14).

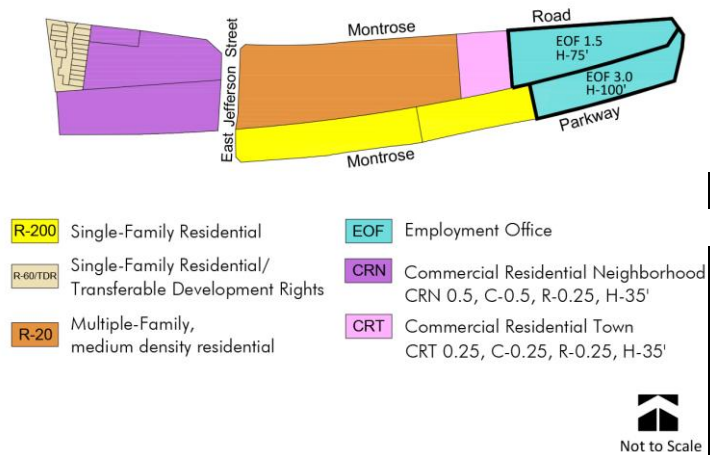
The undeveloped portions of the Wilgus property have the greatest potential for new development. Redevelopment of these properties would serve as an important link between the Executive Boulevard District and the Pike & Rose property.

The land use and zoning recommendations for the Wilgus property will permit greater intensities and building heights, via the CR zone on the eastern portion, while lower heights and densities, via the ~~CRT-CRN~~ zone, are adjacent to the existing Cherington townhouses. ~~A 1.25-acre neighborhood green must be provided on the central or eastern portion of the Wilgus property. A treed buffer must be installed adjacent to the Cherington townhouses. The R-200 zone property (N273) should be retained to achieve the Sector Plan’s parks and open space recommendations for a linear park, as well as environmental recommendations that include: retaining existing tree canopy and making local efforts to mitigate carbon emissions.~~

~~The combined undeveloped Wilgus and the Wilco properties, which has the same ownership, will substantially impact the Walter Johnson School Cluster. An urban elementary school, in combination with the recommended linear park, will provide a unique environment for this property. Subsequently, this Plan recommends that this property dedicate two important public facilities: an urban elementary school and an urban wooded area. If the school cannot be accommodated on the Wilgus property, the adjacent Wilco property should be considered as an alternative site. An elementary school and the retained wooded area will benefit from the recommended development in this area as well as other surrounding areas, such as Pike & Rose and Miramont Apartments and Condominium.~~

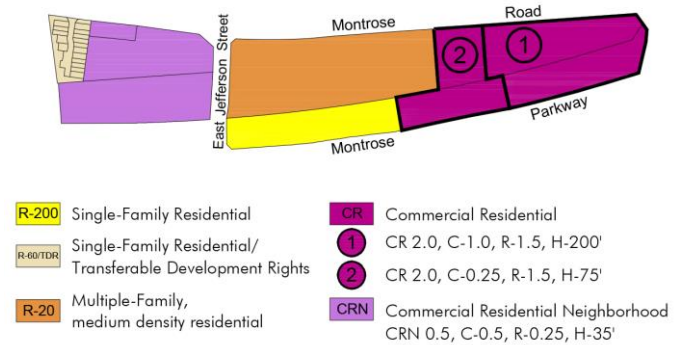
Land Use and Zoning Recommendations

- Rezone the vacant properties at 6000 Montrose Road and N231 from the EOF 1.5 H-75 zone and EOF 3.0 H-100 zone to the Commercial Residential (CR) 2.0 C1.0 R1.5 H-200 zone to ~~permit~~ promote mixed-use development that contributes to the Sector Plan’s goals of infill mixed-use development with public benefits, including including housing options and a 1.25-acre neighborhood green, the dedication of a linear park and an elementary school site.
- Rezone the gas station property at 6060 Montrose Road from the CRT 0.25 C0.25 R0.25 H-35 zone to the CR 2.0 C0.25 R01.5 H-~~70-75~~ zone to permit new mixed-use development that is predominantly residential, contributes to the Plan’s public benefits, and maintains compatibility with the existing residential townhouses to the west. Density from this property could be transferred to the two vacant properties to the east.



Map 14: Cherington Area- Existing Zoning

- Rezone the vacant property (N279) from the R-200 zone to the CR2.0 C0.25 R1.5 H-75 zone to permit new mixed-use development that is predominantly residential, contributes to the Plan’s public benefits, and maintains compatibility with the existing residential townhouses to the west. Density from this property could be transferred to the two vacant properties to the east.



Not to Scale

Map 15: Cherington Area- Proposed Zoning

- ~~Confirm the vacant property (N273) to the R-200 zone. This property should be dedicated to the Parks Department to create a linear park.~~

- Rezone the vacant property (N273) from the R-200 zone to the CRN 0.75 C0.0R0.75 H50 zone to promote residential development that is compatible to the adjacent townhouse community.

- Confirm the Montrose Professional Park property (6200-6288 Montrose Road), 6290 Montrose Road, and the United States Postal Service property at 2011 East Jefferson Street in the CRN 0.5 C0.5 R0.25 H35 zone.
- Confirm the Montrose Park residential townhouses to the R-60/TDR zone.
- Confirm the R-20 zone for the Cherington residential townhouses since no redevelopment is recommended (Map 15).

Design and Connectivity Recommendations

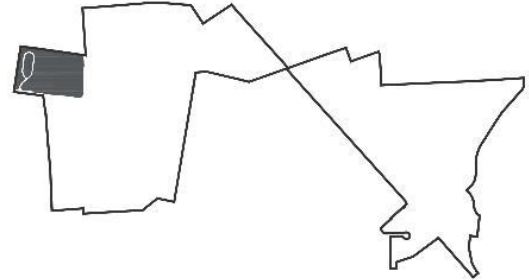
Redevelopment on the Wilgus property in this area must:

- Establish a pattern of short blocks and internal streets to promote pedestrian activity.
- Locate maximum heights along Towne Road, adjacent to the existing Monterey Apartments to the north.
- Reduce building heights towards the existing Cherington townhouse development to establish a compatible relationship with the existing residential development.
- Enhance pedestrian areas along Towne Road, north of Montrose Parkway, to improve pedestrian connectivity between northern and southern districts.
- Extend Stonehenge Place, as a public street, to connect between Montrose Parkway and Montrose Road.
- Create open spaces, including a minimum 1.25-acre neighborhood green, for public use that are connected to the overall open space network.
- Provide a wooded buffer adjacent to the Cherington townhouses.
- ~~Retain forested area between Stonehenge Place and East Jefferson Street, north of Montrose Parkway and the existing shared-use path. This preserved area will contribute to the Sector Plan’s overall environmental goals of forest retention, mitigating carbon emissions, and retaining tree canopy, and could provide opportunities for passive recreation in proximity to potential mixed-use areas.~~

- ~~Provide a site for an elementary school within the Wilgus or Wilco property, given the potential of substantial residential development.~~

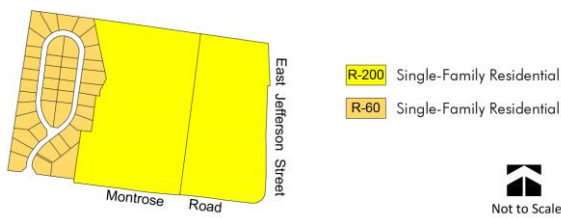
Area 2: Montrose Village

This 27-acre area includes single-family residential dwellings along Montrose Village Terrace, the Charles E. Smith Jewish Day School (Lower School), and the B’nai Israel Congregation. Both institutional uses are in the R-200 zone and single-family residential dwellings are in the R-60 zone (Map 16). No redevelopment is anticipated in this area; [therefore, existing zones are confirmed](#) (Map 17).

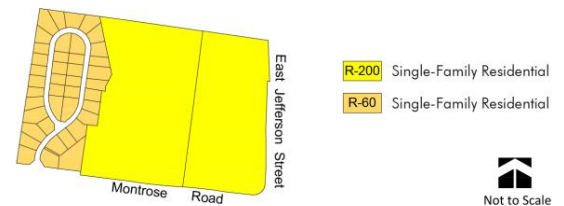


Land Use and Zoning Recommendations

- Confirm the Charles E. Smith Jewish Day School and B’nai Israel Congregation properties to the R-200 zone.
- Confirm the R-60 zone for the Montrose Village single-family residential dwellings.



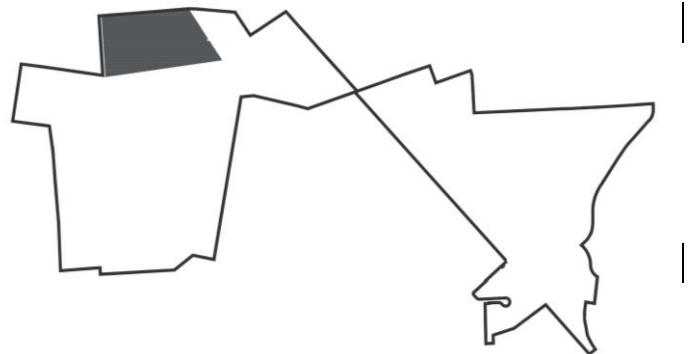
Map 16: Montrose Village- Existing Zoning



Map 17: Montrose Village- Proposed Zoning

Area 3: Federal Plaza

The Federal Plaza area, [which is](#) approximately 37.08-acres contains the Federal Plaza Shopping Center, Miramont Villas Condominium and Miramont Apartments, and commercial properties, including Towne Plaza, along Rockville Pike (MD 355). Properties to the north and west [in this area](#) are in the City of Rockville. Existing zones in this area are R-20 and CRT 2.25 C1.5 R0.75 H-75 (Map 18).

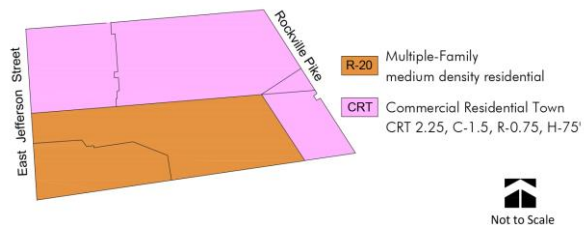


The land use and zoning recommendations will permit new residential and non-residential development for Federal Plaza and commercial properties along Rockville Pike. A new street

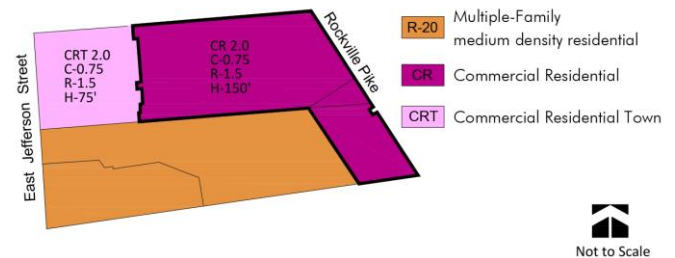
extending through Federal Plaza will provide an important east-west connection between Rockville Pike (MD 355) and East Jefferson Street, and two neighborhood greens will provide an amenity for residents, employees and visitors. Additional pedestrian-only connections are recommended between Miramont Villas Condominium and Miramont Apartments, and Federal Plaza. No redevelopment is recommended for the Miramont Apartments and Condominiums because of the importance of retaining [some](#) existing multi-family residential development as a source of affordable housing.

Land Use and Zoning Recommendations

- Split-zone the Federal Plaza property to permit transitional [building](#) heights between Rockville Pike and East Jefferson Street, and to maintain compatibility with the residential community in the City of Rockville (Map 19).
- Rezone the western portion of Federal Plaza, approximately 6.05 acres, from the CRT-2.25 C1.5 R0.75 H75 zone to the CRT 2.0-25 C0.75 R1.5 H75 zone to permit more residential development that contributes to the Sector Plan’s public benefits, [and amenities, including Moderately Priced Dwelling Units \(MPDUs\). A minimum ½ acre neighborhood green must be provided on this portion of the property. The land use mix recommended for this portion of the property is a minimum of 70 percent residential.](#)



Map 18: Federal Plaza- Existing Zoning



Map 19: Federal Plaza- Proposed Zoning

- Rezone the eastern portion of Federal Plaza, approximately 11.51 acres, from the CRT-2.25 C1.5 R0.75 H75 zone to the CR 2.25 C0.75 R1.5 H150 zone to [permit promote](#) more intense mixed-use development that contributes to the Sector Plan’s public benefits, [and are in proximity to existing Metro Stations and future BRT stations. A minimum ½ acre neighborhood green must be provided on this segment of the property.](#)
- Confirm the R-20 zone for the [existing Miramont Villas Condominiums and Miramont Apartments to provide a range of affordable housing in the Plan area.](#)
- Rezone the other commercial properties along Rockville Pike, including the Towne Plaza property, from CRT-2.25 C1.5 R0.75 H75 zone to the CR 2.25 C0.75 R1.5 H150 to facilitate mixed-use development that contributes to the Sector Plan’s public benefits, including affordable housing, and defines the Rockville Pike boulevard.

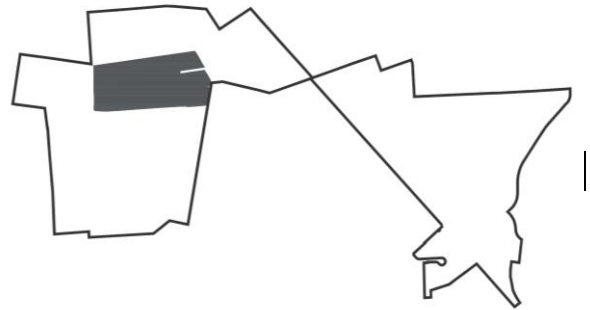
Design and Connectivity Recommendations

Redevelopment on the Federal Plaza property must:

- Create a pattern of short blocks and internal streets to promote pedestrian activity.
- Locate maximum heights along Rockville Pike.
- Establish a new street along the south side of the property, to connect East Jefferson Street with Rockville Pike.
- Explore opportunities for pedestrian connections to the Miramont Apartments to the south.
- Provide two neighborhood greens, integrated with new development, and connected to surrounding pedestrian networks.

Area 4: Hebrew Home

The Hebrew Home area contains office buildings, commercial buildings, the Monterey and Morgan apartments and institutional uses. The Hebrew Home of Greater Washington is the largest institutional use in this [district area](#)- approximately 26.8 acres - with several specialty uses, including the Jewish Community Center, Wasserman Residence, Revitz House and Smith-Kogod Residence.



Three office buildings are located on Montrose Road, including a Verizon building. The Morgan Apartments are in the interior of the block, and the Monterey Apartments are located at the intersection of Towne Road and Montrose Road. Existing zones in this area are: R-200; R-20; EOF 3.0 H-100; CRT 0.75 C0.75 R0.25 H-45; CRT 2.25 C1.5 R0.75 H-75 (Map 20).

Limited infill and redevelopment [of some properties](#) may occur in this area. This Plan recommends new street connections that provide new ways to navigate within the [district area](#). This area is further divided into two sub-areas to establish greater clarity and specific recommendations.

Sub-area: Jewish Community Center (JCC)

The Jewish Community Center (JCC) area, approximately 37.29 acres, is located east of East Jefferson Street and north of Montrose Road. It includes the Hebrew Home of Greater Washington, Morgan Apartments, and three office buildings. The 1992 Master Plan identified the Morgan Apartments as the Tri-Rock property and recommended the existing R-20 zone and the floating PD-35 zone as an alternative for the Morgan Apartments. Access to the Morgan Apartments is via Hubbard Drive and a shared private roadway from Montrose Road. [The](#)

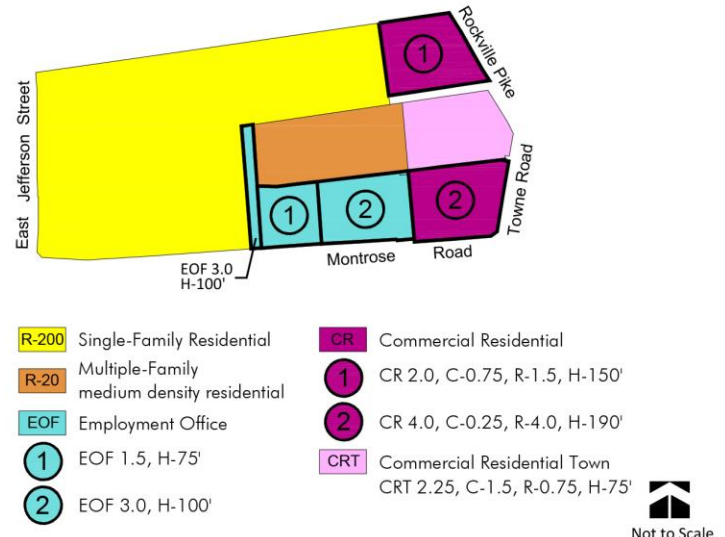
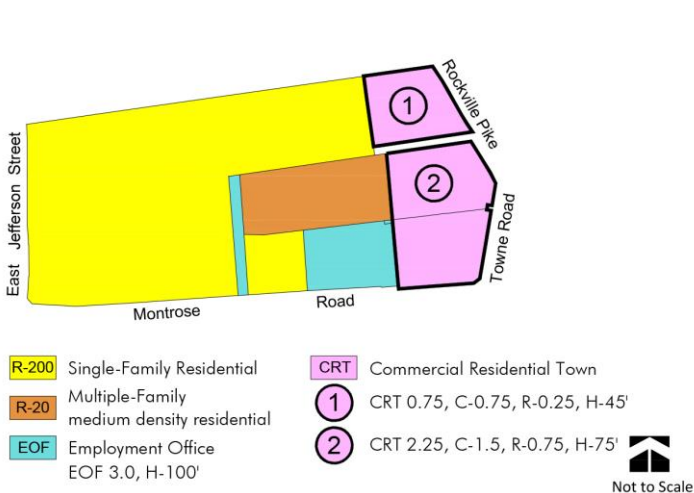
Three offices along Montrose Road, including a Verizon building, are in the EOF 3.0 H-100 zone and R-200 zone, respectively.

The Hebrew Home was approved in the 1960s via a special exception, which is now called a conditional use. It is operated within an existing special exception/conditional use that was approved in the 1960s. Redevelopment is not anticipated in the near-term for this property but in the long-term, this property could accommodate additional non-residential and residential development. As a result, in the future, the existing Hebrew Home campus setting could evolve into a more urban-mixed-use neighborhood setting with new internal streets that provide linkages to existing roadways, buildings that are street-oriented, and open space to support the development.

This Plan supports the floating Commercial Residential Town (CRT) zone as the implementation tool 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 via the Local Map Amendment. New development, via the floating zone, should be primarily residential rather than non-residential.

Land Use and Zoning Recommendations

- Confirm the R-200 zone for the Hebrew Home of Greater Washington property. This Plan supports the floating Commercial Residential Town (CRT 1.0) H-100 zone for the JCC property. Redevelopment 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 3.0 1.0 H75 H-100 zone to align the existing use with an office zone and other offices in the area.
- Confirm the EOF 3.0 H-100 zone for the offices at 6001 Montrose Road and 6101 Montrose Road (Map 21).



Map 20: Hebrew Home- Existing Zoning

Map 21: Hebrew Home- Proposed Zoning

Design and Connectivity Recommendations

If the [JCC-Hebrew Home property](#) chooses to implement the recommended CRT floating zone, development on this property should:

- Provide a more urban development pattern, compatible in approach to what other large property ~~iesy owners~~ are ~~currently~~ delivering in adjacent areas, to include:
 - Create a pattern of short blocks, with multiple street-facing buildings to activate pedestrian environments;
 - Implementation of the public road recommendations of this Plan for this property;
 - 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;
 - Create open spaces for public use, connected to the overall pedestrian network;
 - Encourage a variety of development types, to better integrate future development on this property to adjacent residential, institutional, or commercial development.

Sub-area: Georgetown Park

Located west of Rockville Pike (MD 355) and Towne Road, and north of Montrose Road, this sub-area has two vacant properties, Georgetown Park office condominiums, the Monterey Apartments and commercial properties along Rockville Pike. Hubbard Drive provides primary access to the office condominiums. The 1992 Master Plan identified two properties north of Hubbard Drive as the Chang properties and recommended the C-1 zone for these properties. These properties, which are east of the Hebrew Home property, were reclassified by the 2014 comprehensive rezoning to the CRT 0.75 C0.75 R0.25 H-45 zone (Map 20).

The Monterey Apartments is oldest multifamily residential building in the Plan area. Built in 1967, the building's existing Floor Area Ratio (FAR) is 3.81 and height is approximately 186 feet. Both the height and FAR exceed the 2014 zoning conversion FAR of 2.25 and 75-foot building height. This Plan recommends the Commercial Residential (CR) zone for the Monterey Apartments to provide a zone that accommodates the existing [FAR and building height development](#) (Map 21).

Redevelopment may occur on the commercial properties along Rockville Pike, but redevelopment is unlikely for the [Georgetown Park](#) office condominium and the Monterey. ~~The land use mix recommended for redevelopment in this area is a minimum of 60 percent of residential development and a maximum of 40 percent of non-residential development.~~

Land Use and Zoning Recommendations

- Confirm the Georgetown Park office condominiums to the CRT 2.25 C1.5 R0.75 H-75 zone.

- Rezone the Monterey Apartments from the CRT 2.25 C1.5 R0.75 H-75 zone to the CR 4.0 C0.25 R4.0 H-200 zone to permit a zone that conforms to the built development.
- Rezone the commercial properties on Rockville Pike from the CRT 2.25 C1.5 R0.75 H-75 zone to the CR 2.25 C1.0 R1.5 H-150 to [permit promote](#) mixed-use development that further contributes to the Sector Plan’s public benefits; including [affordable housing options](#).

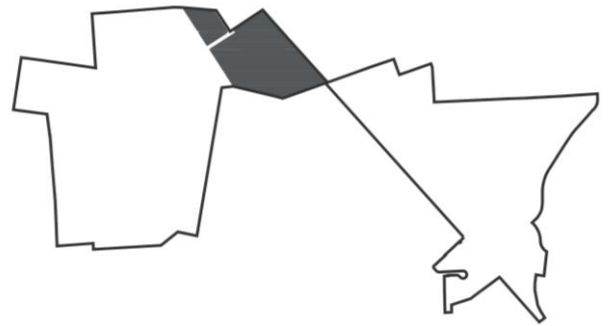
Design and Connectivity Recommendations

As a group, the cluster of commercial properties in this area could be developed as a mixed-use block. Redevelopment [of these properties in this sub-area](#) should:

- Create building frontages along Rockville Pike, to include: enhanced pedestrian areas and amenities, furnishings, landscaping, and bicycle infrastructure.
- Consolidate areas dedicated to public use to create a substantial space for public use.
- Dedicate areas along the north side to contribute to the creation of an east-west public street between Rockville Pike and East Jefferson Street.
- Dedicate areas, including building frontages and enhanced pedestrian areas along the south side of the group to improve Hubbard Drive.

Area: Montrose Crossing

Located north of Montrose Parkway, east of Rockville Pike and west of the CSX rail tracks, the 42-acre Montrose Crossing area contains two large commercial properties: Pike Center Shopping Center and Montrose Crossing Shopping Center. Midtown North Bethesda, a high-rise residential condominium building, and a Target store are also included in this area. Pike Center, which is a traditional strip shopping center, is adjacent to the municipal limits of the City of Rockville. The Metrorail’s Red Line runs diagonally underneath the Montrose Crossing property. Montrose Crossing and Pike Center are within a half mile from the both the Twinbrook and White Flint Metro Stations. Pike Center is in the CR 1.5 C1.0 R1.0 H-75 zone and Montrose Crossing is in the CR2.0 C0.5 R1.5 H-220 T zone (Map 22).



The 1992 *North Bethesda/Garrett Park Master Plan* recommended mixed-use development for Montrose Crossing at a maximum non-residential 0.5 FAR and a maximum of 40 dwelling units per acre within the RMX zone. The 1992 Master Plan also recommended the rezoning of Pike Center to the C-4 zone. The extensions of Chapman Avenue and Nebel Street onto the Montrose Crossing property, and a MARC station on the eastern boundary of Montrose Crossing were also

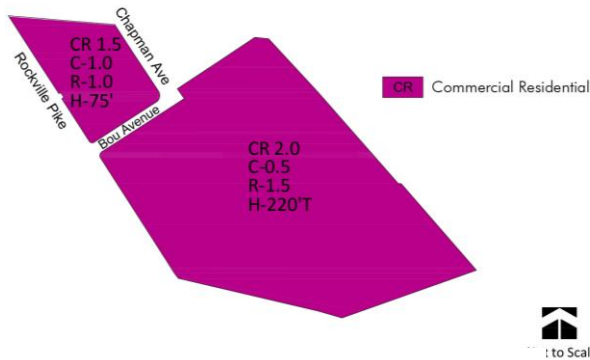
recommended in the 1992 Master Plan. Nebel Street has been implemented as a public street with a shared use path between Chapman Avenue and Randolph Road. The extension of Chapman Avenue, as a public street, and the MARC Station have not been implemented.

Both properties have the potential to serve as a major mixed-use destination along Rockville Pike. There are long-term commercial leases on both properties that will influence the pace of redevelopment for both properties. This Plan recommends the southern extension of Chapman Avenue be continued onto the Montrose Crossing property, to supplement the proposed street network, as a public street. Additional street connections are recommended for the Pike Center property to improve vehicular and pedestrian circulation. The construction of Montrose Parkway East will alter the southern portion of Montrose Crossing, when it is completed.

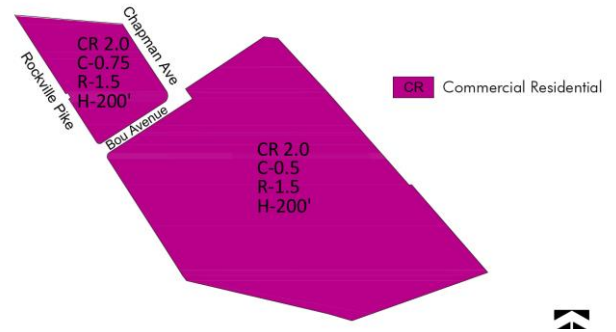
New mixed-use development is appropriate for both properties since they are equidistant from the White Flint and Twinbrook Metro Stations, and are along Rockville Pike. Building heights on Montrose Crossing should vary in height with the tallest buildings situated between Chapman Avenue Extended and Rockville Pike (MD 355). Two new parks are recommended for these properties. A dedicated Civic Green that should be at least a minimum of one acre in size must be provided on the Montrose Crossing property. A ½ acre neighborhood green must be provided on the Pike Center property.

Land Use and Zoning Recommendations

- Rezone the Pike Center property from the CR 1.5 C1.0 R1.0 H-75 zone to the CR2.0 C0.75 R1.5 H-200 zone to promote mixed-use development along Rockville Pike and to contribute to the Sector Plan’s public benefits ~~and amenities~~, including parks and ~~affordable~~ housing ~~options~~. (Map 22). A neighborhood green must be provided on the property.
- ~~▪ Provide a ½ acre neighborhood green and a local street connection that divides the Pike Center property.~~
- Rezone the Montrose Crossing property from the CR2.0 C0.5 R1.5 H-220 T zone to the CR 2.0 C0.5 R1.5 H-200 zone to promote mixed-use development along Rockville Pike, a new street network, and to contribute to the Sector Plan’s public benefits ~~and amenities~~. ~~The recommended land use mix for this property is a minimum of 70 percent residential development.~~
- ~~▪ If Maryland Transit Administration (MTA) considers a new MARC station along the Brunswick line, between Garrett Park and Rockville, Montrose Crossing should be evaluated for a potential MARC station.~~



Map 22: Montrose Crossing- Existing Zoning



Map 23: Montrose Crossing- Proposed Zoning

Design and Connectivity Recommendations

Redevelopment on the Pike Center property must:

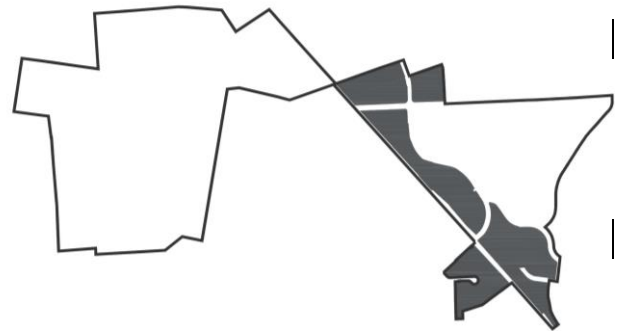
- Create a network of short blocks and internal streets.
- Provide a ½ acre neighborhood green and a local street connection that divides the property.
- Create building frontages along Rockville Pike and Bou Avenue that enhances the public realm, including landscaping and bicycle infrastructure.

Redevelopment ~~of-on~~ the Montrose Crossing property must:

- Build on the existing grid of internal driveways to create a network of short blocks, internal streets, and open spaces.
- Extend Chapman Avenue through the property as a public street, between Bou Avenue and Randolph Road/Montrose Parkway.
- Create building frontages along Rockville Pike, to include enhanced pedestrian areas and amenities, furnishings, landscaping, and bicycle infrastructure.
- Locate a one-acre minimum civic green on this property.
- ~~Evaluate the property for a MARC station, should the Maryland Transit Administration (MTA) consider a new MARC station along the Brunswick line, between Garrett Park and Rockville. If the MARC moves ahead, development along the Bou Avenue frontage should consider alternatives to create an activity node near the designated MARC station location.~~
- ~~Provide a ½ acre neighborhood green and a local street connection that divides the Pike Center property.~~

Parklawn South District

Montgomery County has approximately 1,952 acres of industrially zoned properties. There are approximately ~~84~~ 90 acres of industrial zoned properties in this Plan area, primarily west of Parklawn Drive, south of Montrose Parkway, and at Nicholson Court. There are a variety of industrial uses in this district, including automotive repair and services, self-storage, ~~offices~~, and catering services. Additional uses in this district are coffee roasters, home improvement contractors, decorating services and recreational uses. Properties in this district are in the Light-Industrial (IL) zone, R-20 zone and CRT 0.75 C0.75 R0.25 H-35 (Map 24).



Prior North Bethesda Master Plans, including the 1992 *North Bethesda/Garrett Park Master Plan* and the 2009 *Twinbrook Sector Plan*, have recognized the importance of light-industrial zoned properties. The 1992 Master Plan identified the area along Parklawn Drive and Nicholson Court as “vital for maintaining hi-tech incubator firms and general services for the down-county population” (p.72). The 1992 Plan limited the intrusion of office development by shifting the area from the Light Industrial (I-1) zone to the Low Intensity, Light Industrial (I-4) zone, which allowed office development by special exception rather than by-right. Existing office developments at 11900 Parklawn Drive and 11820 Parklawn Drive are representative of the prior permitted offices in this district.

The Twinbrook Plan area, which is north of the White Flint 2 Plan area, has retained approximately 109 acres of industrial zoned properties. The *Twinbrook Sector Plan* recognized that industrial zoned properties provide “important services to the Twinbrook area and the central part of Montgomery County” (p.42).

This Plan recommends the retention of light industrial zones and associated uses, while endorsing residential uses, via a proposed overlay zone, ~~are priorities~~ for this district. Industrial zoned properties provide several functions: basic needs for County residents, including public agencies; opportunities for different forms of employment, including vocational and entry-level; and space for small businesses, entrepreneurs, and artisans. ~~Given the importance of light industrial land and its role in providing needed services for residents; supporting a diverse local economy; and providing locations for small scale entrepreneurs, this Plan recommends the retention of existing light industrial zoned properties in this district~~ (Map 25).

The intent of the industrial overlay zone is to retain industrial uses while providing residential opportunities in the industrial area. As recommended, this overlay zone will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential

[potential since residential development is linked to the FAR. The proximity of the industrial area to recommended mixed-uses in the 2010 White Flint Sector Plan area could spur residential development that would complement the industrial area. Elements of the proposed White Flint 2 Overlay Zone are the following:](#)

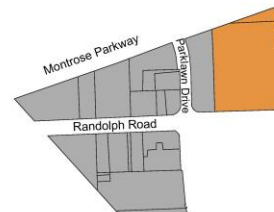
- [Maximum FAR: 1.5](#)
- [Maximum Residential FAR: 1.0 FAR \(Multi-Unit\)](#)
- [Maximum Building Height: 75 feet](#)
- [Non-Residential uses: Light Industrial \(IL\) Zone uses](#)
- [Ground floor must be used only for non-residential uses allowed in the base I-L Zone](#)
- [Minimum Public Use Space: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

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

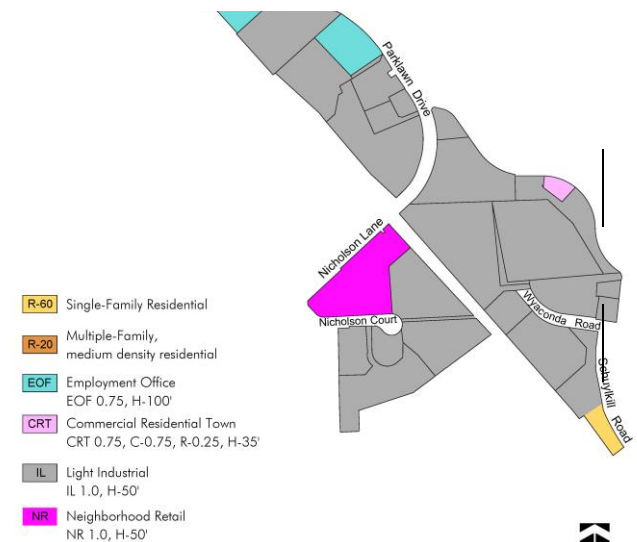
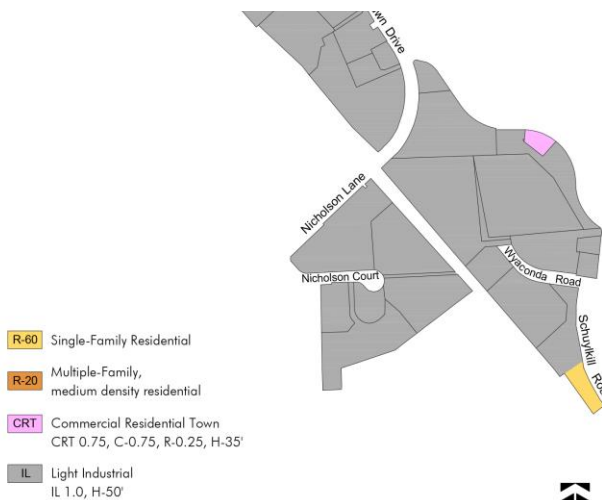
The 2014 District Map Amendment changed industrial properties from the Low Intensity, Light Industrial zone (I-4) zone to the Light Industrial (IL) zone. The conversion to the IL zone has created some non-conforming buildings in this district where the built heights of office buildings are taller than the 50-foot limit of the IL zone. This Plan recommends zones that would avoid non-conforming buildings. The industrial district is divided into four areas: Randolph Square, Randolph Hills Shopping Center, Parklawn Drive and Nicholson Court.



Map 24: Parklawn South- Existing Zoning



Map 25: Parklawn South- Proposed Zoning



Area 1: Randolph Square

Located between the future Montrose Parkway East and Randolph Road, this area includes storage facilities and automotive repair services, and the Randolph Square apartments. Properties in this area are in the R-20 and IL 1.0 H-50 zones. The future construction of Montrose Parkway East, as well as the recommended realignment of Randolph Road and Parklawn Drive, will reconfigure the intersection of these two streets. The ~~Maryland State Highway Administration (SHA) will acquire the~~ U-Haul property, at the northeastern intersection of Randolph Road and Parklawn Drive, will be acquired for the Montrose Parkway East.

Land Use and Zoning Recommendations

- Confirm the R-20 zone for the Randolph Square apartments to retain a diverse range of affordable housing in the Plan area.
- Confirm the IL 1.0 H50 zone for the light industrial properties in this area.

Area 2: Parklawn Drive

Automotive repair and services, retail businesses, storage facilities, office buildings, and a Pepco substation are in this 29.42-acre area. Arts-oriented businesses, including artists' studios and wood workers club are also located in this area. Located east of the CSX rail tracks, south of Randolph Road and west of Parklawn Drive, this area represents the type of eclectic mix that emanates from the kinds of uses typically found in light industrial zoned properties. The area is in the IL 1.0 H-50 zone.

Two office buildings at 11900 Parklawn Drive and 11820 Parklawn Drive, both built in the 1970s, are taller than the 50-foot height limit in the existing I-L zone. These buildings were built under the prior I-1 zone development standards that permitted office buildings up to 10 stories or 120 feet. To avoid non-conforming buildings, this Plan recommends the EOF 0.75 H-100 zone for these two office properties.

Land Use and Zoning Recommendations

- Rezone the office properties at 11900 Parklawn Drive and 11820 Parklawn Drive from the I-L 1.0 H-50 zone to the EOF 0.75 H-100 zone to prevent non-conforming buildings.
- Confirm the IL 1.0 H-50 zone for all other properties in this area.

Area 3: Randolph Hills Shopping Center

Light industrial and commercial uses, including the Randolph Hills Shopping Center, are located in this 29.3-acre area. Located east of the CSX rail tracks and adjacent to the Randolph Hills residential community, this area has a combination of retail and traditional light industrial uses, including automotive services and a variety of independent businesses.

Approximately, 26 percent of the shopping center property has impervious surfaces due to surface parking lots. Parklawn Drive, Boiling Brook Parkway, and Wyaconda Road provide access to this area. This area is in the IL 1.0 H-50 zone.

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

~~In the long term, a new neighborhood mixed-use center located at the commercial component of the shopping center could be established on this property, via a floating Commercial Residential Town (CRT) zone. The recommended land use mix is a minimum of 70 percent residential development with a maximum of 30 percent of non-residential development. This future center would complement the Randolph Hills residential community.~~

Land Use and Zoning Recommendations

- ~~Confirm the Light Industrial (IL) zone for this area. A floating Commercial Residential Town (CRT) zone is appropriate for this area, up to 1.5 FAR with the provision of a pedestrian-bike crossing and up to 2 FAR, if a MARC station is funded.~~the existing commercial component of the Randolph Hills Shopping Center.~~~~
- A minimum $\frac{3}{4}$ acre neighborhood green must be provided on the Randolph Hills Shopping Center property.
- Significant tree canopy, up to 30 percent, should be provided when the Randolph Hills property is redeveloped.
- Building heights must transition to the existing Randolph Hills residential community.

Design and Connectivity Recommendations

~~The commercial area of the Randolph Hills Shopping Center offers the opportunity to create a mixed-use, neighborhood-serving center that complements the industrial character of the area. If the recommended floating CRT zones or industrial overlay zone is implemented, alternative is entertained, redevelopment on this location could create a unique center for the Randolph Hills community that should:~~

- Provide work spaces and complementary amenities that are aligned with the unique needs of creative and new economy businesses.
- Create high density housing that targets underserved demographics, such as urban families with young children.
- 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 neighborhood green on ~~this property~~[Randolph Hills Shopping Center](#), at a minimum of $\frac{3}{4}$ acres.

Area 4: Nicholson Court

Light industrial and commercial uses, including a Ride On bus parking facility, Barwood Taxi headquarters, a storage warehouse and Nicholson Plaza, a retail shopping center, are in this 16.7-acre area. Properties in this area are in the IL 1.0 H-50 zone. Nicholson Plaza, which is a traditional strip shopping center, represents the prior Light Industrial (I-1) zone that permitted retail and office uses as by-right uses.

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) has not determined if a new infill MARC station will be located along the Brunswick Line in Montgomery County. The recommended staging plan requires that MTA conduct a feasibility study to determine if and where an infill station would be located along the Brunswick Line.

This Plan recommends the Neighborhood Retail (NR) zone as the more appropriate zone for the Nicholson Plaza shopping center, rather than retaining the industrial zoning. Further, the IL zone allows retail as a limited use, but the NR zone allows retail as a permitted use. There are no redevelopment plans for the shopping center.

Land Use and Zoning Recommendations

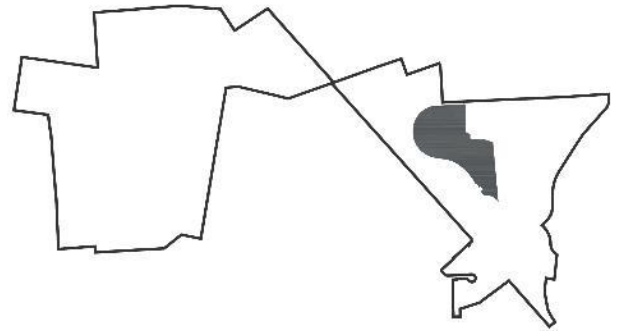
- Rezone the Nicholson Plaza shopping center from the IL 1.0 H-50 zone to the Neighborhood Retail (NR) 1.0 H-50 zone to a zone that better reflects the existing use.
- Confirm the IL 1.0 H-50 zone for other properties in this area.

Randolph Hills District

The Randolph Hills district is located east of Parklawn Drive and south of Randolph Road. Single-family dwellings in the Randolph Hills residential community; multifamily residential development, including Walnut Condominium and Oxford Square; and institutional uses comprise this district. Montgomery County is the owner of the Charles E. Smith Jewish Day School property and the Board of Education is the owner of the Rocking Horse Road Center property. Some redevelopment is anticipated within this area. This district is divided into three areas: Loehmann's Plaza, Montrose Baptist, and Rocking Horse Road Center.

Area 1: Loehmann's Plaza

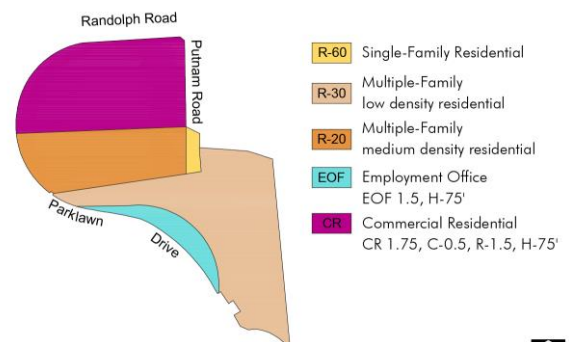
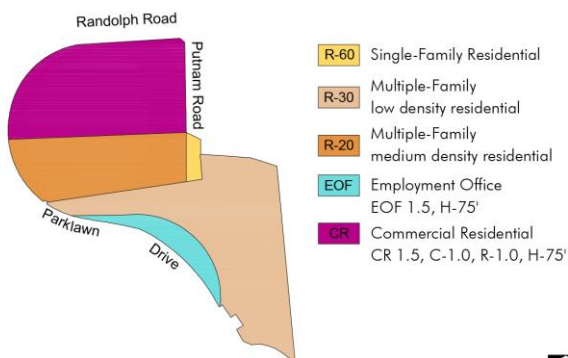
Loehmann's Plaza, a 10.8-acre commercial shopping center, located at the intersection of Randolph Road and Parklawn Drive, an office building, and two multi-family residential properties, Walnut Grove Condominium and Oxford Square White Flint are within this 30-acre area. Loehmann's Plaza was included in the 1992 Master Plan as a key or redevelopable property. The C-4 zone was recommended for the property. Montgomery County owns a parcel of property (P268) that is adjacent to Walnut Grove. Parklawn Drive provides the only access for the Walnut Grove Condominiums, Oxford Square White Flint Apartments and the office building at 11821 Parklawn Drive. Properties in this area are in the R-30, R-20, EOF 1.5 H-75 and CR 1.5 C1.0 R1.0 H-75 zones (Map 26).



This Plan recommends the redevelopment of Loehmann's Plaza with new streets and a minimum 3/4-acre neighborhood park. The reconfiguration of the intersection of Randolph Road and Parklawn Drive will create a more rectangular shaped property. The land use mix for this property should reflect a greater residential percentage than non-residential development. The eastern portion of Loehmann's Plaza must establish a lower building height to be compatible with the Randolph Hills residential community and the future townhouses east of Putnam Road. This Plan retains the two existing multi-family residential developments, Walnut Grove Condominium and Oxford Square White Flint.

Land Use and Zoning Recommendations

- Rezone Loehmann's Plaza from the CR 1.5 C0.75 R1.0 H-75 zone to the CR 1.75 C0.5 R1.5 H-75 zone to promote mixed-use development and to contribute to the Sector Plan's public benefits and amenities, including parks and affordable housing (Map 27).
- Confirm the R-20 zone for the Walnut Grove Condominium.
- Confirm the R-30 zone for the Oxford Square White Flint property.
- Confirm the EOF 1.5 H-75 zone for the office building on Parklawn Drive.
- Confirm the Montgomery County owned property to the R-60 zone.



Map 26: Loehmann's Plaza-Existing Zoning

Map 27: Loehmann's Plaza-Proposed Zoning

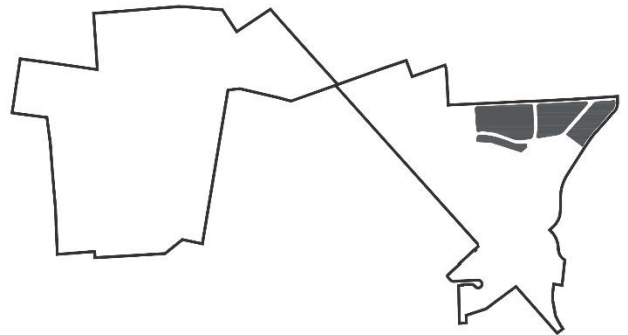
Design and Connectivity Recommendations

Redevelopment of the Loehmann's Plaza property must:

- Create development that could serve as a center of community for surrounding residential clusters.
- Focus redevelopment along Randolph Road and Parklawn Drive, to enhance this location as an entrance to the Randolph Hills area.
- Provide a mix of uses and development types.
- Consider placing lower density development along Putnam Road, to transition to the adjacent single-family residential community.
- Consider internal roads and pedestrian connections, including a potential extension of Macon Road to Parklawn Drive, and a connection to Lauderdale Drive to the north.
- Provide a ¾ acre neighborhood green urban park on this property.

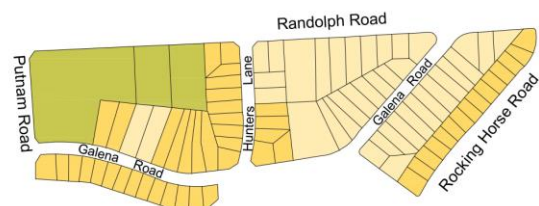
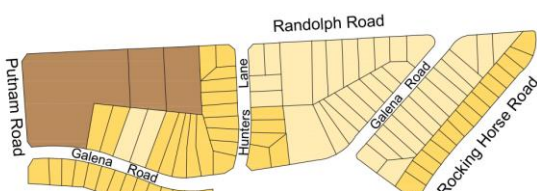
Area 2: Montrose Baptist

This area includes the Montrose Baptist Church, Montrose Christian School, and single-family residences between Putnam Road and Rocking Horse Road, in the Randolph Hills community. A Local Map Amendment (G-964) rezoned 8.76 acres, including the Montrose Christian School and Montrose Baptist Church properties, from the R-60 and R-90 zones to the RT-15 zone (Map 28). This development is limited to the 109 residential townhouses (Map 29).



Land Use and Zoning Recommendations

- Rezone the Montrose Baptist Church and Christian School properties from the RT-15 zone to the TMD zone.
- Confirm the R-90 and R-60 zones for the single-family dwellings within this area.



Map 28: Montrose Baptist-Existing Zoning

Map 29: Montrose Baptist-Proposed Zoning

Area 3: Rocking Horse Road Center

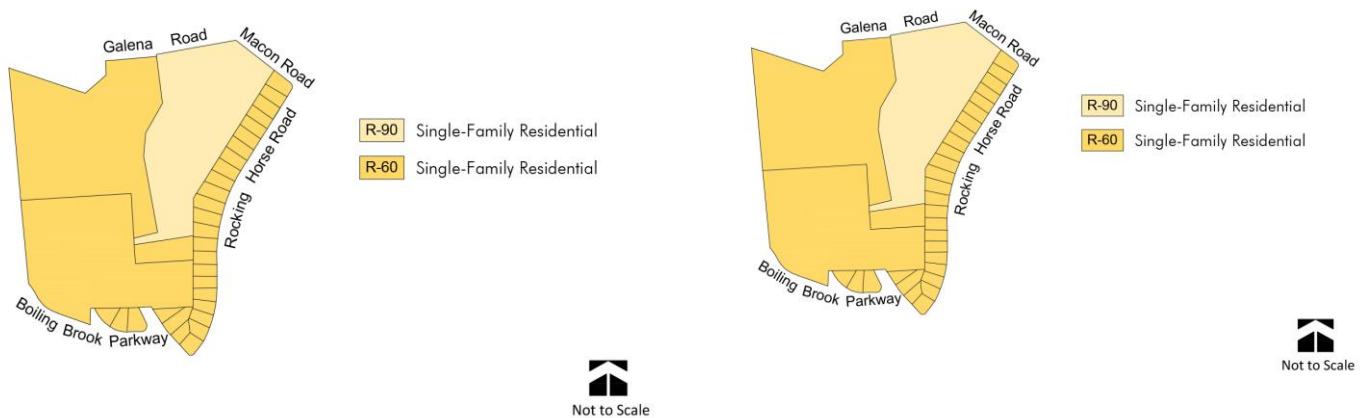
Charles E. Smith Jewish Day School (Upper School), the Montgomery County Board of Education owned Rocking Horse Road Center, and single-family residential dwellings along Rocking Horse Road in the R-60 and R-90 zones, are the primary uses in this 31.9-acre area (Map 30).

The Charles E. Smith Jewish Day School property has a long-term lease with Montgomery County, and the Rocking Horse Road Center functions as an office building, including international student admissions, for Montgomery County Public Schools (MCPS). These publicly owned properties are not in the Walter Johnson School Cluster; both properties are in the Downcounty Consortium. The 1992 Master Plan also indicated public ownership for both properties, and the potential to reclaim these school buildings for future use.

If the Rocking Horse Road Center offices relocate, this Plan recommends that MCPS utilize this property as an elementary school site with a park. This change would entail MCPS adjusting the Downcounty Consortium and Walter Johnson Cluster boundaries to accommodate this property as a school site that could relieve capacity problems within the Walter Johnson cluster.

Land Use and Zoning Recommendations

- Confirm the R-90 zone for the Rocking Horse Road Center property.
- Confirm the R-60 zone for the Montgomery County owned Charles E. Smith Jewish Day School (Upper School) property.
- Confirm the R-90 and R-60 zones for the single-family dwellings in this area (Map 31).



Map 30: Rocking Horse Road-Existing Zoning

Map 31: Rocking Horse Road- Proposed Zoning

HOUSING

New residential development in the White Flint 2 Sector Plan is guided by the *General Plan Refinement* (1993) that recommends compact, mixed-use development and transit served centers in the I-270 Corridor. Residential development is further supported by the *Housing Element of the General Plan* (2011), including conserving existing neighborhoods and housing stock, and concentrating new housing in mixed-use, transit-oriented areas.

Among the Housing Element policies and objectives are to:

- Concentrate most new housing near public transportation and provide easy, multi-modal connections to jobs, schools, shopping, recreation, and leisure activities.
- Increase infill housing opportunities in suburban office parks, shopping centers, and other underused properties.
- As older strip commercial areas and surface parking lots are redeveloped, include housing and improve non-vehicular connectivity through the most direct pedestrian and bike routes between homes, jobs, retail, recreation, schools, and public services.
- Ensure that infill development complements existing housing and neighborhoods.
- Ensure that all master plan and sector plan amendments address the need for housing for low, moderate, and middle income households, and promote specific strategies to meet that need including height and density incentives and flexibility.

To meet future needs and to contribute to the County's long-term vitality, this Sector Plan recommends mixed-use residential development at transit-oriented areas and other strategic locations. This Plan establishes new mixed-use residential development in proximity to existing Metro stations and along Rockville Pike (MD 355); provides for infill residential development in the Executive Boulevard office park; and creates some smaller neighborhood mixed-use centers. These recommendations, along with retaining existing multi-family residential development, will contribute to implementing the Housing Element policies and objectives.

Affordable Housing

Montgomery County's population is anticipated to add another 200,000 residents by 2040 creating the need to provide additional affordable housing, including Moderately Priced Dwelling Units (MPDUs). Current MPDU regulations require any residential development greater than 20 units must provide at least 12.5 percent of residential units for households earning up to 65 percent of the area median income.

Most of the existing multi-family residential developments are not subject to the County's Moderately Priced Dwelling Unit (MDPU) since they predate the MPDU law. Only the Morgan Apartments are subject to the MPDU provision and that agreement is subject to expire in 2017. 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 their highest priority public amenity.

White Flint 2 has a majority of multifamily residential development with smaller amounts of residential townhouses and single-family residential dwellings. There are seven multifamily residential developments in the Plan area, including five rental residential developments and two residential condominiums. The Miramont Apartments, the Morgan Apartments, Randolph Square, and Walnut Grove, which is a residential condominium, are in the R-20 zone. Oxford Square at White Flint is in the R-30 zone. The Monterey and Midtown North Bethesda, another residential condominium, are in the Commercial Residential Transition (CRT) zone and the Commercial Residential (CR) zone, respectively.

The average age of the five multi-family rental buildings is 38 years old. The older age of the supply in White Flint 2 creates a “natural affordability,” meaning units are affordable to households earning under the median Area Median Income (AMI). As buildings age and new housing is built, the existing older units will filter down to more affordable rent levels.

Multifamily residential rents for White Flint 2 are affordable to households who earn 60 percent to 109 percent of the Washington Metropolitan Region’s AMI. Using a weighted average based on the units and bedroom size per development, the average apartment in White Flint 2 is affordable to a household earning 83 percent AMI. The age of the supply in White Flint 2 also provides a diverse unit supply as older units tend to be larger in both square footage and number of bedrooms. Almost 60 percent of the multifamily units in White Flint 2 have 2 or more bedrooms. Based on the housing analysis developed for this Plan, four of the five rental buildings are market-rate affordable.

Multifamily residential units in White Flint 2 have lower rents, are more affordable and provide for a broader range of residents than residential development in the 2010 *White Flint Sector Plan* area. More than half of the existing multi-family development have units that could accommodate families and persons with special needs. Multifamily residential development in the 2010 *White Flint Sector Plan* area is newer on average, approximately 8 years, and are generally smaller in size than the White Flint 2 Plan area units. Approximately 54 percent of the 2010 *White Flint Sector Plan* area units are one - bedroom units.

Recommendations to promote and persevere affordable housing are:

- Prioritize 15 percent of Moderately Priced Dwelling Units (MDPUs) as the highest priority public amenity for all optional method projects.
- Provide a range of unit types, including for families, seniors, and persons with physical challenges.
- Encourage innovative building conversion, including non-residential to residential development.
- Preserve affordable housing through the use of tax credits and other financing tools.
- Create public-private partnerships between public, private and philanthropic institutions.

Increasing density or changing the multi-family zones to a mixed-use zone would likely result in future redevelopment that reduces or eliminates the amount of market rate affordable units. Therefore, the Sector Plan recommends maintaining the existing multi-family residential development zones to retain existing affordable housing.

SUSTAINABILITY

Recommendations for environmental sustainability contribute to long-term economic productivity, physical and mental health and well-being, social equity, and efficient use of resources. Many of these recommendations dovetail perfectly with the 2010 *White Flint Sector Plan's* vision to create a compact, walkable, active, mixed-use community that is near transit and existing infrastructure.

This Plan envisions a built environment that contributes to cleaning the air and water, conserving energy and generating clean energy on-site. It aspires to reach a net-zero energy goal where the amount of energy generated balances with the amount of energy consumed. The Plan seeks to improve tree canopy coverage to 40 percent within the Plan area, and to extend green landscapes and open spaces throughout the community.

Sustainable development always begins by identifying and preserving the most important existing natural resources.

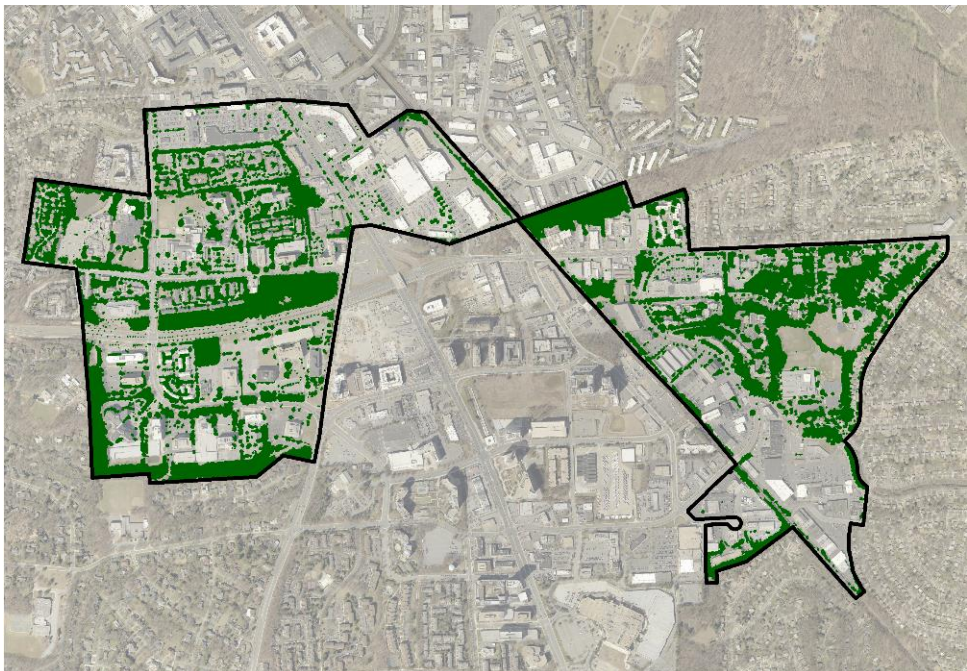
Preserving and Enhancing Natural Resources

Sustainable communities are built from the existing framework of natural resources in the community. The most significant natural resources in White Flint 2 are the forested stream buffer along Neilwood Creek-Old Farm on the southern edge of the planning area, and some forest areas along Montrose Parkway (Map 31). While some of the areas along Montrose Parkway are ultimately slated for the roadway extension, portions of the existing forest will be incorporated into a shared-use trail connection that joins with the existing shared-use path along the northern edge of the road.

Recommendations

- Preserve the existing forested stream buffer south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Preserve portions of the existing forest northeast of Montrose Parkway and East Jefferson Street and integrate it into the setting of a shared use path connecting west to the existing shared-use path along the Parkway.
- Establish green connections east to Rock Creek Stream Valley Park, west to Cabin John Stream Valley Park, and south to the Luxmanor Elementary School and Park.
- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green space.

Map 32: Existing White Flint 2 Tree Canopy



Map 33: Existing White Flint 2 Impervious Cover



Water Quality

The eastern portion of the Plan area drains to the lower Rock Creek watershed, while the western portion drains to the Cabin John watershed (Map 34). Biological monitoring at sampling stations downstream of the Plan area have documented poor to fair water quality over the past two decades that is typical of older developed watersheds. Factors contributing to water quality degradation include loss of forested land and increases in impervious surfaces. Approximately 56 percent of the Plan area is covered by impervious surfaces.

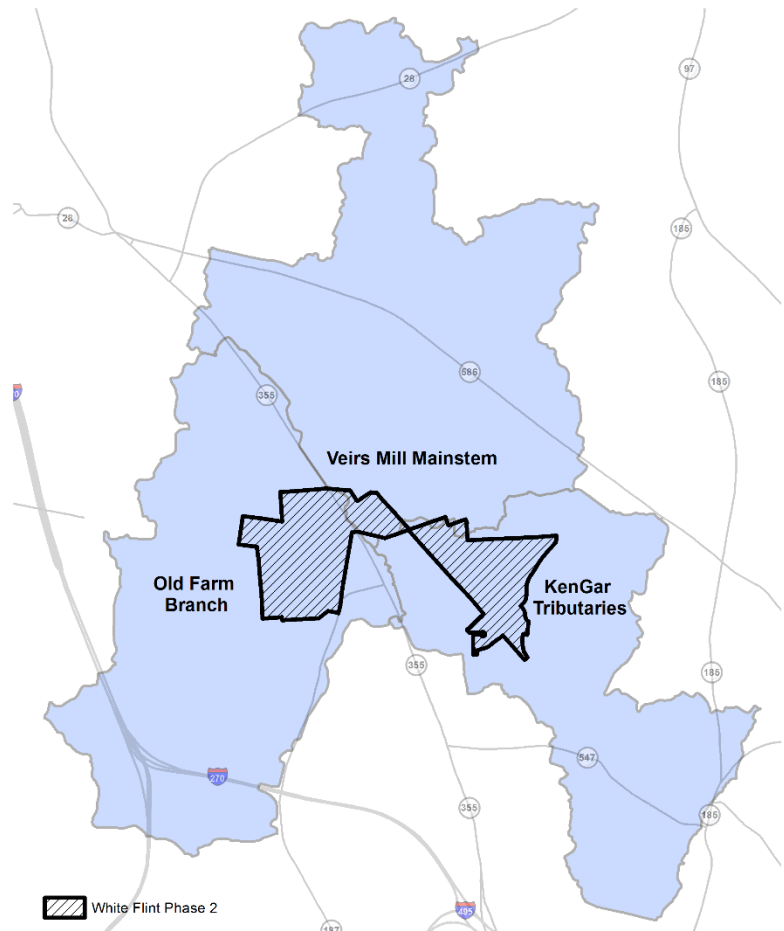
Impervious surfaces, such as surface parking lots, seal off the soil layer that naturally filters rainwater and infiltrates it back into the water table to feed streamflow (Map 33).

Water quality can be improved by reducing impervious areas where feasible, and by intercepting, detaining and treating stormwater and infiltrating it back into the water table. Stormwater interception, detention and treatment can be accomplished through stormwater treatment facilities and by increasing tree canopy coverage.

Recommendations

- Prioritize environmental public benefit points for tree canopy cover in the CR, CRT and EOF zones.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas.
- Minimize imperviousness/maximize pervious areas wherever feasible.
- Increase forest and tree cover.
- Use native plants that require less watering and fertilization in landscaped areas, and use rainwater for watering planted areas.
- Encourage green features (softscaping) in required open space areas and the public realm.
- Where surface parking is retained, introduce improvements to make them more environmentally benign.
 - Introduce or improve tree cover.

Map 34: White Flint 2 Subwatersheds



- Improve stormwater management.

Air Quality and Managing Carbon Emissions

In 2008, Montgomery County adopted Bill 32-07 that established a goal to reduce County-wide greenhouse gas emissions to 80 percent below the amount in the base year of 2005, including a plan to stop increasing County-wide greenhouse gas (ghg) emissions by 2010 and to achieve a 10 percent reduction every 5 years through 2050. Greenhouse gas emissions levels are determined by estimating the greenhouse gas (ghg) emissions from construction and operation of the projected development.

Embodied energy emissions, building energy emissions, and transportation emissions are the three main components of greenhouse gases used in projecting total emissions for an area. Embodied emissions are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance. Building energy emissions are created in the normal operation of a building, including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc. Recommendations to reduce emissions in these three areas are consistent with recommendations in the *Montgomery County Climate Protection Plan* (Montgomery County Department of Environmental Protection, January 2009).

The causes of degraded air quality and carbon emissions are closely linked, and recommendations to improve air quality and to reduce carbon emissions overlap. Burning fossil fuels to power vehicles, homes, and businesses releases fine airborne particulates that cause and exacerbate respiratory illnesses. Fossil fuel combustion also emits the precursors of ground-level ozone, which is created in sunlight and catalyzed by higher air temperatures. Carbon emissions implicated in climate change are also released when fossil fuels are burned. Improving urban air quality and reducing carbon emissions involves focusing on reducing vehicle miles traveled, reducing building energy consumption, increasing clean energy generation, sequestering carbon, reducing urban heat island effect, and filtering pollutants from the air. The relatively compact, mixed-use development recommended in the *White Flint 2 Sector Plan*, and the proximity of the White Flint Metro Station, will help reduce per-capita carbon emissions and improve air quality.

Enhancing the pedestrian and bicycling infrastructure also contributes significantly to improving air quality and climate protection. Providing high-quality, connected bikeways and pedestrian environments gives people an alternative to traveling everywhere by automobile, reducing vehicle miles travelled. This reduces air pollution, energy consumption, and carbon emissions, as well as providing healthful exercise.

Recommendations

- Increase forest and tree cover.
- Retain the 3.5 acre wooded area on the Wilgus property as a significant forest resource.
- Include building design features that keep roofs cool, such as green roofs or cool roofs.

- Encourage green features (softscaping) in required open space areas and the public realm.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Use native vegetation in landscaping and tree planting to sequester carbon and reduce urban heat island effect.
- Look for opportunities for on-site renewable energy generation.
- Promote site and building design for energy conservation.
 - Consider block and building orientation to maximize passive solar heating and lighting, and to offer optimal siting for solar energy generation
 - Consider building construction design, materials and systems to save energy.
- Provide improvements and facilities that discourage people from driving.
 - Provide links to transit.
 - Improve bikeability and walkability through human-scale block sizes, through-block connections, paths and sidewalks, and an attractive bicycle network.
- Consider using solar panels on parking lots to shade parking spaces and generate clean energy.
- Maximize LEED or other national rating standards for the conservation of energy.

Water and Sewer Service

The *White Flint 2 Sector Plan* area is within the approved envelopes for public water and sewer service. There are potential sewer capacity issues in the Cabin John trunk sewer downstream of the plan area. Recent approvals of the Pike & Rose development in the adjacent 2010 White Flint Sector Plan area have required capacity improvements in the Cabin John sewer system downstream of the site. A substantial portion of the White Flint 2 plan area will discharge to the same sewer system. According to the Washington Suburban Sanitary Commission (WSSC), trunk line capacities will be evaluated based on WSSC standard procedures at the development review stage. Local and/or Capital Improvements Program (CIP)-size sewer system improvements may be required, to be determined by WSSC on a case-by-case basis. The developer(s) may be responsible for design and construction, but could be eligible for full or partial reimbursement through WSSC's System Development Charge Credits for any CIP-size improvements made.

Noise

The *White Flint 2 Sector Plan* area contains transportation infrastructure capable of generating intrusive levels of noise that can affect health and quality of life. This infrastructure includes major highways and arterial roads and a railroad right-of-way, including an at-grade crossing on Randolph Road. A portion of the planned extension of Montrose Parkway will also traverse this area in the future.

While the County's Noise Control Ordinance and the Planning Board's *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development* will be applied to all preliminary and site plans during the development review process, this Sector Plan

identifies the above-mentioned sources of excessive noise generation that should be considered when making land use recommendations and formulating development plans. The noise and vibration generated by the railroad and by warning whistles at the at-grade crossing at Randolph Road will be difficult to attenuate. This Plan recommends retaining the existing light industrial and commercial land uses along the CSX rail line as more noise-compatible uses than residential developments. If residential development is proposed along the CSX rail corridor under a floating zone in the future, extensive noise attenuation approaches, including site design and construction techniques and materials, will be required.

Specific District Recommendations

Executive Boulevard

The Executive Boulevard Office Park is an older suburban office park model that concentrates single land uses and is designed for automobile access. This 90-acre district is not pedestrian or bicycle-friendly, and the large impervious surface parking areas have little to no forest or tree canopy. The forested stream buffer adjacent to the south, including the Neilwood-Old Farm stream, and west of the office park has been largely preserved. It serves to protect water quality and create a buffer to the single-family neighborhood on the south side of the stream. This stream buffer should be preserved and enhanced wherever possible. Redevelopment plans that locate green open spaces adjacent to the stream buffer are encouraged.

The Executive Boulevard Office Park area could transform through infill development or redevelopment into a lushly planted, sustainable office park, if green neighborhood design principles and best practices can be introduced and coordinated between adjacent land owners.

Recommendations

- Retain the existing woodland/trees in the southern and western area in Executive Boulevard South, adjacent to the Luxmanor residential community, as well as the Neilwood-Old Farm stream.
- Develop a path/trail in the Executive Boulevard South area and minimize any encroachment into the stream and environmental buffer.
- Promote the incorporation of sustainable design principles and sustainability initiatives, such as STAR Communities, Eco District, and LEED ND standards.

Parklawn South

The Parklawn South district harbors an older light industrial area adjacent to the CSX railroad tracks. The light industrial area is largely compatible with the noise and vibration caused by trains. The industrial and commercial development here features a large expanse of asphalt paving with little or no stormwater controls and virtually no tree canopy cover.

This Plan recommends retaining industrial uses in the Parklawn South district. The Plan's recommendation to allow infill development under a floating zone for this area could offer

opportunities to improve stormwater management and tree cover through the development review process.

For areas that remain in industrial uses, this Plan encourages landowners to work with Montgomery County government to make the existing land uses more sustainable. The County offers incentives and cooperative programs to introduce or improve stormwater management, tree cover, clean energy generation, and energy conservation into existing commercial developments. The County is working to formalize a comprehensive approach to greening older commercial areas.

Recommendations

- Integrate stormwater management and tree canopy in the infill development on Randolph Hills Shopping Center. The tree canopy coverage goal for the redeveloped shopping center should be 15-20 percent.

Cherington

The Cherington area, which is north of Montrose Parkway, features four vacant properties, the Cherington residential townhouses, and a gas station. An existing Shared Use Path provides east-west pedestrian and bikeway access along the northern portion of Montrose Parkway. This Plan recommends the development to some of the vacant properties and retaining one parcel as a linear park.

Recommendations

- Retain a portion of the existing woodland/trees on the Wilgus property to support the Parks open space recommendation, forest retention and tree canopy and carbon mitigation.

MOBILITY

The White Flint 2 Plan area is served by major north-south highways, including a segment of Rockville Pike (MD 355) and Old Georgetown Road (MD 187). Executive Boulevard and Randolph Road provide additional east-west movement in the Plan area. A segment of the future Montrose Parkway East is within the Plan area, as well as a portion of the CSX rail tracks. The adjacent 2010 *White Flint Sector Plan* recommended a new street network; the transformation of Rockville Pike into an urban boulevard with Bus Rapid Transit (BRT) options; and a bikeway network to create a multi-modal environment.

This Plan supports and continues the transformation of Rockville Pike as contemplated in the 2010 White Flint Sector Plan.

This Plan envisions a safe and efficient multi-modal transportation network that focuses on improving connectivity within the Plan Area, as well as with adjacent residential neighborhoods, the 2010 *White Flint Sector Plan* area, the 2009 *Twinbrook Sector Plan* area, and the City of Rockville. Some of the transportation improvements in the White Flint Sector Plan area, such as the Western Workaround and the new Metro station entrance, are likely to benefit development in the Executive Boulevard and Montrose North-Rockville Pike Districts. This Plan is guided by the following principles:

- Improve the street grid, particularly on the western side of the Plan Area, which will contribute to dispersing vehicular traffic from Rockville Pike (MD 355), Old Georgetown Road (MD 187), and Executive Boulevard/East Jefferson Street. New streets will break up larger parcels into smaller blocks to encourage greater pedestrian and bicycling activity and support the urban design and land use vision.
- Reduce single occupancy vehicle usage by focusing on compact and mixed land uses, aggressive transportation demand management (TDM) strategies, and improved connections to the existing and future transit.
- Establish a safe and low-stress bicycle network that provides continuity with the infrastructure planned to be constructed in adjacent Plan areas.

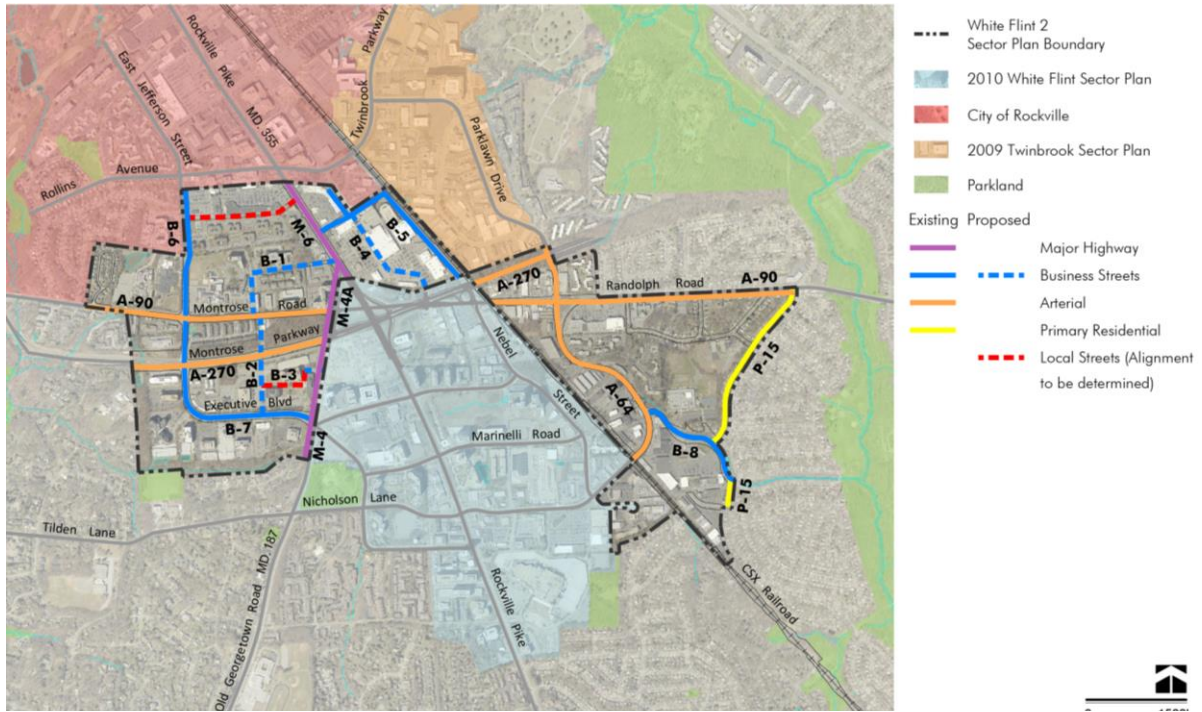
Street Network

In addition to the redesign of Rockville Pike as an urban boulevard with Bus Rapid Transit (BRT), this Plan recommends providing enhanced street connections within the Plan area to benefit all street network users, including pedestrians and bicyclists. To improve circulation west of Rockville Pike and Towne Road, new streets are recommended to create more walkable and buildable blocks. These streets also augment the 2010 *White Flint Sector Plan* street network, including the extension of Rose Avenue. Given the land use recommendations of this Plan to retain light industrial properties adjacent to the CSX rail tracks, coupled with the physical challenges and public expense of crossing the CSX tracks, no new streets are recommended east of the CSX tracks.

Street network recommendations are the following:

- Extend Hubbard Drive westward from Rockville Pike (MD 355) from its current terminus onto the Hebrew Home property, during its future infill development, to provide greater vehicular and pedestrian connectivity through this large property. This road should be classified as a business street (B-1) (Map 35 and Table 2).
- Construct a new local north-south street from Executive Boulevard north past Montrose Parkway and Montrose Road through the curb cut at Stonehenge Place to the future Hubbard Drive Extension to provide greater vehicular and pedestrian connectivity through the large-sized blocks. This road should be classified as a business street (B-2).
- Reclassify East Jefferson Street from an arterial (A-271) to a business street (B-6).
- Assign the business street classification (B-5) to Bou Avenue between Rockville Pike (MD 355) and Chapman Avenue. Bou Avenue/Nebel Street is already classified as a business street (B-5) east of Chapman Avenue.
- Extend Rose Avenue from its terminus with Towne Road onto the Willco property in the Executive Boulevard North area as a business street (B-3).
- Improve vehicular, bicycle, and pedestrian inter-parcel connections between adjacent properties north of Montrose Road.
- Convert Chapman Avenue (B-4) on the Montrose Crossing property from a private business street to a public business street. This road will provide an important public connection from Bou Avenue and the City of Rockville to future Montrose Parkway, Randolph Road, and the 2010 *White Flint Sector Plan* area.
- Expand the Urban Road Code boundary to include the entirety of this Plan. The current Urban Road Code boundary includes portions of the Plan area (north of Executive Boulevard, west of CSX tracks, entire segment of MD 355) plus all the 2010 *White Flint Sector Plan* area (Map 36).

Map 35: Existing and Proposed Street Network



Map 36: Montgomery County Urban Road Code Areas: White Flint and Twinbrook

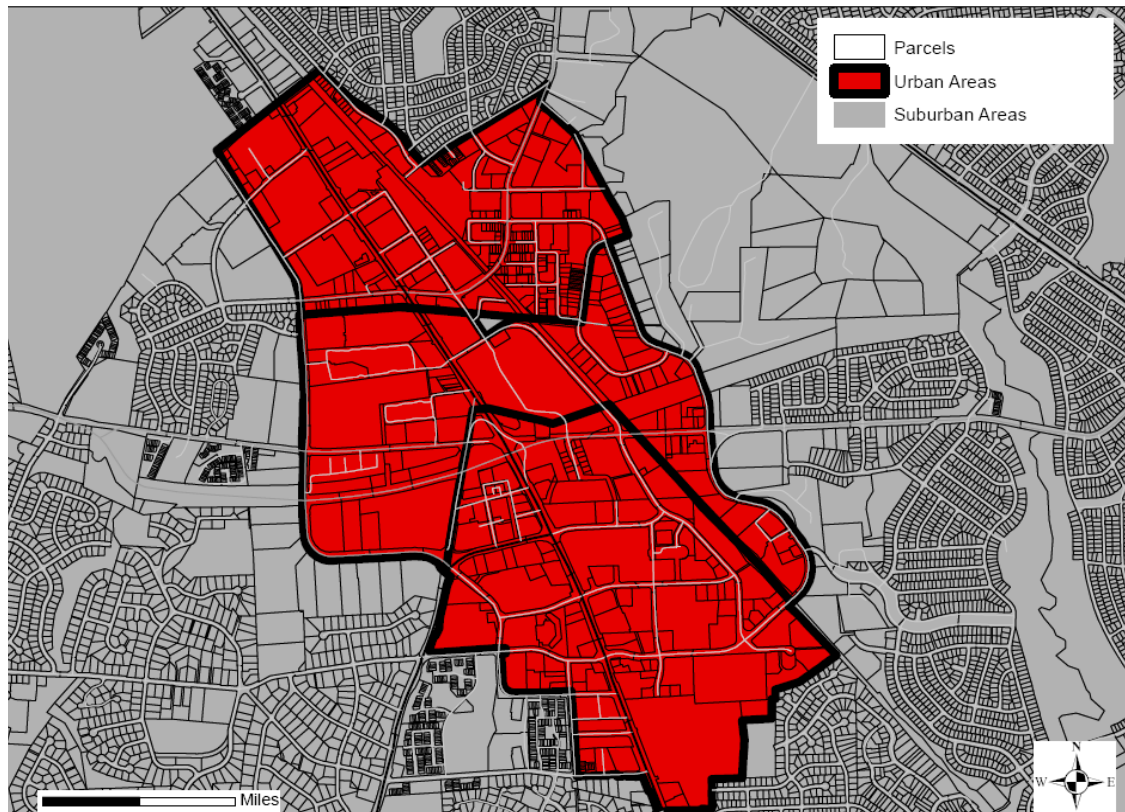


Table 2: Street and Highway Classification

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet) ²	Number of Through Travel Lanes ³	Design Standard ⁴
Major Highways						
Old Georgetown Road (MD 187)	Sector Plan southern boundary (north of Nicholson Lane)	Towne Road / Executive Boulevard	M-4	150	6, divided	2008.02 modified
Towne Road (formerly Hoya Street)	Executive Boulevard / Old Georgetown Road	Rockville Pike (MD 355) (Sector Plan southern boundary)	M-4a	120	4, divided	2008.01 modified
Rockville Pike (MD 355)	Northern Boundary of 2010 White Flint Sector Plan	Sector Plan northern boundary / Rockville city limits (south of Rollins Avenue)	M-6	162	6, divided	2008.02 modified
Arterials						
Parklawn Drive	Montrose Parkway (Sector Plan northern boundary)	CSX tracks (beginning of Nicholson Lane)	A-64	80	4	2004.01 Modified

² Reflects minimum right-of-way, and may not include lanes for turning, parking, acceleration, deceleration or other purposes auxiliary to through travel. Rights-of-way are considered to be measured symmetrically based upon roadway right-of-way centerline.

³ The recommended number of lanes refers to the number of planned through travel lanes for each segment.

⁴ Modified indicates that some modification is needed to the referenced design standard to reflect planned elements, such as bike lanes or turn lanes.

The target design speed for all roadways in the Plan area is 25 miles per hour, except for Montrose Parkway, which has a target speed of 35 miles per hour.

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet) ²	Number of Through Travel Lanes ³	Design Standard ⁴
Montrose Road	East Jefferson Street	Towne Road	A-90	80	4	2004.01
Montrose Road	Sector Plan western boundary (west of Montrose Village Terrace)	East Jefferson	A-90	80	4, divided	2004.01
Randolph Road	CSX tracks (west of Parklawn Drive)	Rocking Horse Road (Sector Plan eastern boundary)	A-90	100	4	2004.05
Montrose Parkway	CSX tracks (west of Parklawn Drive)	Parklawn Drive (Sector Plan eastern boundary)	A-270	300	4, divided	2007.01 modified
Montrose Parkway	Sector Plan western boundary (west of Towne Road)	East Jefferson	A-270	130	4, divided	2007.01 modified
Montrose Parkway	East Jefferson	Western boundary of Sector Plan	A-270	300	4, divided	2007.01 modified
Business Streets						
Hubbard Drive	Rockville Pike (MD 355)	JCC property	B-1	60	2	2005.01
Hubbard Drive Extension	Approximately 672 feet on the JCC property	New North South Connector Road	B-1	60	2	2005.01
North-South Connector Road	Executive Boulevard	Hubbard Drive Extension	B-2	60	2	2005.01

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet) ²	Number of Through Travel Lanes ³	Design Standard ⁴
Rose Avenue Extended	Towne Road	Wilco Property	B-3	70	2	2005.02
Chapman Avenue	Sector Plan northern boundary / Rockville city limits (south of Twinbrook Parkway)	Montrose Parkway (Sector Plan southern boundary)	B-4	70	2	2005.02
Bou Avenue	Rockville Pike (MD 355)	Chapman Avenue	B-5	70	2	2005.02
Bou Avenue	Chapman Avenue	Nebel Street	B-5	80	4	2005.03 modified
Nebel Street	Bou Avenue	Montrose Parkway (Sector Plan southern boundary)	B-5	80	4	2005.03 modified
East Jefferson Street	Executive Boulevard (traffic signal south of Montrose Parkway)	Rockville city limits (south of Rollins Avenue)	B-6	80	2	2005.02 modified
Executive Boulevard	East Jefferson Street (traffic signal south of Montrose Parkway)	Old Georgetown Road (MD 187) / Towne Road	B-7	120	4, divided	2005.04 modified
Boiling Brook Parkway	Parklawn Drive	Schuykill Road (Sector Plan eastern boundary)	B-8	80	4	2005.03 modified
Primary Residential Streets						

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet) ²	Number of Through Travel Lanes ³	Design Standard ⁴
Rocking Horse Road	Randolph Road	Boiling Brook Parkway	P-15	70	2	2003.09
Schuykill Road	Boiling Brook Parkway	Wyaconda Road (Sector Plan southern boundary)	P-15	70	2	2003.09

Transportation Standards

This Plan recommends modifying the Local Area Transportation Review (LATR) intersection congestion standard for the Plan area, adjusting it from 1550 Critical Lane Volume (CLV) to 1600 CLV. Modifying the CLV standard in this manner would mirror the City of Rockville CLV standard, which is also 1600, but it will be lower than the 1800 CLV standard in the Twinbrook and White Flint Metro Station Policy Areas (MSPAs).

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 that funds transportation infrastructure required for the staging recommendations in the Plan. Adjusting the CLV standard for the White Flint 2 Plan area will be consistent with the County’s transportation policy of accepting higher levels of traffic congestion in urban areas, which are areas in proximity to existing and future transit.

Bicycle and Pedestrian Network

This Plan envisions a safe and comfortable network of physically separated bicycle lanes in the portions of the Plan area anticipated to transition to a more urban environment. The bikeway classifications listed in Table 3 will provide a network of bikeways that provide connectivity between the White Flint Plan areas and City of Rockville. The following recommendations are intended to encourage further development of a high-quality bicycle network and pedestrian environment.

- Provide linkages to existing and proposed public transit facilities, as well as to outlying bicycle and trails networks by implementing the planned bicycle network as shown in Map 37 and discussed further in Table 3.
- Expand the current White Flint Bicycle and Pedestrian Priority Area boundary to include the Plan area. Bicycle and Pedestrian Priority Areas are official County (BiPPA) and State (BPPA) designations that facilitate the allocation of funds for bicycle and pedestrian improvements on their respective roadway networks.

- Expand bikeshare infrastructure into the Plan area concurrently with the introduction of bikeshare to the 2010 *White Flint Sector Plan* area.
- Remove the Executive-Tilden Connector shared use path (EB-25) from the *Countywide Bikeways Functional Master Plan*. This path is being replaced by proposed natural surface trails on the back sides of properties along the southern/western edges of the Executive Boulevard corridor.
- All intersections should be designed as protected intersections to provide the safest crossings for bicyclists and pedestrians.

Map 37: Existing and Proposed Bikeway Network

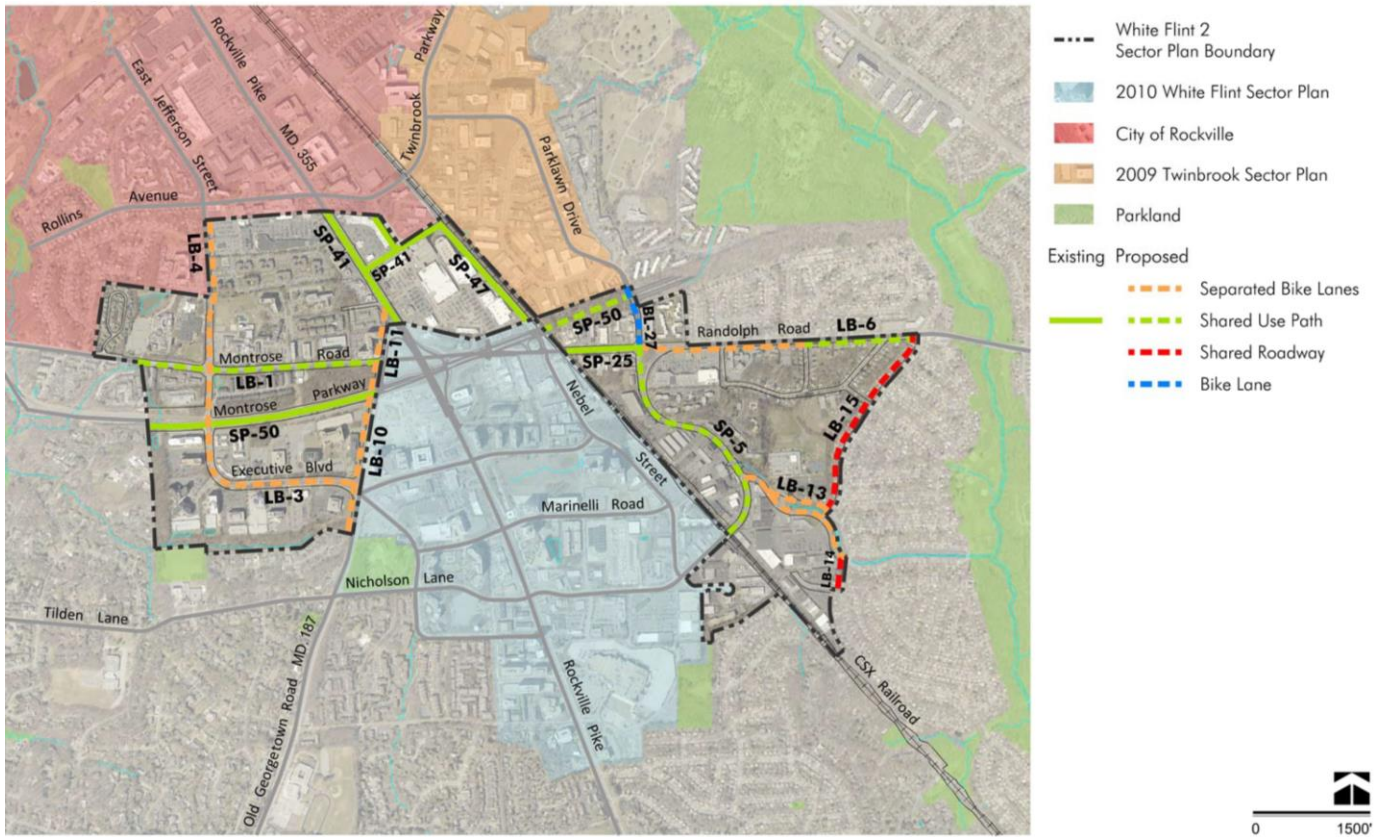


Table 3: White Flint 2 Bikeway Network

Name and Type*	From	To	Route Number	Status
Shared Use Paths				
Montrose Road	Sector Plan western boundary (west of Montrose Village Terrace)	Towne Road	LB-1	Proposed
Nebel Street	Bou Avenue (midblock east/south of Target)	Montrose Parkway (Sector Plan southern boundary)	SP-47	Existing
Bou Avenue	Chapman Avenue	Nebel Street (midblock east/south of Target)	SP-47	Existing
Bou Avenue	Rockville Pike	Chapman Avenue	SP-41	Existing
Rockville Pike (MD 355)	Sector Plan southern boundary	Rockville City limits	SP-41	Existing
Montrose Parkway	Sector Plan western boundary (west of East Jefferson Street)	Towne Road	SP-50	Existing
Montrose Parkway-East	CSX tracks (west of Parklawn Drive)	Parklawn Drive (Sector Plan eastern boundary)	SP-50	Proposed
Parklawn Drive	Sector Plan northern boundary (Montrose Parkway)	CSX tracks (beginning of Nicholson Lane)	SP-51	Proposed
Randolph Road	CSX tracks	Parklawn Drive	SP-25	Existing
Randolph Road	Hunters Lane	Rocking Horse Road (Sector Plan eastern boundary)	LB-6	Proposed
Separated Bike Lanes				
Executive Boulevard	East Jefferson Street (traffic signal south of Montrose Parkway)	Old Georgetown Road (MD 187) / Towne Road	LB-3	Proposed
East Jefferson Street	Executive Boulevard (traffic signal south of Montrose Parkway)	Rockville city limits (south of Rollins Avenue)	LB-4	Proposed
Randolph Road	Parklawn Drive	Hunters Lane	LB-6	Proposed
Randolph Road		Rocking Horse Road (Sector Plan eastern boundary)		

Name and Type*	From	To	Route Number	Status
Towne Road (formerly Hoya Street)	Executive Boulevard / Old Georgetown Road	Rockville Pike (MD 355) (Sector Plan southern boundary)	LB-11	Proposed
Boiling Brook Parkway	Parklawn Drive	Schuykill Road (Sector Plan eastern boundary)	LB-13	Proposed
Bike Lane				
Parklawn Drive	Randolph Road	Montrose Parkway	BL-27	Proposed

* An update to the *Countywide Bikeways Functional Master Plan* is currently underway. Route numbers, facility types, boundaries, and terminology may be changed during that process.

Transit Network

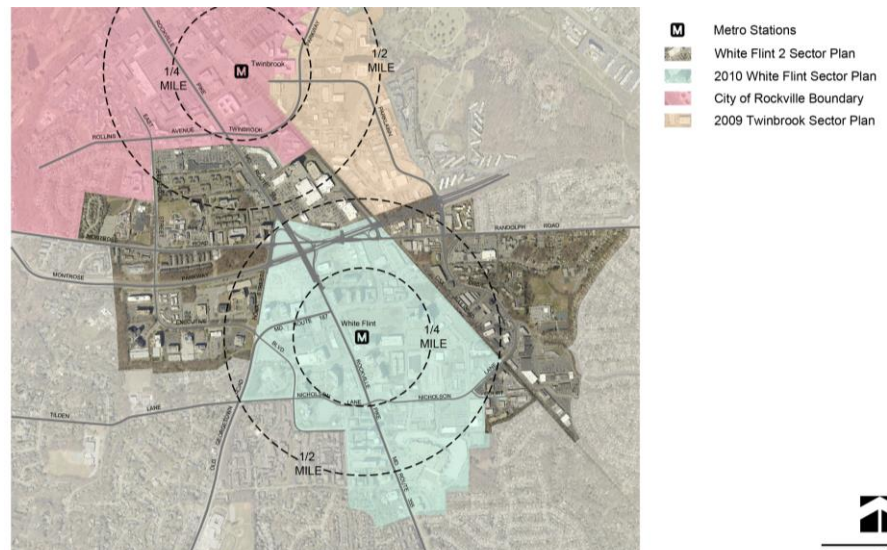
The White Flint 2 Plan area is uniquely located between the White Flint Metro Station and the Twinbrook Metro Station. A large segment of the Montrose North-Rockville Pike District is within a ½ mile from the Twinbrook Metro Station, and the western portion of the Plan area, especially the Executive Boulevard district, is within ¾ mile from the existing White Flint Metro Station (Map 38).

The future second White Flint Metro Station entrance at Rockville Pike (MD 355) and Old Georgetown Road (MD 187) will further improve walkability within the Plan area, especially in the Executive Boulevard District and Montrose North-Rockville Pike District, to approximately ½ mile. A half a mile from transit is a traditional threshold of how far an employee or resident is willing to walk from their office or home to transit.

The 2010 *White Flint Sector Plan* recommended a MARC Station at Nicholson Court. This Plan recommends that the Maryland Transit Administration (MTA) conduct a feasibility study to establish new standards for an infill MARC station along the Brunswick Line. Given the priority to retain light-industrial zone properties in the Plan area, a future MARC station should be in an area that could accommodate mixed-use development and within proximity to the existing and future transit.

The Bus Rapid Transit (BRT) network recommended in the 2013 *Countywide Transit Corridors Functional Master Plan* includes three corridors that are within the Plan area: North Bethesda

Map 38: Proximity to the White Flint and Twinbrook Metro Stations

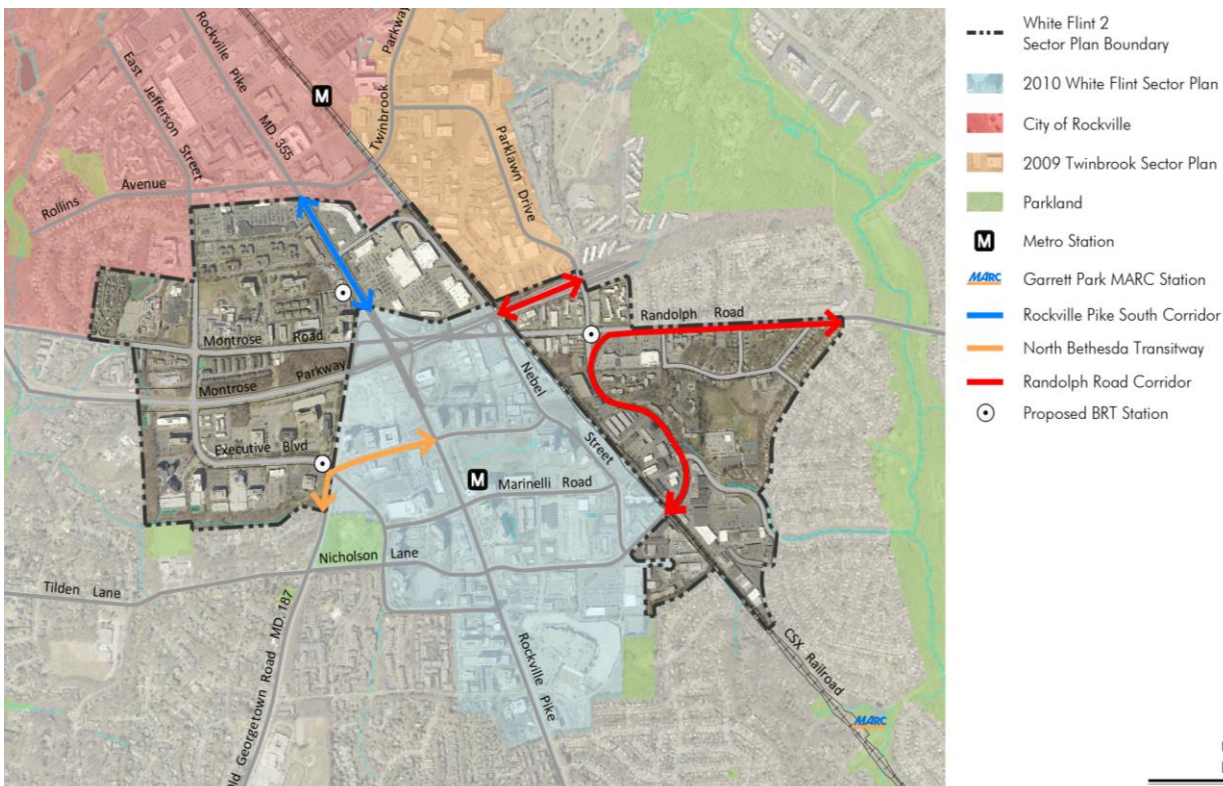


Transitway, Rockville Pike, and Randolph Road. The Rockville Pike BRT route in the Plan area will be within the dedicated lanes of Rockville Pike, and it will link to the multiway boulevard in the City of Rockville. The Maryland State Highway Administration (SHA) is conducting a BRT corridor study that will further 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 39).

A BRT station is recommended at Hubbard Drive and Rockville Pike in the Montrose North-Rockville Pike district; another at the intersection of Old Georgetown Road and Executive Boulevard to serve the Executive Boulevard district; and another BRT station in proximity to 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) through the Plan area, as recommended in the 2013 *Countywide Transit Corridors Functional Master Plan*.
- Support the recommendation that Maryland Department of Transportation (MDOT) Administration conduct a feasibility study for an infill MARC station along the Brunswick Line.
- Implement a circulator or shuttle that provides local service for residents and businesses in the Plan area, adjacent Planning areas, and the White Flint Metro Station.

Map 39: Proposed BRT Routes and Stations



Intersections

Roadway intersections in the Plan area should emphasize pedestrian and bicyclist accommodations, while minimizing additional roadway widening, to promote walkability and achievement of the Non-Auto Driver Mode Share (NADMS) goals. Results from the transportation forecast that was conducted in support of this Plan indicated that some intersections may exceed the Local Area Transportation Review (LATR) standard. Multi-modal mitigation approaches to address this situation, including trip mitigation measures to reduce vehicular demand, are a priority - rather than roadway widening.

This Plan recommends the following intersection modifications:

- Re-align the curved Parklawn Drive section of the intersection with Randolph Road to form a traditional four-way intersection. Realignment on Parklawn Drive will improve pedestrian and bicyclist safety and slow vehicular traffic. It will also support the redevelopment of Loehmann's Plaza, which is located at the southeastern intersection of Parklawn Drive and Randolph Road.
- Remove free right-turn ramps at the following intersections to improve safety for pedestrians and bicyclists at:
 - East Jefferson Street and Montrose Parkway.
 - Montrose Road and Towne Road.
 - Bou Avenue and Chapman Avenue.
 - Old Georgetown Road and Towne Road/Executive Boulevard.

Transportation Demand Management

The White Flint 2 Sector Plan area is located within the North Bethesda Transportation Management District that promotes effective transportation demand management, including transit use, pedestrian and bicycle safety, and Non-Automotive Driver Mode Share (NADMS) goals for the North Bethesda-Garrett Park Plan area. The *North Bethesda/Garrett Park Master Plan* area has an established NADMS goal of 39 percent for employees traveling to jobs in the Plan area. NADMS is the percentage of employees or residents who take work trips via transit (either bus or rail), carpool, walk or bike during the peak travel period.

Based on the 2010 Census and later updated by data derived from the 2009-2013 American Community Survey, the current NADMS for the *White Flint 2 Plan* area is 21.3 percent. This Plan recommends an ultimate 42 percent NADMS goal for the Plan area. This recommendation complements the 2010 *White Flint Sector Plan* that establishes an ultimate 50 percent NADMS for employees and 51 percent NADMS for residential development.

Increasing the NADMS goal for this Plan area is appropriate given its location between two Metro Station areas and in recognition that the area will be served by future BRT routes. In addition, this NADMS goal is consistent with the urbanizing character of this portion of North Bethesda. The NADMS goal will be achievable through a combination of land use (density, diversity and design) and zoning requirements, transit improvements, and supportive Transit

Demand Management (TDM) programs, such as shuttles and bike-sharing in coordination with the North Bethesda Transportation Management District (TMD).

Rockville Pike

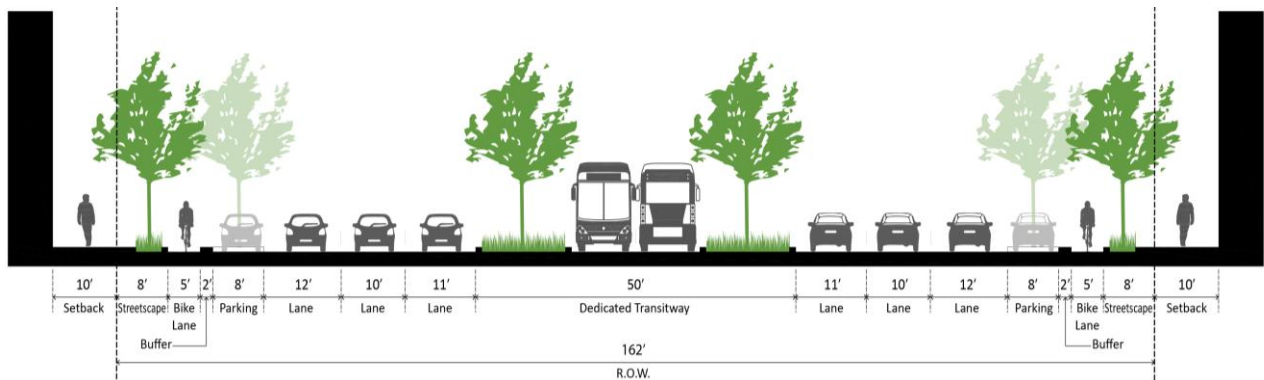
Rockville Pike (MD 355) is a State of Maryland Highway Administration (SHA) managed roadway that serves as the primary north-south roadway between both White Flint Sector Plan areas and the City of Rockville.

This Plan recommends retaining Rockville Pike as a six-lane major highway and extends the 2010 *White Flint Sector Plan* recommendations for an urban boulevard with Bus Rapid Transit (BRT) alternatives within a 162-foot right-of-way (Map 40). The 2013 *Countywide Transit Corridors Functional Master Plan* also recommended a 162-foot right-of-way for the area within this Plan area, along with two dedicated lanes of Bus Rapid Transit (BRT).

Maryland Department of Transportation (MDOT) is conducting a Rockville Pike BRT corridor planning study, including the segments for both White Flint plan areas. This study will consider either curb and dedicated median BRT, along with bikeway accommodation, and provisions to improve the pedestrian environment. A locally preferred alternative will determine after recommended alternatives are analyzed.

The City of Rockville’s 2016 *Rockville Pike Neighborhood Plan* recommends a multiway boulevard with dedicated median BRT for approximately 1.98 miles of Rockville Pike that is north of Bou Avenue. The City’s Plan also recommends converting existing easement areas along Rockville Pike into access roads that are separated from the main travel lanes to minimize curb cuts, provide on-street parking and bikeway accommodations. The *White Flint 2 Sector Plan* cannot recommend access lanes since there are no existing easements to convert into access lanes, and the property impacts on both sides of Rockville Pike would too significant.

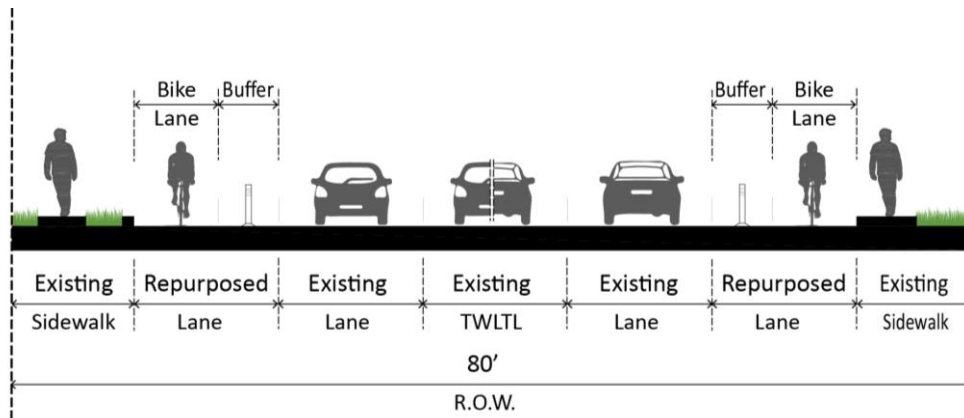
Map 40: Rockville Pike Boulevard Concept with Median BRT



East Jefferson Street

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 to a business street with a protected bikeway 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 with a center turning lane (Map 41).

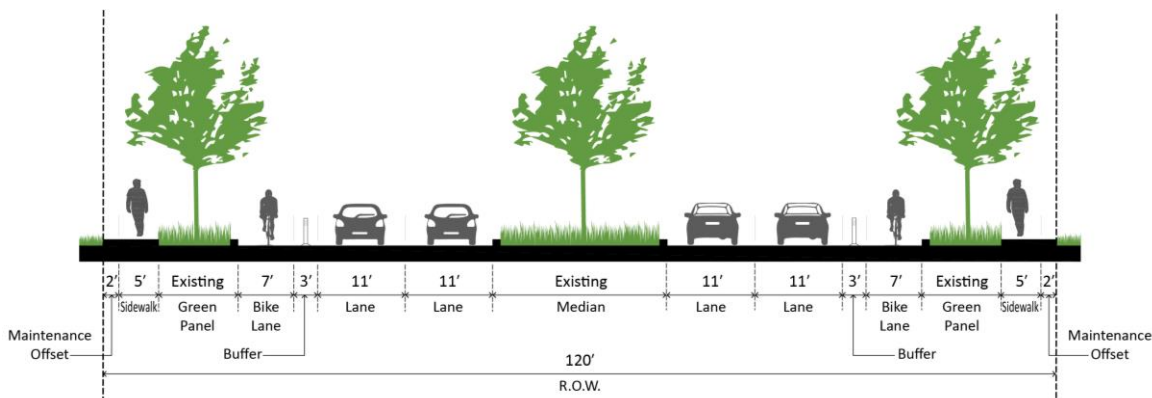
Map 41: East Jefferson with protected bikeway



Executive Boulevard

Executive Boulevard is a four-lane business street that provides the only access to the Executive Boulevard office park. This Plan confirms the business street classification to this roadway and introduces a protected bikeway, via existing travel lanes and median modifications, will link it to the East Jefferson Street bikeway proposal, Towne Road protected bikeway and future bikeway on Old Georgetown Road in the 2010 White Flint Sector Plan area (Map 42).

Map 42: Executive Boulevard with protected bikeway



PARKS, TRAILS AND OPEN SPACES

Parks and open spaces are essential to providing recreational needs for a diverse population. In this Plan area, as in other urbanizing areas in Montgomery County, residents, employees and visitors need an attractive and convenient system of parks, trails, and open spaces that is accessible by different modes. Adding more density to the built environment, as is recommended in this Plan, requires more parks, trails, and open space located in the right places to make sure it remains a place where people want to live, work, and play.

The positive effects that parks have on people cannot be overstated, particularly in urban areas. Urban living can result in a disengagement of people from their natural environment that is detrimental to health and wellbeing. Parks can be the vital link to nature that people need to be healthy. They offer space for leisure and sport, and their natural green settings help reduce stress. Parks help create community cohesion and identity. They provide spaces for gatherings and events, with opportunities for people to meet each other, socialize and bond with neighbors.

This Plan provides a system of open spaces and linkages that encourages people to get outside, get together and get moving.

Policy Guidance

The 2012 *Park, Recreation and Open Space Plan* (PROS) focuses on how the parks and recreation system meet the needs of Montgomery County's growing population, while continuing to play a major role in enhancing a high quality of life. Service delivery strategies are a central component of PROS since the Plan ensures that parks and recreation facilities are located where they are most needed. Current and future plans for urban parks, trails, dog parks, community gardens and other needed facilities are guided by *PROS*.

The 2012 *PROS Plan*, along with the *Urban Park Guidelines*, recommends a system of parks and open spaces for every urban master plan or sector plan area through a combination of public and private efforts. The 2010 *White Flint Sector Plan* adopted this urban parks framework, and this Plan also incorporates the same parks hierarchy for new parks and open spaces in the Plan area. The guidelines and framework appear in the Parks Appendix.

PROS Plan Urban Parks Hierarchy

The Urban Parks Hierarchy is outlined in the 2012 *PROS Plan* for the evaluation and creation of a more complete park, trail, and open space system. The hierarchy is as follows (page 22, *PROS*):

Each area master plan should include a system of open spaces based on the roles of each type of open space. The amount and size of open spaces may vary from plan to plan and should be directly proportional to the projected density, and adjusted to the pattern of existing open space and other factors such as community-specific needs.

The following hierarchy should be applied to any new urbanizing area:

For the Sector Plan Area:

- Active recreation destinations located within or near the plan area, including courts, playgrounds, and lawn areas large enough for pick up soccer, festivals or events, etc.
- A central civic green urban park, ranging in size from ½ to 2 acres, depending on projected densities, located in proximity to a public transit hub, next to activating uses, with a mixture of hard and soft surfaces including a central lawn area for events.
- An interconnected system of sidewalks and trails to connect parks and open spaces.
- Wooded areas that will provide a sense of contact with nature.

For each Urban Neighborhood: a neighborhood green, urban buffer park, or community use recreational park.

For each Block: an urban square, plaza, or green area.

For each Building: outdoor recreation space.

For each Residence: private outdoor space.

Parks and Open Space Needs in White Flint 2

Emerging and future park needs, such as civic greens and community gardens, are challenging to implement because of limited land availability and acquisition costs. This Plan recommends a variety of new parks and open spaces on properties that will redevelop with new mixed-uses in the future.

Park, Trail and Open Space needs for the *White Flint 2 Sector Plan* area were determined through community input, during several public workshops, meetings, and the 2012 *PROS Plan*. Throughout the extensive public outreach efforts, the following common parks and open space themes emerged:

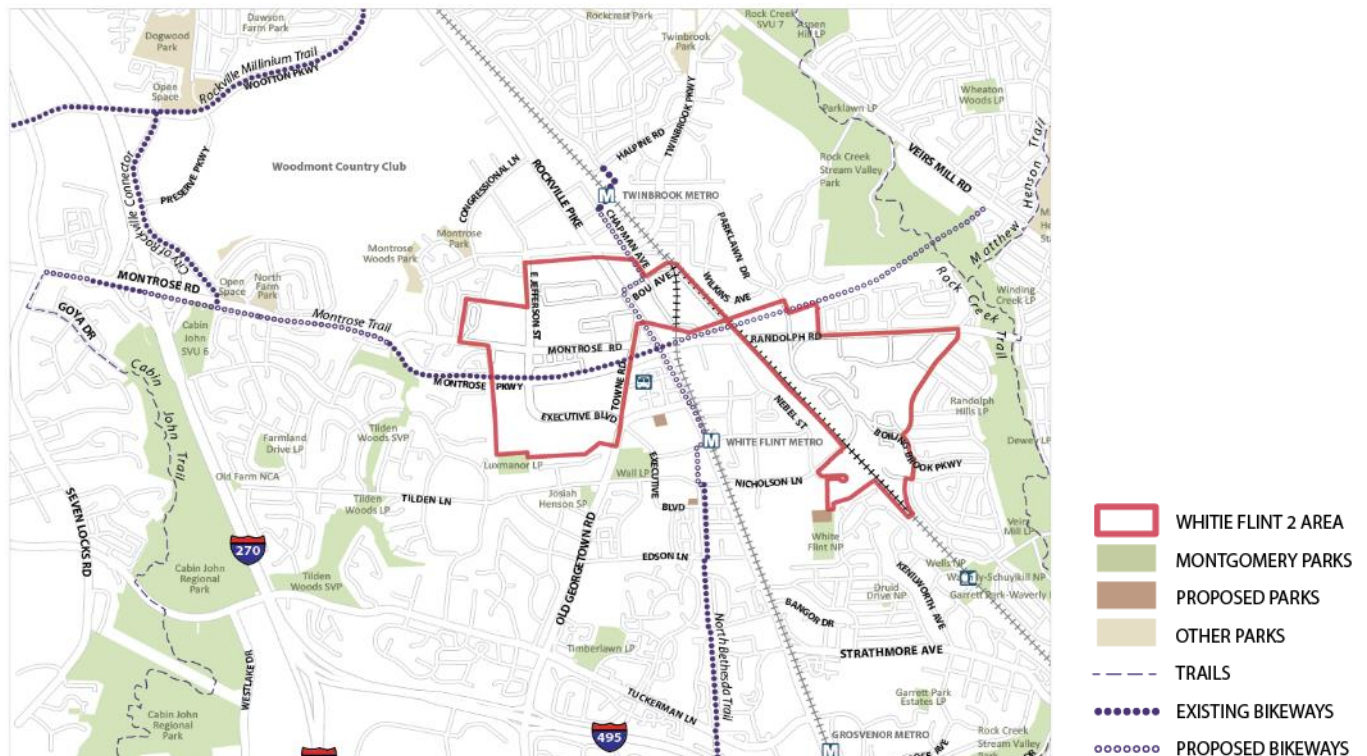
1. Lack of quality open space in the area.
2. Space needed for residents that are 55 years and older.
3. Need for grass and trees, rather than bricks and benches.
4. Lack of amenities for existing employees.

The existing parks, trails and open space in the area are provided through the following network of spaces (Map 43):

- Rock Creek Regional Park to the east.
- Cabin John Regional Park to the west.
- Luxmanor Local Park is along the southern boundary of the Plan area, adjacent to the Executive Boulevard district.
- Rocking Horse Road Center is within the Plan area and adjacent to the Randolph Hills neighborhood.
- A series of underutilized privately-owned and publicly accessible plaza spaces.

As White Flint 2 urbanizes, additional park spaces will be needed to meet the residential demand for parks, park facilities, and open spaces. The *PROS Plan* and additional studies conducted by Montgomery Parks indicate that there is unmet demand in the White Flint area for rectangular athletic fields, dog parks, skate parks, adult fitness equipment, community gardens, and community open space. Redevelopment of existing commercial properties within the Plan area, especially single use shopping centers and a portion of the Executive Boulevard office park, may provide a variety of new public open spaces

Map 43: Existing Parks and Trails surrounding the Plan area



Parks, Trails and Open Space Goals

Parks, trails and open space recommendations are framed by the following goals:

- Provide linkages and signature gateways to the major trail systems and major gathering areas.
- Create livable communities by providing walkways to open spaces with amenities for all ages.
- Create green parks within the Plan area.
- Improve the function of existing publicly accessible open spaces.

RECOMMENDATIONS

Area-wide

- New development in the Executive Boulevard District, via public benefits in the CR and CRT zones, should provide wayfinding to the Josiah Henson Special Park, Wall Local Park, and other public facilities in the 2010 *White Flint Sector Plan* area.

Site Specific Recommendations

Provide linkages and signature gateways to the major trail systems and major gathering areas

- Create a trail along the southern and western edges of the Executive Boulevard South area. This trail, which should be a minimum of 8 feet in width, will link the Luxmanor Elementary School and Park, and the future protected bikeway on Executive Boulevard. It will also provide a visual extension of the Market Street pedestrian promenade in the *White Flint Sector Plan* area. Existing trees along the Neilwood Creek-Old Farm should be retained.
- Create a linear park and urban wooded area, up to 3.5 acres along Montrose Parkway, adjacent to the Cherington townhouses. The linear park should be dedicated to the Parks Department as part of the redevelopment of the unbuilt portion of the Wilgus property. Park features should include activities for seniors or a dog park. It will need to be set back a sufficient distance from the road to be a pleasant place. Most of the existing tree buffer should remain and be enhanced with additional plantings.

Create livable communities by providing walkways to open spaces with amenities for all ages

- Create an urban recreational park, a minimum of $\frac{3}{4}$ acre, at the Randolph Hills Shopping Center when it redevelops to provide an outdoor component to the existing indoor recreational destination. The space should serve a variety of ages with active recreational amenities such as outdoor fitness, skate park, dog park and play areas.

- Create a minimum $\frac{3}{4}$ acre neighborhood green urban park at Loehmann's Plaza, when it redevelops. This park should be dedicated to the Parks Department and include neighborhood amenities, including a flexible green gathering place, picnic areas and play features.

Create green parks when redevelopment occurs within the Plan area

- Create a minimum one-acre civic green at the Willco property on Executive Boulevard. The civic green could be divided into two smaller areas and should provide places for events and informal gatherings.
- Create a civic green and neighborhood urban parks, between one to two acres, at the Montrose Crossing Shopping Center. These parks should accommodate events, informal gatherings, shaded seating, dog park and exercise.
- Provide a full sized rectangular field on top of structured parking to help meet un-met field needs within Plan the area.
- Create a minimum of two neighborhood green urban parks at the Federal Plaza. A half an acre should be located on the six-acre portion of the property and another on the eastern portion.

Improve the function of existing publicly accessible open spaces

- Create an accessible pedestrian and bicycle pathway through the MCDOT owned ROW at the end of Galena Road. The pathway should link the residents in the existing southern development to the new residential and retail development being proposed at the Loehmann's Plaza property.
- Create a youth -sized rectangular athletic field on the Rocking Horse Center property.

COMMUNITY FACILITIES AND HISTORIC RESOURCES

Community facilities are essential components of a livable community. These facilities represent the public's investment to support existing and future residents, businesses and fosters an environment that contributes to creating a sense of community and civic importance. The *White Flint 2 Sector Plan* area will benefit from recommendations in the 2010 *White Flint Sector Plan* that address several public facilities, including an elementary school, recreation center, fire and emergency services, and a regional services center (Map 44).

This Plan area is not served by any public facilities. Luxmanor Local Park and Luxmanor Elementary School are immediately south of the Executive Boulevard District and Rock Creek Park is east of the Plan area. Wall Local Park and White Flint Neighborhood Park are existing public parks that are in proximity to the Plan area. The Rocking Horse Road Center, which is a former elementary school site, is operated as an office building by Montgomery County Public Schools (MCPS). It is in the Randolph Hills section of the Plan area, along with the Charles E. Smith Jewish Day School (JDS), Upper School, on Hunters Lane. The Lower School JDS school is located at the southwestern quadrant of East Jefferson Street and Montrose Road.

Fire, Rescue and Emergency Medical Services

The *White Flint 2 Sector Plan* area is served primarily by Fire-Rescue Station 23 located at 121 Rollins Avenue, Rockville, immediately north of the Plan area. Resources deployed at this station include a paramedic engine, aerial tower, medic unit and ambulance. Surrounding fire-rescue stations that also serve the Plan area, include: Station 3 (380 Hungerford Drive, Rockville), Station 21 (12500 Veirs Mill Road, Kensington), Station 26 (6700 Democracy Boulevard, Bethesda), Station 5 (10620 Connecticut Avenue, Kensington), and Station 33 (11430 Falls Road, Rockville). Resources from more distant fire-rescue stations respond to the Plan area as needed.

To adequately meet the future fire, rescue, and emergency medical services (EMS) needs for both *White Flint Sector Plan* areas and other residential communities, Station 23 will be relocated to the area near Chapman Avenue and Randolph Road, east of Rockville Pike in the White Flint Sector Plan area. This new five-bay station will be larger than existing Station 23 to accommodate existing resources, plus additional EMS units, due to the projected increase in EMS demand brought about by additional residences and businesses that are in the development pipeline or planned for both *White Flint Sector Plan* areas and other areas along Rockville Pike.

Public Safety

The Montgomery County Department of Police 1st District, which is north of Randolph Road and Montrose Road, and the 2nd District, which is south of Randolph Road, provide public safety service to the Plan area. A new police substation, along with the relocated Fire Station 23, is

recommended in the 2010 *White Flint Sector Plan* area. This Plan also supports the police substation with Station 23.

Libraries

A public library is recommended in the 2010 *White Flint Sector Plan*. The Montgomery County Department of Public Libraries (MCPL) endorses the recommendation for a public library in the Metro East or Metro West Districts in the 2010 *White Flint Sector Plan* area. This future library, along with other libraries in the greater North Bethesda vicinity, including Twinbrook and Rockville, will provide sufficient library services for the White Flint 2 Plan area.

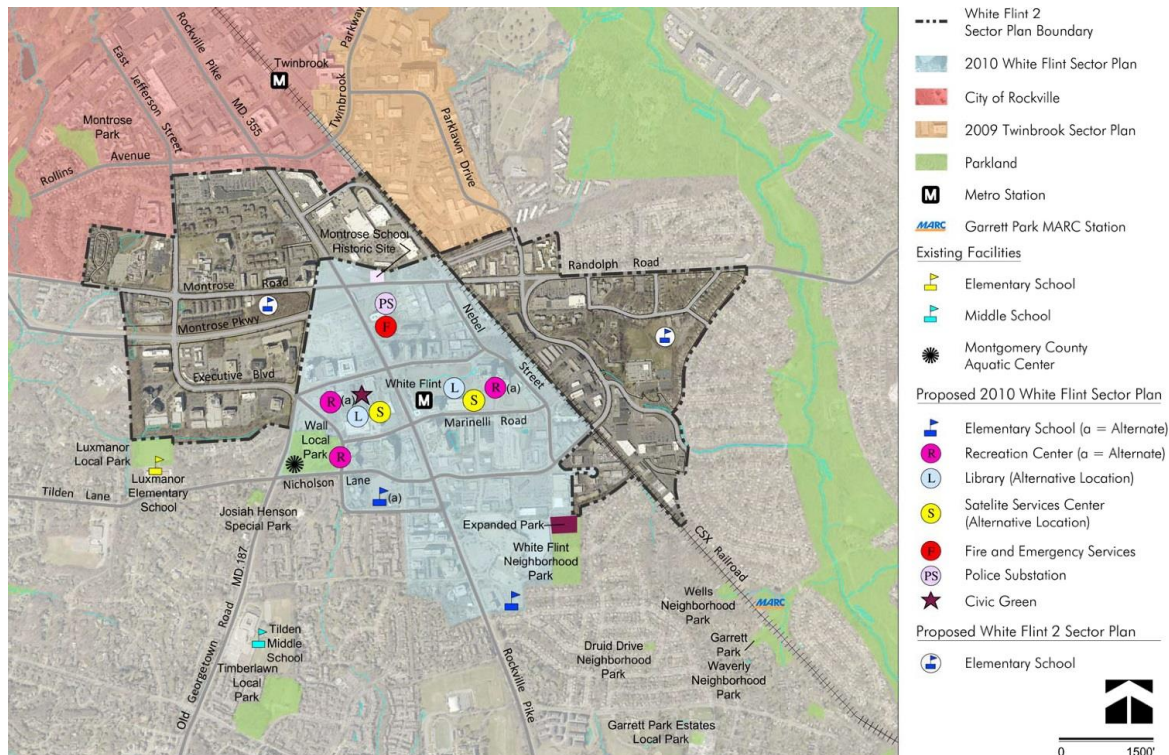
Regional Services Center

The Montgomery County Bethesda-Chevy Chase Regional Service Center provides local services to North Bethesda area residents and it will have a satellite office in the new Fire Station 23. This office will be sufficient for the needs of the White Flint 2 Plan area.

Senior Services and Child Day Care

The Jewish Community Center (JCC) of Greater Washington and Hebrew Home of Greater Washington provide child day care and senior services in the Plan area. This Plan recommends additional child day care and senior services to support existing and future families, and should be considered as a public benefit priority for redeveloping properties in the CR and CRT zones.

Map 44: Existing and Proposed Community Facilities and Historic Resources



Recreation Center

The 2010 *White Flint Sector Plan* recommended a future recreation center at Wall Local Park/Kennedy Shriver Aquatic Center. This site would also permit the co-location of the existing Aquatic Center and an urban park. The Montgomery County Department of Recreation recommends that the Wall Park recreation center will service all of North Bethesda, including the White Flint 2 Sector Plan area.

Public Schools

Public schools are an essential component to a livable community both in terms of education and community identity. Most of the Sector Plan area is included in the Montgomery County Public Schools' (MCPS) Walter Johnson School Cluster and a smaller portion is in the Downcounty Consortium. The Walter Johnson Cluster includes six elementary schools: Ashburton, Farmland, Garrett Park, Kensington-Parkwood, Luxmanor and Wyngate; two middle schools (North Bethesda and Tilden); and the Walter Johnson High School (Map 45).

The Downcounty Consortium area is serviced by Veirs Mill Elementary School and the Middle School Magnet Consortium, including: Argyle, Loiederman and Parkland Middle Schools and in the base area of Wheaton High School. Students in this area may choose to attend other high schools in the consortium, including Montgomery Blair, Albert Einstein, John F. Kennedy and Northwood High Schools.

There are no existing public schools within the Plan area. The Board of Education owns Rocking Horse Road Center, a former elementary school in the Randolph Hills neighborhood and is utilized as an office building. There are two private Charles E. Smith Jewish Day School (JDS), an upper and lower school, in the Plan area. The lower JDS school is located at the intersection of East Jefferson Street and Montrose Road and the upper JDS school is located on Hunters Lane in the Randolph Hills neighborhood. The upper JDS school is leased from Montgomery County.

Residential development in this Plan area will generate additional students at each level, particularly at the elementary level in the Walter Johnson Cluster. Further, demographic changes in existing residential neighborhoods, new infill development, and anticipated development from other master plans in North Bethesda will also impact the Walter Johnson School Cluster. Students generated in the Downcounty Consortium portion of the Plan area can be accommodated at all school levels.

Redevelopment of this and other Plan areas are anticipated to take over 20 to 30 years. The recommended residential development assumes that 90 percent of the units will be either multi-family mid-rise or high-rise, and 10 percent will be townhouses.

Table 4: Long-Term School Enrollment Forecast

	Elementary School	Middle School	High School
Walter Johnson Cluster in 2045	5500 ⁵	2750 ⁶	3500
White Flint 2 Sector Plan in the Walter Johnson Cluster ⁷	295	125	157
White Flint 2 Sector Plan in the Downcounty Consortium ⁸	73	30	39
2010 White Flint Sector Plan in the Walter Johnson Cluster	410	380	321

Montgomery County Public Schools forecasts school enrollment and associated facility requirements within a six-year time period. The 2010 *White Flint Sector Plan* recommends an elementary school on the southern portion of the White Flint Mall as the preferred site for an elementary school, and the Luttrell property as an alternative.

This Plan’s role is to identify appropriate sites for schools needed to serve existing communities and proposed residential development. Finding a traditional elementary school site, within the Plan area and the existing Walter Johnson Cluster is difficult; therefore, unique opportunities for a new school prototype should be utilized, including a multi-level building, smaller land area, and innovative play fields.

Build-out of this Plan is estimated to take 20 to 30 years. In addition, some of the development require redevelopment of existing properties that may not occur during the life of the Plan. The number of students resulting from the Plan would be lower if not all the housing units provided for in the Plan are built. Based on past experiences, it is unlikely that full build-out will be reached during the life of the Plan (Table 4).

The full impact of the Plan on school enrollment will not be felt for many years. Therefore, it is challenging to precisely gauge the impact of the Plan on public schools. School enrollment in the area will change over the 20- to 30-year time frame of the Plan. MCPS enrollment forecasts and associated facility plans and capital projects focus on a six-year time frame—not a 20- to 30-year period.

⁵Includes all elementary schools: Ashburton, Farmland, Garrett Park, Kensington-Parkwood, Luxmanor and Wyngate

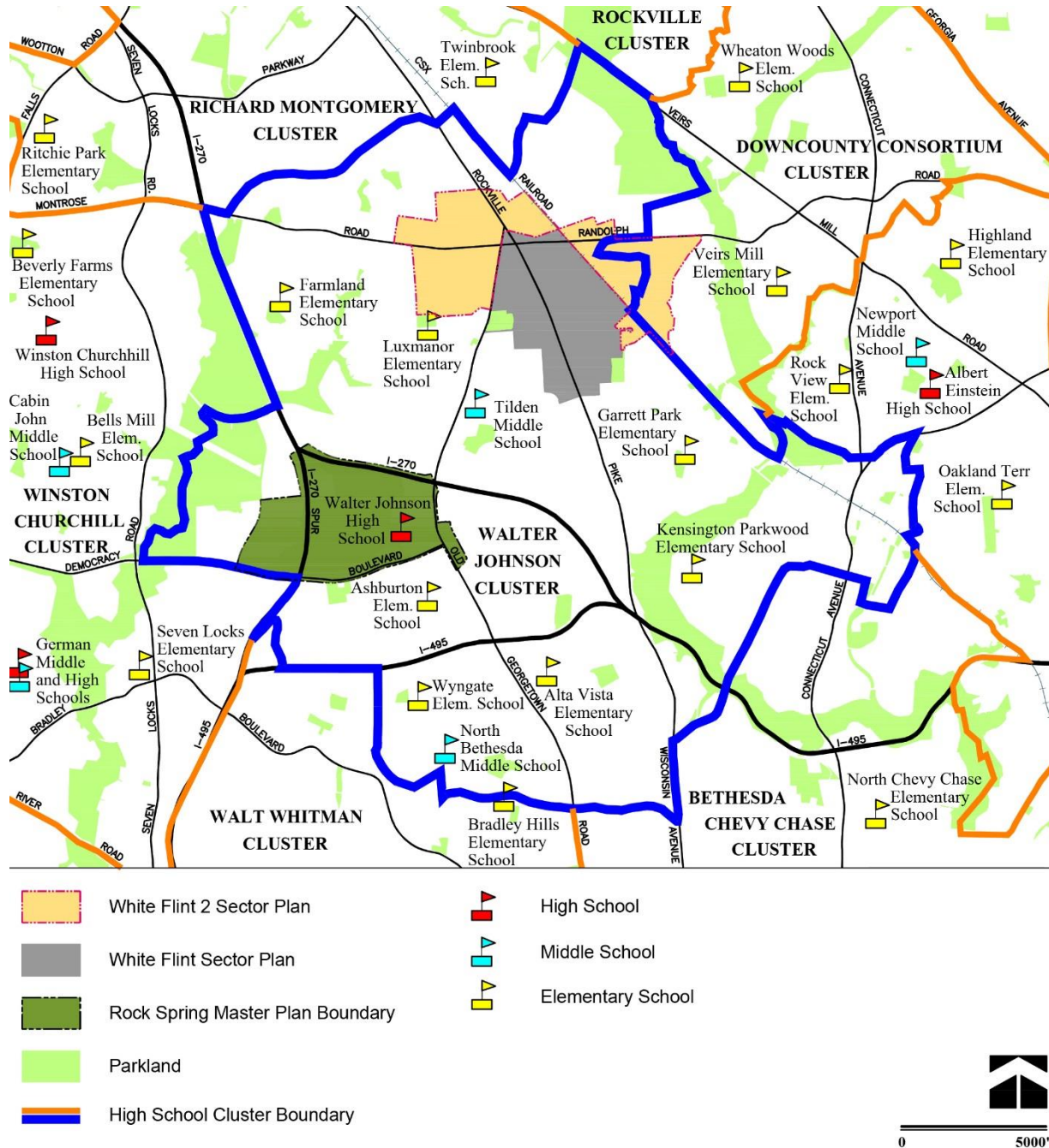
⁶Includes North Bethesda Middle and Tilden Middle

⁷ Assumes 90 percent of new residential development will be multifamily mid-rise or higher and 10 percent as townhouses.

⁸ Assumes 90 percent of new residential development will be multifamily mid-rise or higher and 10 percent as townhouses.

The recommended staging plan indicates that a new elementary school must be built by the third stage of the phasing plan.

Map 45: Walter Johnson Cluster and other MCPS School Clusters



Enrollment increases have been occurring at all school levels, and a variety of strategies would be considered to accommodate additional students resulting from the Plan. The following options to accommodate additional students from the Plan describe current enrollment projections and capital projects. All approaches require Board of Education approval.

WALTER JOHNSON CLUSTER

Facility Planning in the Walter Johnson Cluster

MCPS has conducted a community roundtable discussion group process that explored a wide range of approaches to accommodate near-term and long-term enrollment growth in the Walter Johnson Cluster. The MCPS Superintendent has released several recommendations to address enrollment capacity issues for the Cluster, including utilizing an annex facility at Garrett Park Elementary and convening a roundtable discussion to include representatives from the Downcounty Consortium high schools and Walter Johnson. The Board of Education will take action in late 2016.

Elementary Schools

This Sector Plan recommends the following alternatives to accommodate elementary school needs:

- Determine if the capacity of existing schools can be increased. At the elementary school level, most of the Walter Johnson Cluster schools are either above the enrollment capacity or are projected to exceed enrollment capacity in the future. Garrett Park and Luxmanor Elementary Schools will be impacted by the continued build-out of the 2010 White Flint Sector Plan that is within both school service areas. In addition, elementary schools in the cluster have been expanding to around 740 capacity or are planned to be expanded in the next few years. Therefore, all Cluster schools will be at the high end of the range of student enrollment with capacities ranging from 729 to 881, and no further additions will be considered.
- Because further increasing the current capacity of existing elementary schools is not possible, and the magnitude of enrollment growth is considerable, the opening of a new elementary school would be considered. A new elementary school could be provided in one of the following ways:
 - Reopen a former elementary school in the Walter Johnson Cluster. There are several former MCPS elementary schools in the Cluster that could be reopened, including the former Alta Vista, Arylawn, Kensington and Montrose Elementary Schools. The former Grosvenor Elementary School also is located in the Cluster, but is used as a holding facility for schools undergoing revitalization or expansion.
 - Construct a new elementary school on a site provided in the *White Flint 2 Sector Plan* area. The combined Wilgus and Willco properties will have a large student

impact on the Cluster and they are suitable for an innovative elementary school. Future redevelopment of the property should dedicate a minimum of 4 acres of land for an elementary school. This location will benefit from surrounding existing and future residential development, including Pike & Rose to the east, and other multi-family residential to the north.

- Construct a new elementary school on either the preferred or alternative site recommended in the 2010 *White Flint Sector Plan*.
 - If a site is not provided in the White Flint 2 Sector Plan, and the site at the White Flint Mall is not considered a feasible location, then the purchase of an elementary school site, or colocation with a park, could be considered.
 - Consider locating an elementary school site on the Rocking Horse Road Center facility in the Randolph Hills neighborhood; this location would require adjustments of school boundaries by the Board of Education. The property, which is a former elementary school, has the size of a traditional elementary school and is located in a residential neighborhood and within the Sector Plan area.
- In addition to considering the opening of a new elementary school, options to reassign students to elementary schools adjacent to the Walter Johnson Cluster with available capacity could be considered. In addition, if there are schools with small capacities adjacent to the Walter Johnson Cluster, then expansion of these facilities to accommodate additional students through reassignments could be considered. Of the clusters adjacent to the Walter Johnson Cluster, the Winston Churchill and Rockville clusters have elementary schools that either have space available or are small, and could be expanded. Reassignments to these schools would be considered in the future.

Middle Schools

The following options would be explored for accommodating additional middle school students from the *White Flint 2 Sector Plan*:

- Determine if the capacity of existing middle schools can be increased. At the middle school level, expansions are planned for North Bethesda and Tilden Middle Schools will take both schools up to a capacity of around 1,200 students. This will address projected enrollment through 2021–2022. However, these expansions are not expected to be capable of accommodating the full build-out of the 2010 *White Flint Sector Plan*, nor this Plan, *Rock Spring Master Plan* and Grosvenor -Strathmore Amendment. Options to further expand these schools could be explored in the future, perhaps taking them up to 1,500 student capacities.
- If increasing the capacities of existing middle schools in the Walter Johnson cluster, above the planned 1,200 capacities, is not feasible or is insufficient to address enrollment increases, then available capacity in middle schools surrounding the Walter Johnson Cluster should be considered. The only adjacent cluster with space available in its middle

schools is the Winston Churchill Cluster where both Cabin John and Herbert Hoover middle schools are projected to have space available.

- If it is not possible to address middle school enrollment increases through expansion of schools in the Walter Johnson Cluster, or through reassignments to middle schools in adjacent clusters, then the opening of a new middle school could be considered. A new middle school could be provided in one of two ways:
 - Reopen a former middle school. However, there are no former middle schools in the area.
 - Construct a new middle school. There are two future middle school sites in the vicinity of the Walter Johnson Cluster. The Brickyard Middle School site is in the Winston Churchill Cluster and the King Farm Middle School site is in the Richard Montgomery Cluster. If building a new school at these locations is considered infeasible, then the purchase of a middle school site or collocation with a park, could be considered.

High Schools

The following options would be explored for accommodating additional high school students from the *White Flint2 Sector Plan*:

- Build an addition at Walter Johnson High School. The high school currently has an enrollment capacity of 2,335 students. Long-range enrollment projections indicate 3,500 students by 2045. This projected enrollment does not include any of the students that would be generated by this Plan and other 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.
- A second approach is 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*. An addition at Woodward could take the school up to 2,000 or 2,400 students. The combined capacities of Walter Johnson and Woodward could total 4,000 to 4,400 students. An expanded Woodward may also contribute to alleviate overcrowding at B-CC or Whitman.
- Beyond the approaches noted above, reassignment of students out of the Walter Johnson Cluster to high schools with available enrollment capacity, or with the ability to have their capacities increased, could be considered. 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. The exception to this situation is Rockville High School. Although this school is projected to be fully enrolled in the next six years, it is relatively small by current standards with a capacity of 1,570 students. If it were feasible to build an addition at this high school, then reassignment of students to the high school could be considered in the future.

DOWNCOUNTY CONSORTIUM

Areas east of CSX tracks, including Loehmann's Plaza, Randolph Hills Shopping Center and Randolph Hills residential neighborhood are in the Downcounty Consortium. A small portion of the future residential development will emanate from some redeveloped and expanded commercial properties. The student impact in the Downcounty Consortium is significantly less than the Walter Johnson Cluster.

Elementary Schools

The following alternatives are recommended to accommodate additional elementary school students from the Plan area:

- Determine if capacity is available at the elementary school that serves the Plan area. Veirs Mill Elementary School serves the Plan area and already is at the high end of the desired capacity range for elementary schools. Enrollment at this school is projected to remain near its capacity. If there is insufficient available capacity at the school, then MCPS would explore the following options.
- Reassign students to a school nearby that has available capacity, or can be increased in size. Elementary schools in the vicinity of Veirs Mill Elementary School are located in the Downcounty Consortium and Walter Johnson clusters. Most of these elementary schools are projected to operate near capacity or over enrollment capacity for the next six years, and are already at the high end of the desired capacity size. The one exception is Wheaton Woods Elementary School that is projected to have approximately 200 seats available when its expansion is completed in August 2017. Reassignment of students could be considered if this school continues to have available capacity in the future as new residential units are built.
- If there is insufficient capacity at existing elementary schools to reassign students, then the opening of a new elementary school could be considered. A new elementary school could be provided in one of two ways:
 - Reopen a former elementary school. In the Downcounty Consortium, there are the following formerly operating elementary schools; Bushey Drive, Forest Grove, Macdonald Knolls, Parkside, Pleasant View, Rocking Horse Road, Saddlebrook and Spring Mill Elementary Schools.
If it were infeasible to reopen one of these former elementary schools, then construction of a new elementary school on a future school site could be considered.
 - There are no future elementary school sites in the Downcounty Consortium. If a future elementary school site is provided in the *White Flint 2 Sector Plan* area, then a new school could be constructed at that location. If that option is not available, then the purchase of an elementary school site or collocation with a park, could be considered.

Middle Schools

The following options are recommended to accommodate additional middle school students from the Plan area:

- Determine if there is available capacity at the middle schools serving the plan area. The portion of this Plan area that is in the Downcounty Consortium is in the service area of Middle Schools Magnet Consortium: Argyle, Loiederman and Parkland Middle Schools. Students residing in this area may choose which school to attend, based on program offerings. These middle schools are projected to exceed capacity in the next six years. Additions at these schools may be feasible and would be explored if there is no available capacity.
- If additions are infeasible, then reassignments to schools with available capacity, or capable of additions, would be explored. Two of the nine middle schools in the Downcounty Consortium are projected to have available capacity in the next six years; Col. E. Brooke Lee and Newport Mill Middle Schools. Reassignment of students could be considered if these schools continue to have available capacity in the future as new residential units are built.
- If middle school enrollment increases cannot be met through expansion of existing middle schools or through reassignments with available capacity, then the opening of a new middle school could be considered. A new middle school could be provided in one of two ways:
 - Reopen a former middle school. A former junior high school, Montgomery Hills Jr. High School, is located in the Downcounty Consortium and could be considered for reopening. However, the current tenant of this former MCPS school has a long-term lease and retrieving the facility would be difficult.
 - Construct a new middle school. There are no future middle school sites in the Downcounty Consortium. Therefore, if it is necessary to open a new middle school, then purchase of a middle school site or collocation with a park, could be considered.

High Schools

The following options are recommended to accommodate additional high school students from this Plan:

- Determine if there is available capacity at the high school serving the plan area. The portion of the Plan area in the Downcounty Consortium is in the base area of Wheaton High School. High school students may attend their base area high school, or choose to attend four other consortium high schools based on program offerings, including Montgomery Blair, Albert Einstein, John F. Kennedy and Northwood High Schools. Enrollment at all Downcounty Consortium high schools are projected to exceed capacity in the next six years. Wheaton High School was recently expanded and is master planned for additional enrollment. A feasibility study for additions at the other four consortium

high schools is underway and it may be possible to expand these schools, as well as Wheaton High School.

- If enrollment exceeds the capacity of Downcounty Consortium high schools in the future, even with additions built, then reassignments to other high schools with available capacity, or capable of additions, would be explored. However, most high schools in areas adjacent to the consortium high schools face space shortages. The exception is Springbrook High School in the Northeast Consortium, where capacity is projected to be available for the next six years. Reassignment of students could be considered if this high school continues to have available capacity in the future as new residential units are built.
- Another high school adjacent to the Downcounty Consortium high schools is Rockville High School. Although the school is projected to be fully enrolled in the next six years, it is relatively small by current standards with a capacity for 1,570 students. If it were feasible to build an addition at this high school, then reassignment of students to the high school could be considered in the future.
- If none of the previous options turns out to be sufficient, then the opening of a new high school could be considered. A new high school could be provided in one of two ways:
 - Reopen a former operating high school. The former Woodward High School is located in the Walter Johnson Cluster and its reopening is under consideration as a part of the community roundtable discussion group process described under “Walter Johnson Cluster School Facilities.” Reassignment of students from the portion of the Downcounty Consortium that serves the White Flint 2 Sector Plan area could be considered if Woodward High School was to reopen.
 - Construct a new high school. There are no future high school sites in the Downcounty Consortium. Therefore, if it is necessary to open a new high school then purchase of a high school site or colocation with a park, could be considered.

Historic Resources

There are no existing historic resources in the Plan area. Located immediately south of the Montrose Crossing Shopping Center is the Montrose School. Completed in 1909, the Montrose School is designated on the Master Plan for Historic Preservation (Resource #30/2) and is listed on the National Register of Historic Places. Owned by Peerless Rockville, the environmental setting includes the entire one-acre parcel. New development at Montrose Crossing should retain the existing access to the historic school.

Located south of the Executive Boulevard District is the Josiah Henson Site/Uncle Tom’s Cabin on Old Georgetown Road. The building and property, are associated with Josiah Henson, whose 1849 autobiography inspired author Harriett Beecher Stowe’s novel, *Uncle Tom’s Cabin*. The property is designated on the Master Plan for Historic Resources (Resource #30/6).

IMPLEMENTATION

Urban District

This Plan recommends the expansion of the proposed White Flint Urban District to include the *White Flint 2 Sector Plan* area. The existing White Flint Downtown Committee, which is led by the Bethesda-Chevy Chase Regional Services Center, is responsible for promoting and advancing enhanced public services in the 2010 *White Flint Sector Plan* area, including the maintenance of public streetscape, improving pedestrian safety, and branding and promoting the area. Expanding the urban district will permit both Plan areas to be maintained and promoted in a holistic manner.

Financing

The implementation of the *White Flint 2 Sector Plan* area will require a combination of investments from the public sector, private sector or a public-private partnership. There are a variety of tools that Montgomery County can utilize to fund the public infrastructure recommended in this Plan, including special assessments.

Equity issues and infrastructure benefits between properties in the 2010 *White Flint Sector Plan* area and this Plan does require the provision of a financing mechanism that could assess White Flint 2 properties that will substantially benefit from the implementation of new infrastructure, including the Western Workaround and the second Metro station entrance in the *White Flint Sector Plan* area.

The 2010 *White Flint Sector Plan* recommended the creation of a financing mechanism to implement the Plan recommendations. The White Flint Special Taxing District, an *ad valorem* property tax, was established in 2011 to fund specific transportation infrastructure improvements required to implement specific transportation projects. This tax district also replaced the adequate public facilities requirements of Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR).

The County Council and County Executive will determine how to fund the infrastructure projects recommended in this Plan. Methods could include: extending the existing White Flint Special Taxing District to all or portions of the White Flint 2 Plan area, modifying the level and distribution of transportation impact fees, and potentially assessing fees and taxes commensurate with the benefit a property receives from the infrastructure projects. Such methods could be implemented in conjunction with the staging plan. The financial analysis that is necessary to determine the merits of extending the tax district or other financial implementation instruments, into this Plan area has not been conducted at this time.

ZONING

Montgomery County adopted a new Zoning Ordinance that became effective on October 30, 2014. The new Ordinance established several new zones for non-residential areas in this Plan area, including the Commercial Residential (CR) zone, Commercial Residential Town (CRT) zone, Commercial Residential Neighborhood (CRN) zone, Employment Office (EOF) zone and Light Industrial (IL) zone.

Commercial properties in this Plan area, along the eastern portion of Rockville Pike (MD 355), including Pike Center and Montrose Crossing Shopping Center, were rezoned to the CR zone. Properties along the western segment of MD 355 were rezoned to the CRT zone, including Federal Plaza and Towne Plaza. Loehmann's Plaza, which is at the southeastern intersection of Randolph Road and Parklawn Drive, was also rezoned to the CR zone. The Executive Boulevard office park was converted to the EOF zone and industrial properties were rezoned to IL zone. Existing single-family residential and multifamily residential zones were retained.

The CR, CRT, and EOF zones permit two forms of development: standard and optional method. The standard method permits specific development standards, up to 1.0 Floor Area Ratio (FAR) in the CRT zone and up to 0.5 FAR in the CR zone. The optional method in the CR, CRT, and EOF zones permit higher densities, flexible development standards and the provision of public benefits to justify the additional densities. The CRN zone does not permit the optional method.

The 2014 Zoning Ordinance conversion created several non-conforming buildings in the Plan area where Floor Area Ratios (FARs) and or building heights that are in excess of the maximum allowable building height and FAR. Four office properties on Executive Boulevard, including the Kaiser Permanente property, and five other properties in the Plan area are above the zoning conversion FAR or the building's height. This Plan recommends zones and building heights that address non-conforming buildings and FARs.

In addition to the Euclidean zones that are applied via the Sectional Map Amendment (SMA) process, this Plan recommends floating CRT zones for the JCC property and approximately 8.1 acres of the Randolph Hills Shopping Center; floating zone would permit future redevelopment of both properties at the initiative of the property owner. These recommendations will advance the Sector Plan goals, including the provision of new infrastructure, affordable housing, public use space, and increased tree canopy. The 1992 Master Plan recommended the Planned Development (PD) zone, which is a floating zone, for two properties in the White Flint 2 Plan area. Pursuant to the new Zoning Ordinance, the PD zone is no longer being applied.

Public Benefits in the EOF, CRT and CR Zones

Public benefits in the EOF, CRT, and CR zones are required for the optional method. These zones require public benefits that range from two to four public benefit categories. Depending on

the size of the property and the permitted maximum FAR, a development must provide a minimum of two public benefits. Under the optional method, the public benefit categories are:

- Major Public Facilities
- Transit Proximity
- Connectivity and Mobility
- Diversity of Uses and Activities
- Quality Building and Site Design
- Protection and Enhancement of the Natural Environment
- Building Reuse

The following public benefit categories are priorities for this Plan area:

- 15 percent Moderately Priced Dwelling Units (MPDUs) as the highest priority public amenity for new residential development, built under the optional method development.
- The provision of major public facilities, including but not limited to, a dedicated elementary or middle school site; new neighborhood parks and open spaces; bike share stations; public transportation (new Metro Station entrance); and undergrounding of public utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to, advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Diversity of uses and activities, including but not limited to, care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration.

STAGING OF DEVELOPMENT

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 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.

The proposed framework for staging in this Plan is established by a critical factor: the Plan area's adjacency to the 2010 *White Flint Sector Plan* area and its staging plan requirements. The proximity of the *White Flint Sector Plan* and the White Flint 2 Plan areas is demonstrated by the extension of both Rockville Pike (MD 355) and Executive Boulevard through both Plan areas and the proximity of the White Flint Metro Station to both Plan areas.

The staging framework is guided by the following principles:

- Ensure an adequate level of development or tax contributions to help fund new infrastructure.
- Balance the infrastructure needs and requirements between both White Flint plan areas.
- Address the infrastructure needs for White Flint 2, including public facilities to support new development.
- Limiting the free rider effect where properties in White Flint 2 benefit 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 periphery properties are developed.

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

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

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

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

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

The amount of development represents the desired mix of new development in White Flint 2 that will be predominately residential, approximately 70 percent, with the remaining development as

non-residential. The recommended development is divided into three segments with the largest residential amount in the third phase. The Non-Automotive Driver Mode Share (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- related projects, public-private partnership or developer initiative/contribution. During each phase, the Planning Board may approve both residential and non-residential development until the limits of both are achieved.

Table 5: Staging Plan

<p>Phase 1 Residential: 1,800 dwelling units Non-Residential: 900,000 square feet</p>	<p>Phase 2 Residential: 1,800 dwelling units Non-Residential: 900,000 square feet</p>	<p>Phase 3 Residential: 2,338 dwelling units Non-Residential: 1,189,857 square feet</p>
<p>Achieve 27% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund the Executive Boulevard and East Jefferson protected bikeway.</p> <p>Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.</p> <p>Complete the implementation of Western Workaround, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road (MD 187) for vehicular travel.</p>	<p>Achieve 35% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund a shuttle or circulator that serves the Plan area, adjacent to residential communities, and Metro station areas.</p> <p>Fund the acquisition or dedication of a new public park for the plan area.</p> <p>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road and Nicholson Lane.</p> <p>Fund the second entrance to the White Flint Metro Station.</p>	<p>Achieve 42% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund and implement the Parklawn Drive Shared Use Path.</p> <p>Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson School Cluster or determine how elementary school needs will be addressed for the Cluster.</p> <p>Construct a new MARC station, if MDOT determines that a MARC station will be located within the plan area.</p>

Phase 1 Residential: 1,800 dwelling units Non-Residential: 900,000 square feet	Phase 2 Residential: 1,800 dwelling units Non-Residential: 900,000 square feet	Phase 3 Residential: 2,338 dwelling units Non-Residential: 1,189,857 square feet
<p>Fund the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson cluster and determine how and when a new elementary school will be programmed.</p> <p>Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for this Stage 1 are completed, prior to proceeding to Stage 2.</p>	<p>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontages within one quarter mile of the Metro Station: Old Georgetown Road, Marinelli Road and Nicholson Lane.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3.</p>	

<u>Phase 1</u> <u>Residential: 1,800 dwelling units</u> <u>Non-Residential: 900,000 sq. ft.</u>	<u>Phase 2</u> <u>Residential: 1,800 dwelling units</u> <u>Non-Residential: 900,000 sq. ft.</u>	<u>Phase 3</u> <u>Residential: 2,238 dwelling units</u> <u>Non-Residential: 1,189,857 sq. ft.</u>
<p><u>Achieve 27% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</u></p> <p><u>During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.</u></p> <p><u>Fund the Executive Boulevard and East Jefferson protected bikeway.</u></p> <p><u>Fund a shuttle or circulator that serves the Plan area, residential communities, and Metro station areas.</u></p> <p><u>Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.</u></p> <p><u>Complete the implementation of Western Workaround, including the realignment of Executive Boulevard, Towne Road and Old Georgetown Road (MD 187) for vehicular travel.</u></p> <p><u>Fund the roadway realignment of Parklawn Drive and Randolph Road.</u></p> <p><u>Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson cluster and determine how and when a new elementary school will be programmed.</u></p> <p><u>Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.</u></p>	<p><u>Achieve 35% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</u></p> <p><u>During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.</u></p> <p><u>Fund a shuttle or circulator that serves the Plan area, adjacent residential communities, and Metro station areas.</u></p> <p><u>Fund the acquisition or dedication of a new public park for the Plan area.</u></p> <p><u>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one quarter mile of the Metro station: Old Georgetown Road, Marinelli Road and Nicholson Lane.</u></p> <p><u>Fund the second entrance to the White Flint Metro Station.</u></p> <p><u>Fund the roadway realignment of Parklawn Drive and Randolph Road.</u></p> <p><u>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3.</u></p>	<p><u>Achieve 42% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</u></p> <p><u>During Phase 3, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.</u></p> <p><u>Fund and implement the Parklawn Drive Shared Use Path.</u></p> <p><u>Construct the realignment of Parklawn Drive and Randolph Road.</u></p> <p><u>Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson School Cluster or determine how elementary school needs will be addressed for the Cluster.</u></p> <p><u>Construct a new MARC station, if MDOT determines that a MARC station will be located within the Plan area.</u></p>

<u>Phase 1</u> <u>Residential: 1,800 dwelling units</u> <u>Non-Residential: 900,000 sq. ft.</u>	<u>Phase 2</u> <u>Residential: 1,800 dwelling units</u> <u>Non-Residential: 900,000 sq. ft.</u>	<u>Phase 3</u> <u>Residential: 2,238 dwelling units</u> <u>Non-Residential: 1,189,857 sq. ft.</u>
<u>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed, prior to proceeding to Stage 2.</u>		

Acknowledgements

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