



White Flint 2 Sector Plan Worksession No. 11: Draft Plan Mark-up



Nkosi Yearwood, Senior Planner, Area 2 Division, Nkosi.Yearwood@montgomeryplanning.org, 301.495.1332



Nancy Sturgeon, Master Planner Supervisor, Master Plan Team, Area 2 Division,
Nancy.Sturgeon@montgomeryplanning.org, 301.495.1308



Khalid Afzal, Acting Chief, Area 2 Division, Khalid.Afzal@montgomeryplanning.org, 301.495.4650

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SUMMARY

Staff will present the Planning Board Draft Plan of the White Flint 2 Sector Plan for the Board's review and approval for transmittal to the County Executive and the County Council.

PURPOSE OF THIS WORKSESSION

At the June 22 worksession, the Board reviewed changes to the Draft Plan up to page 50, and discussed the staging, public schools and financing recommendations. This worksession will complete the Board's changes to the Public Hearing Draft Plan. The attachment shows the completely revised Public Hearing 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 ten 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.
- June 22: Reviewed the financing, staging and school recommendations and initial changes to the Public Hearing Draft Plan.

RECOMMENDATION

Staff recommends the Board approve all changes to the Public Hearing Draft Plan and transmit the Planning Board Draft to the County Executive and County Council.

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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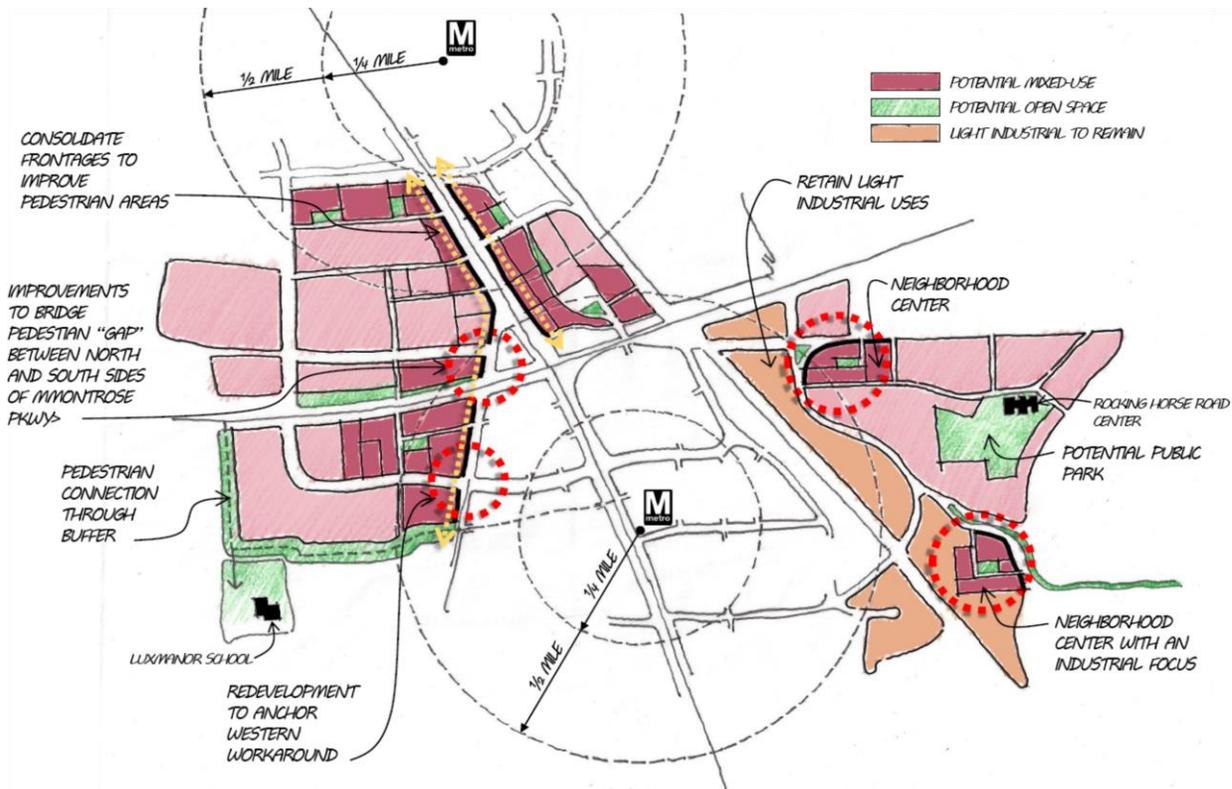
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VISION

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 retaining some of the existing multifamily residential development, while promoting redevelopment of others, to support 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 6,000 new residential dwelling units primarily focused along Rockville Pike, the Executive Boulevard office park and some areas east of the CSX rail tracks.

Table 1: Proposed Development and Jobs-Housing Ratios

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

OVERVIEW

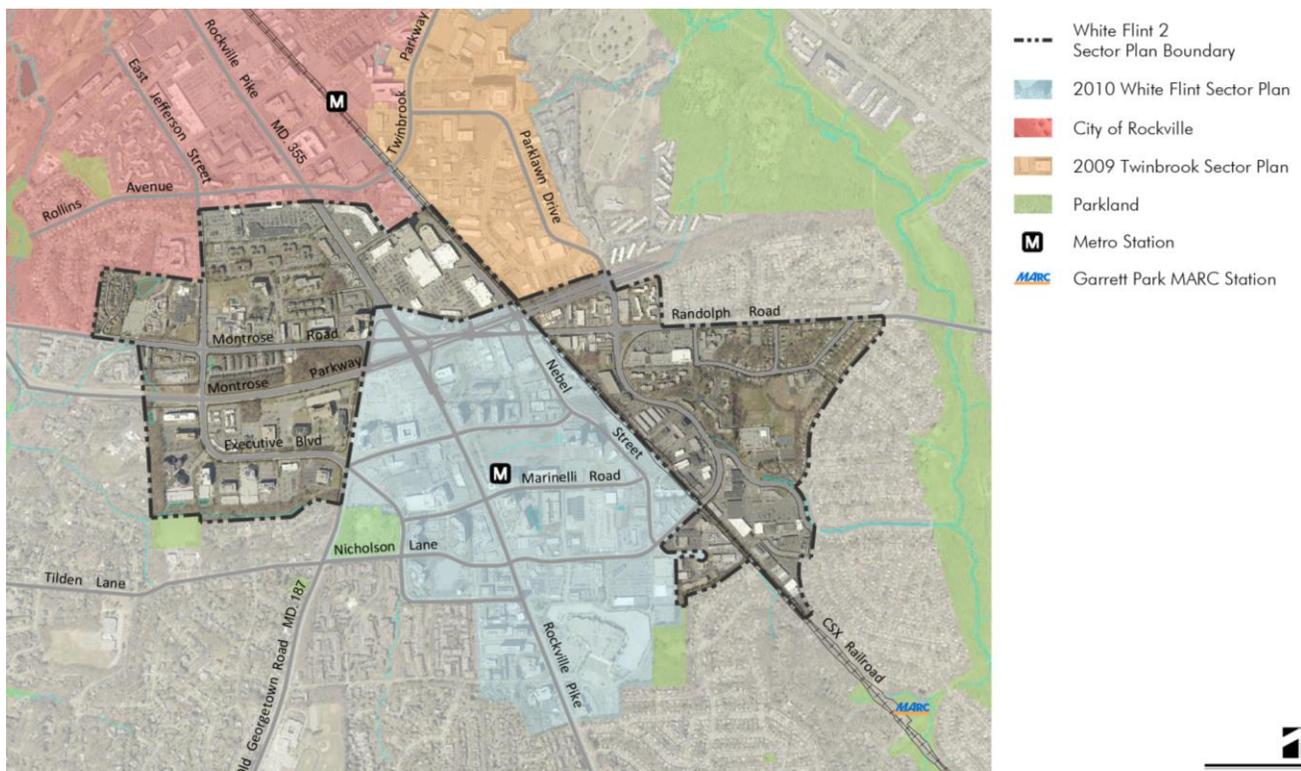
Sector Plan Area

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 include: large commercial shopping centers, an office park, industrial and institutional properties, and established residential communities.

Two major roadways, 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 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 contribute 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 *North Bethesda/Garrett Park Master 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.

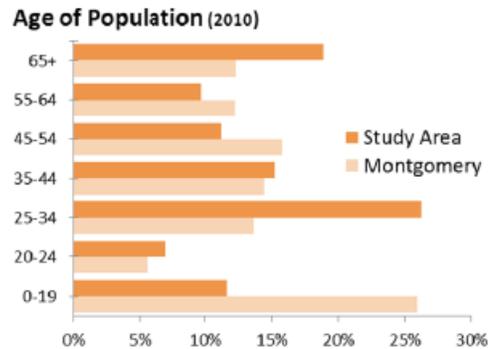
Multifamily residential is the dominant housing type in the Sector Plan area with 1,636 residential units, including the Monterey, Mid-Town North Bethesda, and Oxford Square at White Flint. Almost 62 percent of households are renters. Homeowners spend 46 percent of their incomes on housing, which is 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-year-olds 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.

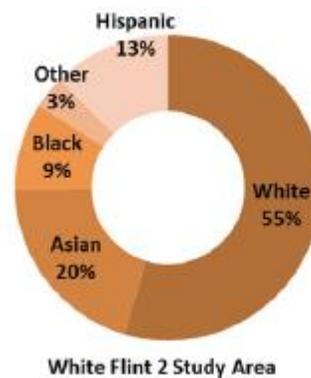
Existing Land Uses and Zoning

There are several institutional uses in the eastern and western portions of the Plan area, including the Rocking Horse Road Center owned by Montgomery County Public Schools, and the 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

Figure 1: Population and Demographic Profile



Race & Hispanic Origin (2010)



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

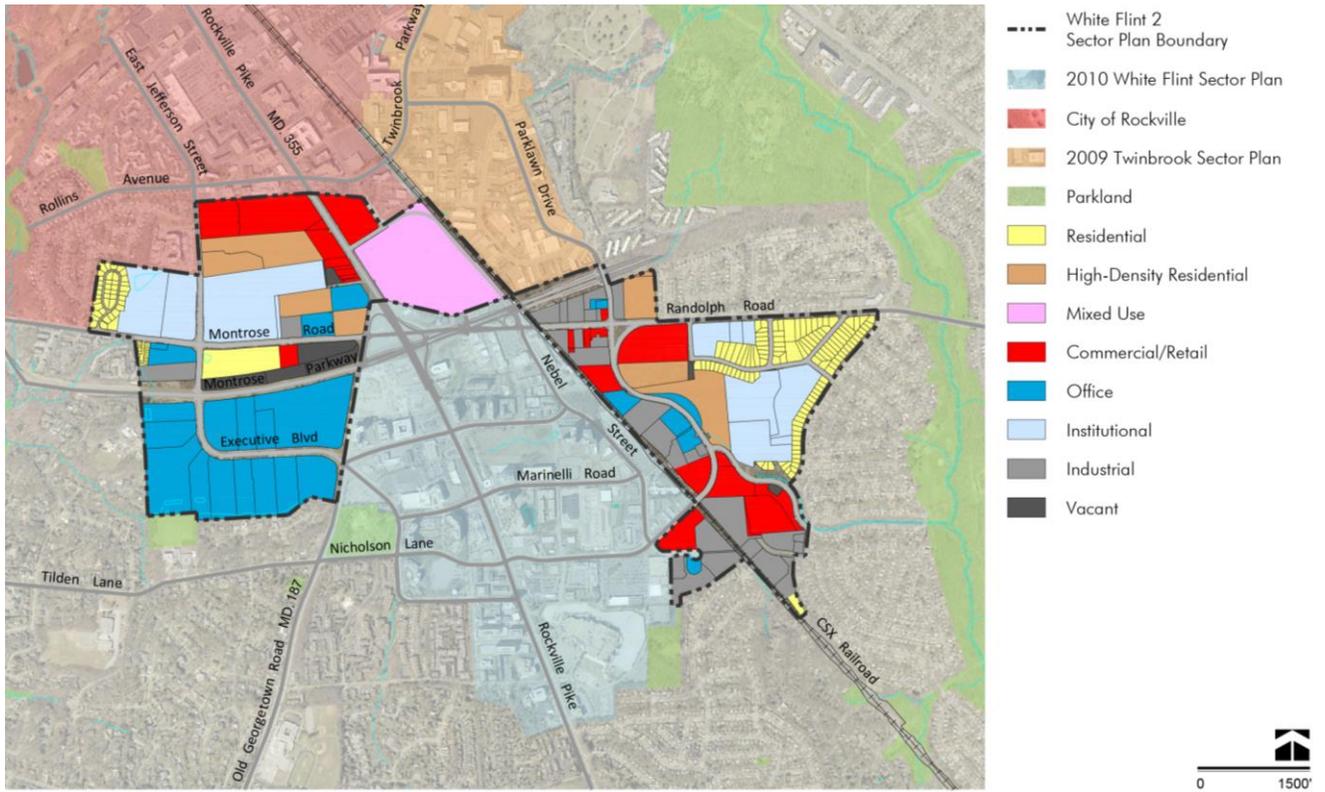
Industrial uses in the Light Industrial (IL) Zone are located along Parklawn Drive and Nicholson Court, primarily east of the CSX rail tracks, and at Nicholson Court. Nicholson Court was included in the 2010 *White Flint Sector Plan* area, but the industrial zoning was retained and recommended to be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

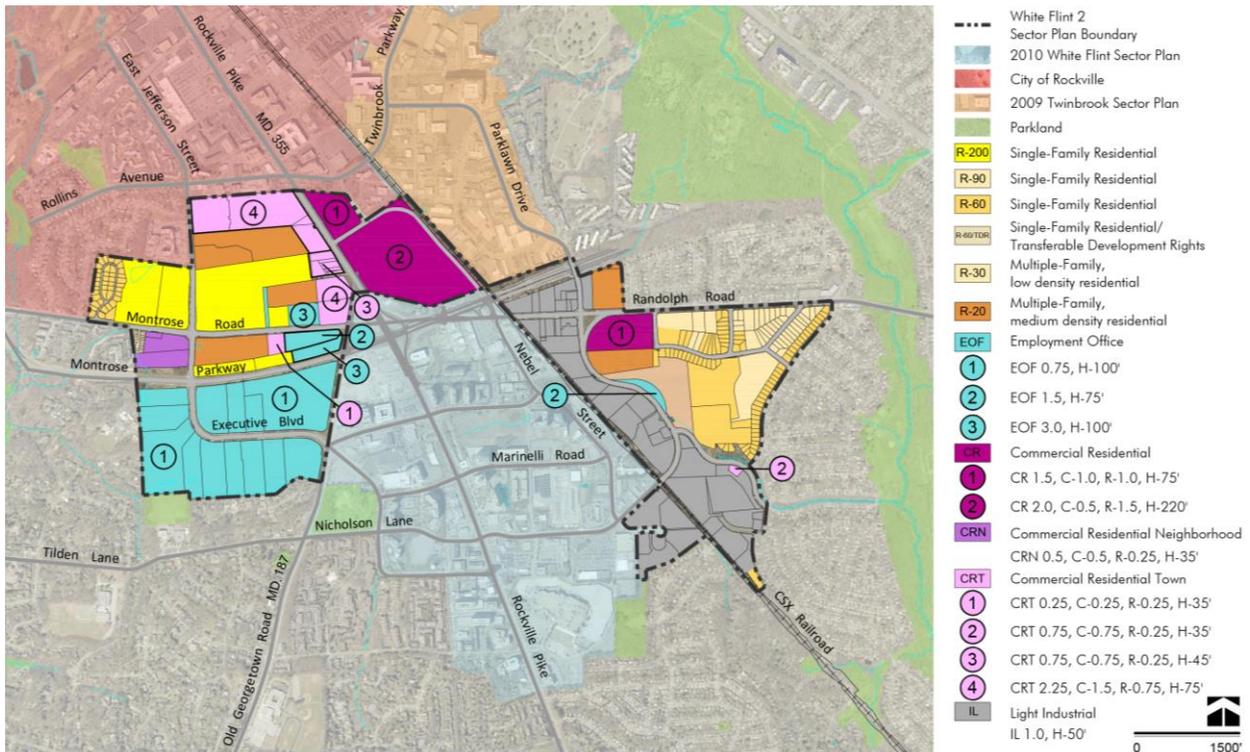
Adjacent areas are addressed in the 2009 *Twinbrook Sector Plan* and the 2010 *White Flint Sector Plan*. The *Twinbrook Sector Plan* comprises the area adjacent to the northeast of the White Flint 2 Plan area and recommends mixed-use development near the Twinbrook Metrorail Station in the Commercial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



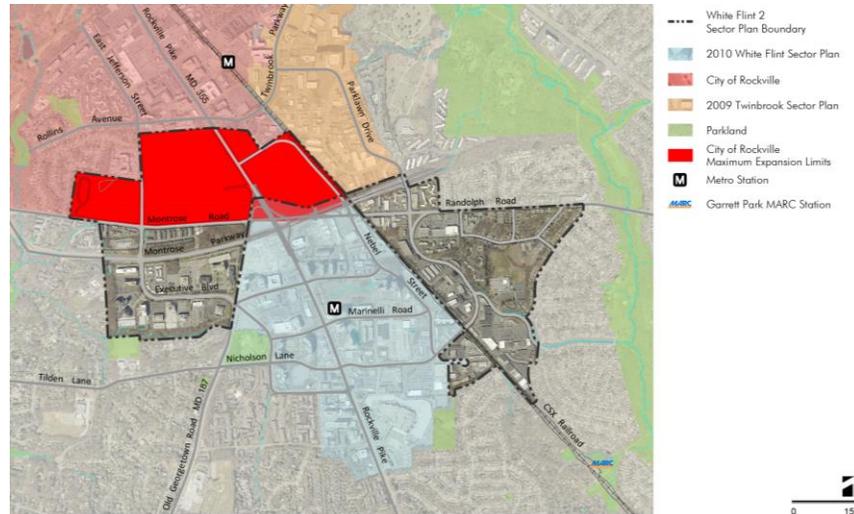
Map 4: Existing Zoning



Relationship to the City of Rockville

The *White Flint 2 Sector Plan* area, north of Montrose Parkway, is within the City of Rockville's Urban Growth Area. The Urban Growth Area defines how large the municipality can grow 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.

Map 5: City of Rockville Maximum Expansion Limits

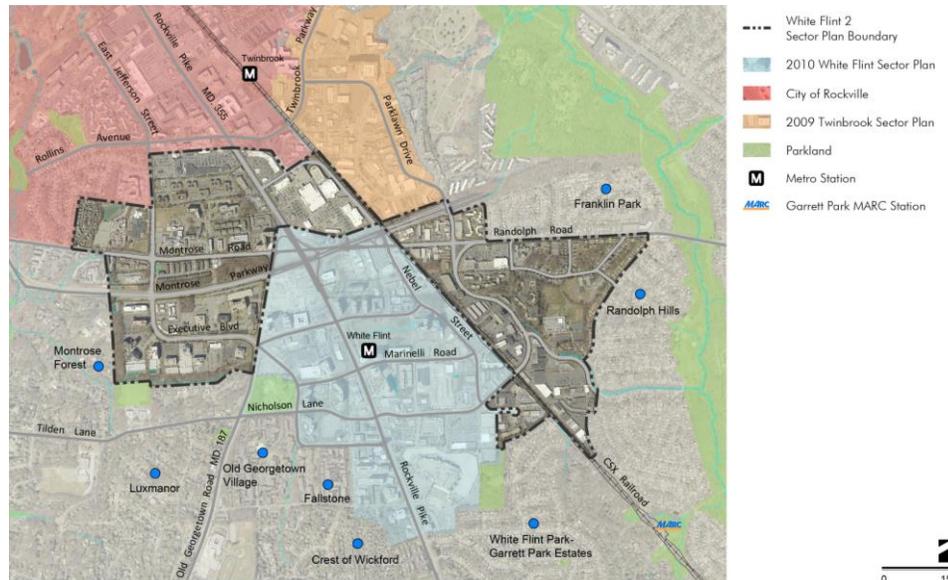


The City's *Rockville's Pike Plan*, which is adjacent to the *White Flint 2 Sector Plan* area, is envisioned as a 1.98-mile-long corridor with a multi-way boulevard for Rockville Pike, incorporating BRT and providing a new street network as well as parks and open spaces. The Pike Plan recommends mixed-use 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, 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-Garrett Park Estates residential community is immediately south of Nicholson Court and is adjacent to the White Flint Neighborhood Park (Map 6).

Map 6: Established Residential Neighborhoods

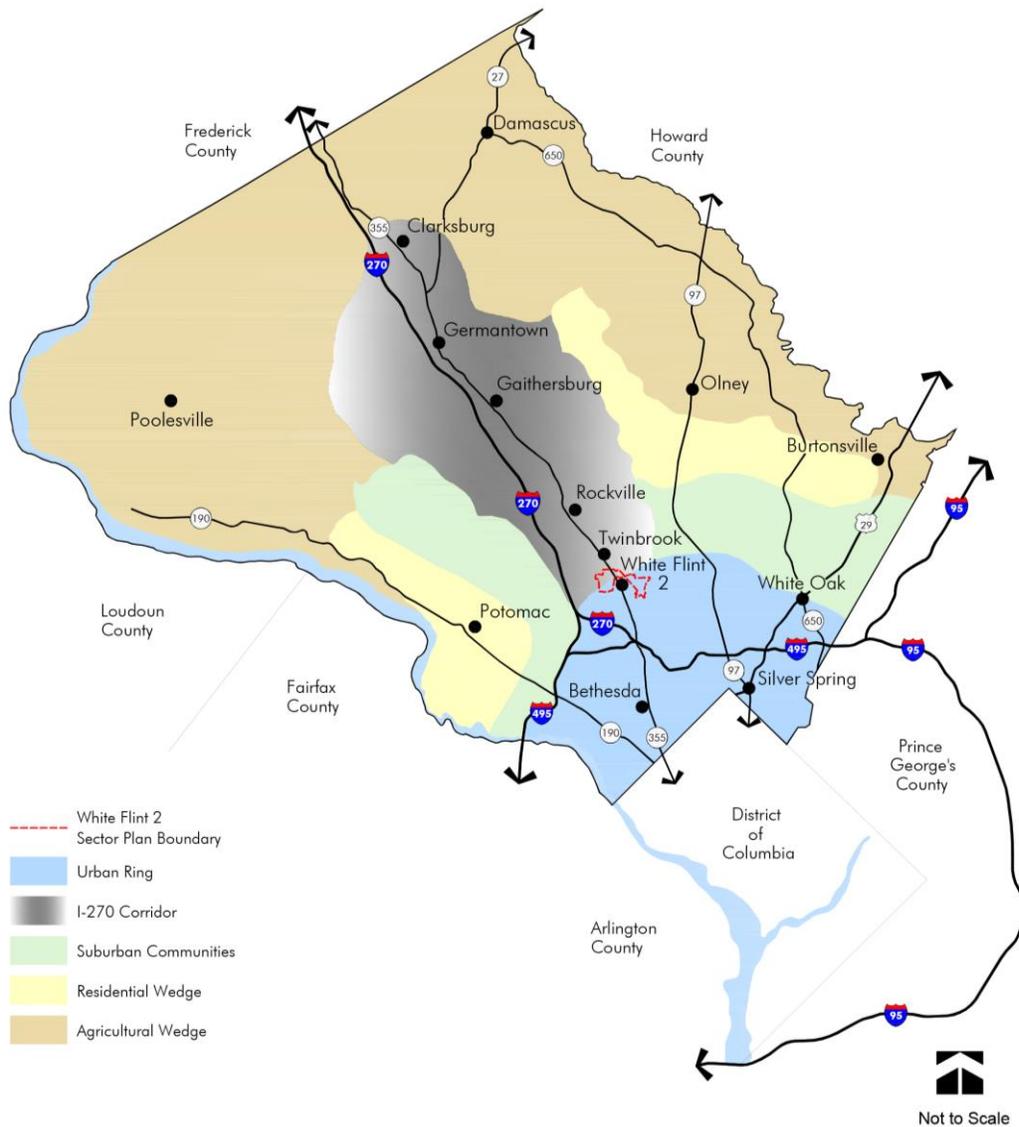


The Luxmanor residential neighborhood, including the Luxmanor Elementary School and Luxmanor Local Park, is immediately south of the Executive Boulevard office park. The Green Acres private school is also in the Luxmanor neighborhood and lies west of the Executive Boulevard office park. Additional residential 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 7). 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 7: 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 Montrose Crossing Shopping Center in White Flint 2. The 1992 Master Plan also recommended the retention of light industrial properties east of the CSX rail tracks 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 through new land uses, parks and open spaces, mobility options, community facilities, and design guidelines. 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 Center.
- Retain some existing multifamily residential development as an important resource of market-rate affordable housing, while promoting the redevelopment of some multifamily residential.
Promote the retention of light industrial properties along with the introduction of residential uses.

Mobility

- Extend the Rockville Pike (MD 355) Boulevard concept with Bus Rapid Transit to the City limits of Rockville.
- Provide new streets that permit alternative ways to navigate 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

- Recognize 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 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 for building occupants, surrounding communities, and public open spaces.

Affordable Housing

- Promote a diverse mix of housing options for residents at different stages of life.
- Retain and promote redevelopment of existing multifamily 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 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.
- 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*.
- Address school capacity issues in the Walter Johnson cluster.
- Promote the co-location of public facilities to reduce public expenditures and use available land area more efficiently.
- Encourage innovative design for new prototypes of public facilities.

Sustainability

- Promote energy efficiency and encourage net zero energy building design.
- Improve the urban ecology by incorporating best practices such as 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 design solutions to create an attractive public realm with integrated green features, and enhanced mobility and 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.

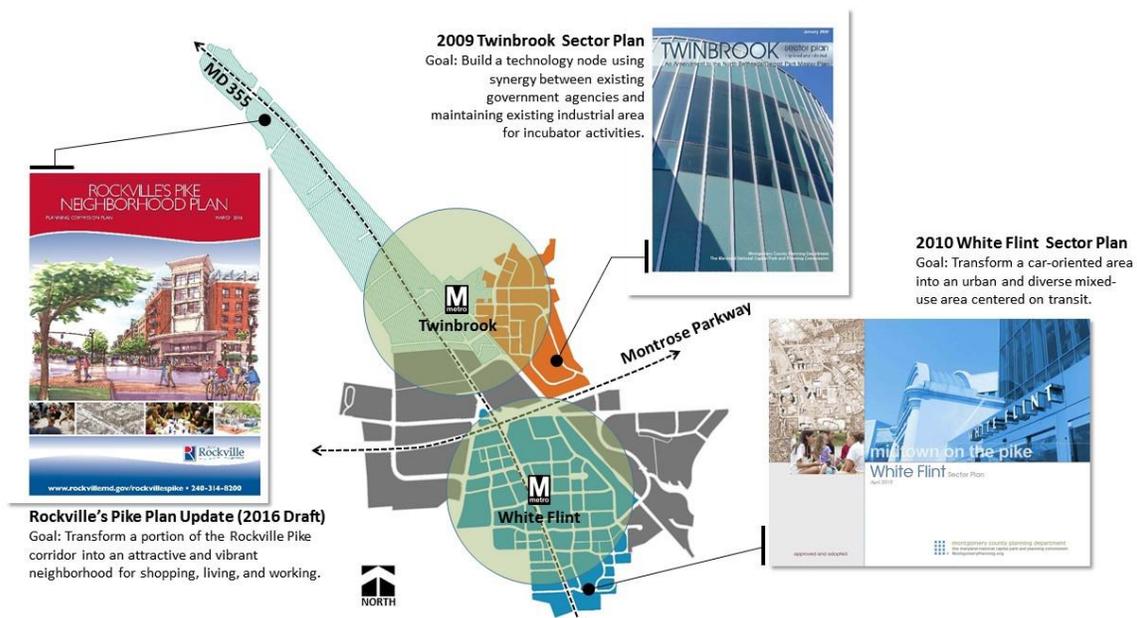
URBAN DESIGN FRAMEWORK

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”. 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 where existing government agencies 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 centrally located Metro station 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 area with commercial and residential offerings supportive of well-established adjacent central business districts (Map 8). The White Flint design guidelines focused on shaping the public realm and describing the character of appropriate transitions to neighboring communities.

Map 8: 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 guidance on concepts drawn from these previous planning efforts, to create a shared design vision among all three planning areas rather than one exclusive to the White Flint 2 Sector Plan area. This Plan intends 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; and
- 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 as a mandate for 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 additional development 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 elements, 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*.

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

Connectivity

Notwithstanding the challenges to expand the network of streets in the 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. Improved public connections will create alternatives for all mobility types, and could help establish local identity if new connections take existing character into consideration. Redevelopment in the Plan area should:

- Design designated public streets on larger properties to improve local connectivity through the area and create mobility alternatives to Rockville Pike.
- Expand the network of public and private streets that are 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 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 existing natural areas and make them accessible as open 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.

- Incorporate wooded 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 is organized into four districts: Executive Boulevard, Rockville Pike-Montrose North, Parklawn South and Randolph Hills (Map 9). These districts are further divided into smaller areas to provide more specific recommendations.

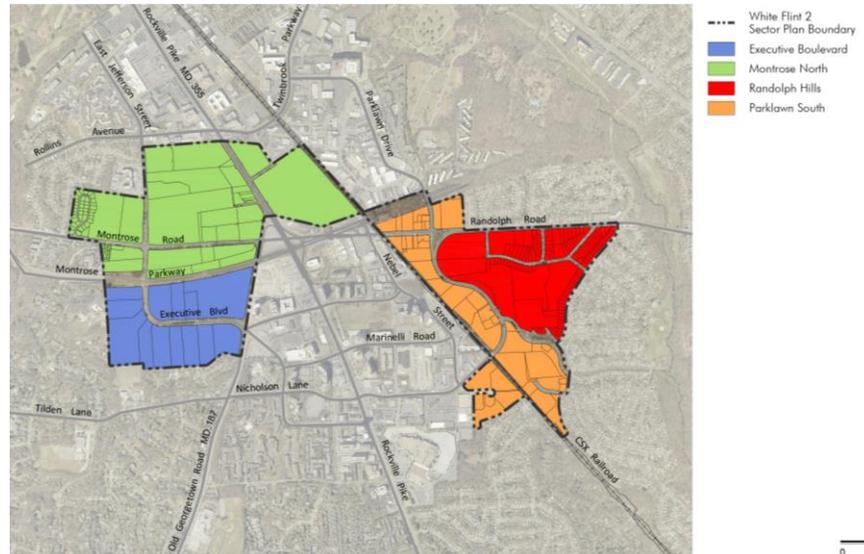
The Executive Boulevard district is west of Pike & Rose and the Metro West District as outlined in the 2010 *White Flint Sector Plan*. Portions of this district have the potential to evolve from the current office use into a sustainable and innovative district with mixed-uses. This district will benefit from its proximity to new development and infrastructure improvements in the 2010 *White Flint Sector Plan*, including the Pike & Rose development, new street network, and a second entrance to 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 proposed Bus Rapid Transit 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 Sector 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 such as public use spaces should be located, and areas where building heights should be lower to ensure

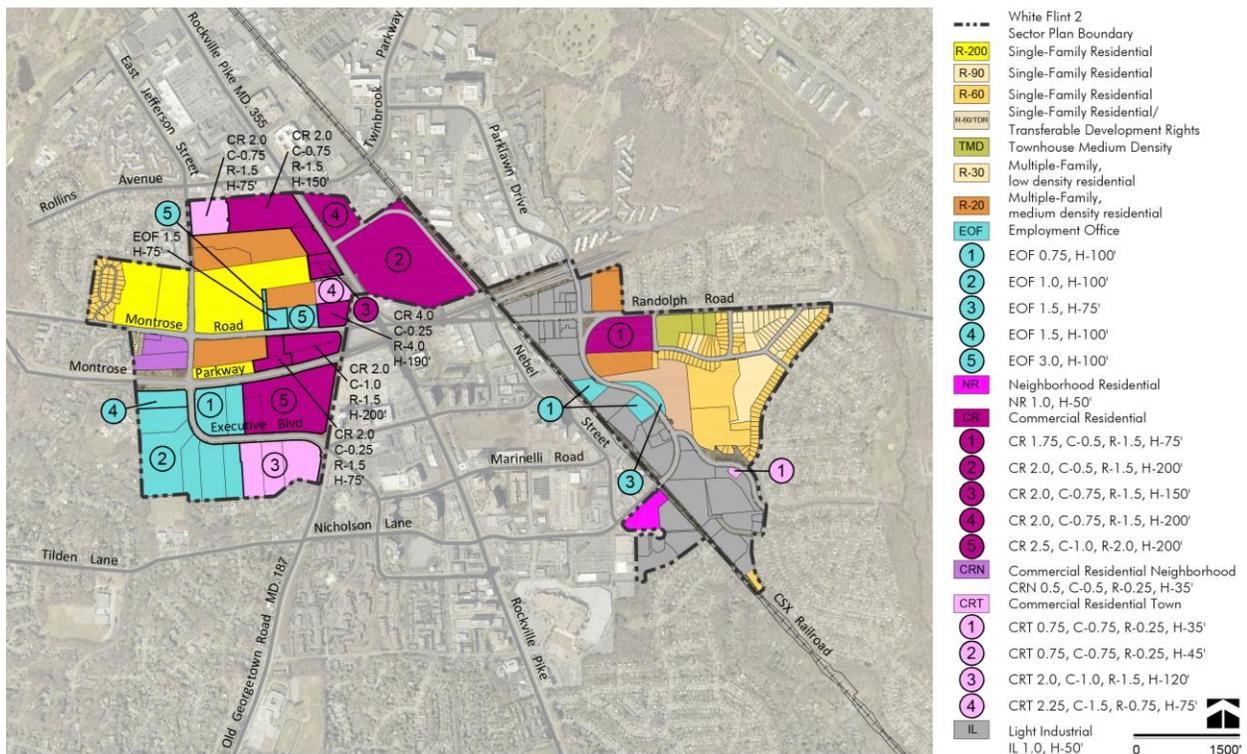
Map 9: White Flint 2 Districts



compatibility with adjacent residential communities and transitions in both height and density are needed to achieve the Plan's vision. The proposed roadway alignments and sizes of blocks could shift during the implementation of a development.

The 2011 *White Flint Urban Design Guidelines* 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 10: 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 and structured parking. 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 Luxmanor Elementary School to the south and west, respectively. This approximately 91-acre district 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 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.

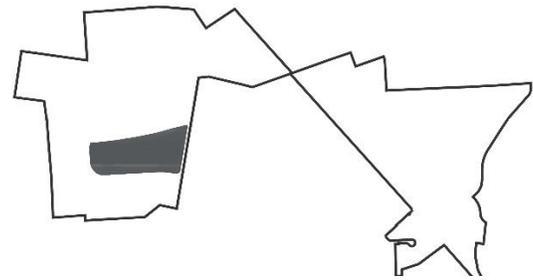
Nationally and regionally, suburban office parks are going through significant structural changes. Technological innovations, reductions in square feet per employee, and market preferences for more urbanized and transit-served areas with amenities have contributed to increased vacancies and obsolescence for office parks. 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) exceed the new zone's maximum allowed FAR of 0.75. Zoning recommendations in this Plan will increase FARs as needed to make these buildings conforming.

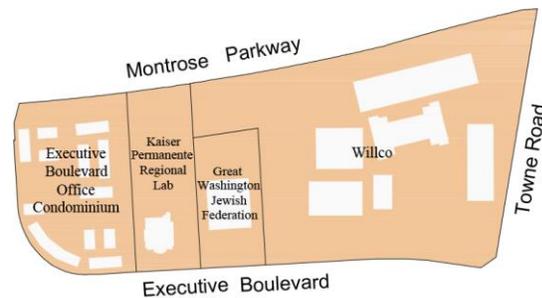
It is envisioned that existing environmental resources can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district. Several existing office buildings will be retained and complemented by new residential and non-residential development, especially properties that are near 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

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, including the Willco property, Executive Boulevard Office Condominiums, and Kaiser Permanente regional laboratory.. (Map 11) All properties in this area are in the EOF 0.75 H100T zone (Map12).



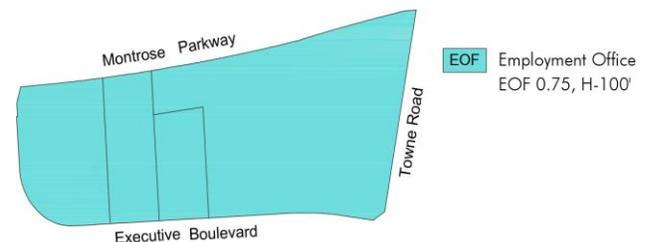
The Willco property occupies 21.9 acres, with three office buildings (6001, 6003 and 6011 Executive Boulevard), and associated surface and structured parking. It has the greatest potential to accommodate new and infill development. The future land use mix for this property should include primarily residential development since most of the existing office buildings will be retained. This property should provide important street network linkages including the extensions of Rose Avenue and Stonehenge Place, and a civic green 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 Kaiser Permanente and the Jewish Federation of Greater Washington properties, although have no plans at this time but may need to expand or redevelop in the future.



Map 11: Key Executive Boulevard North Properties

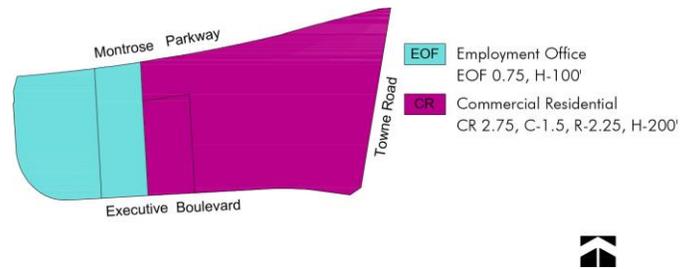
Land Use and Zoning Recommendations

- Rezone the Willco property (6001, 6003 and 6011 Executive Boulevard) and the Jewish Federation property (6101 Executive Boulevard) from the EOF 0.75 H-100T Zone to the CR2.75 C1.5 R2.25 H-200 Zone to promote redevelopment that will further the Sector Plan recommended public benefits, including street network, open spaces and residential options for this area (Map13)..



Map12: Executive Boulevard-North Existing Zoning

- Rezone 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.



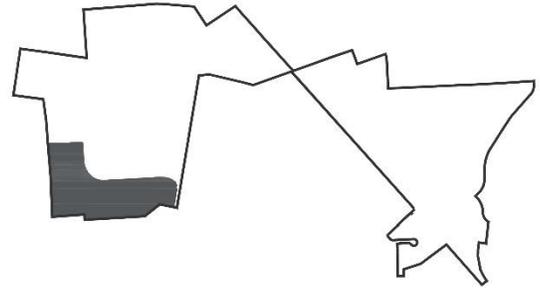
Map13: Executive Boulevard-North Proposed Zoning

Design and Connectivity Recommendations

- Redevelopment of the Willco property must:
 - Establish a neighborhood pattern of blocks and internal streets that are compatible with the Pike & Rose property across Towne Road.
 - Consider building heights along Towne Road that are compatible with heights on the Pike & Rose property. Heights should taper down from Towne Road 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. Consider extending Rose Avenue from the Pike & Rose property to this property and connect it with the proposed north-south connection to Stonehenge Place mentioned above.
- A minimum one-acre civic green must be provided on this property. The green could be divided into two smaller parks but the total acreage must remain at least one usable acre. Development on the property must not exceed 2.5 FAR without including a proportionate increase in land provided for public use space.
- Enhance the pedestrian areas of properties along Executive Boulevard by including wider sidewalks, 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 55.39-acre Executive Boulevard South area includes nine properties, including the Kaiser Permanente Mid-Atlantic Regional Headquarters and eight other office buildings (Map 14) It is zoned EOF 0.75 H-100T and is located south of Executive Boulevard 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. (Map15).



The Old Farm-Neilwood Creek runs along the southern portion of this area and separates it from the adjacent Luxmanor residential neighborhood. The creek exists within a 100-foot easement that contains approximately 14 acres of existing forested area that defines the southern edge of this area. 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 transitional area to the existing Luxmanor residential community.



Map 14: Key Executive Boulevard South properties

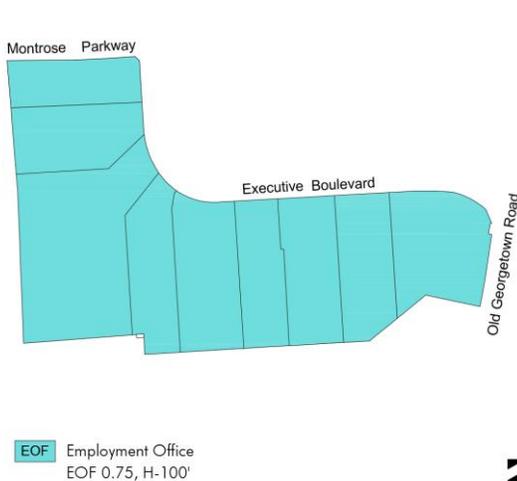
The 2014 District Map Amendment created four non-conforming buildings in this area: 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard and 2101 East Jefferson Street. The built FARs of these properties range from 0.78 to 1.32 FAR exceeding the maximum permitted FAR of 0.75 of the existing EOF Zone. The zoning recommendations in this Plan will increase the FARs as needed to eliminate the current non-conformance for these buildings.

The Plan recommends a pedestrian-bike path 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 the public benefit provisions of the recommended CR zone during redevelopment, or private easements for office buildings that may not redevelop. Currently, an existing pedestrian path exists at 6120-6130 Executive Boulevard.

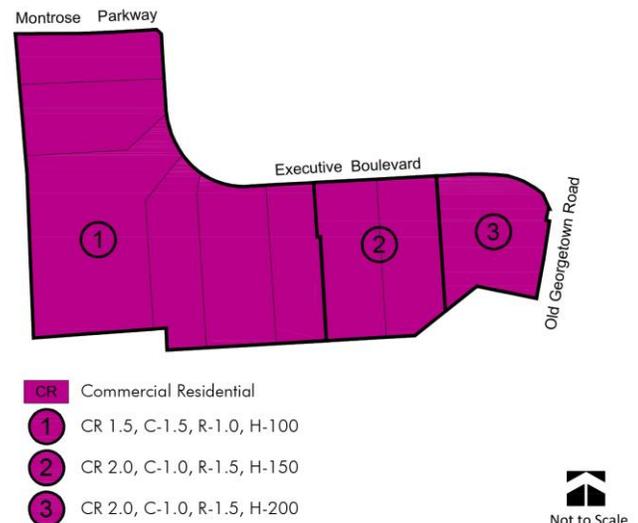
New development in this area should step down in height to be compatible with the Luxmanor residential community. The higher residential mix is recommended for properties that are close to the proposed infrastructure in the 2010 *White Flint Sector Plan* area (Map16).

Land Use and Zoning Recommendations

- Rezone 6000 Executive Boulevard from the EOF 0.75 H100T to the CR 2.0 C1.0 R1.5 H200 Zone to promote redevelopment opportunities, including new public benefits that further the Sector Plan recommendations. Development on this property must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide wooded area must be retained along the southern edge of the property.
- Rezone the 6006 Executive Boulevard and 6010 Executive Boulevard properties from the EOF 0.75 H100T Zone to the CR 2.0 C1.0 R1.5 H150 Zone to promote infill development and further the Sector Plan’s recommended public benefits, including housing options and amenities. The existing water and sewer easement must be retained and the recommended path must be located outside of this easement.
- Rezone the properties at 6100 Executive Boulevard, 6110 Executive Boulevard, 6116 Executive Boulevard, and 6120 and 6130 Executive Boulevard from the EOF 0.75 H100T Zone to the CR 1.5 C1.5 R1.0 H100 Zone to promote infill development, including new public benefits that further the Sector Plan recommendations. The existing water and sewer easement must be retained and the recommended path must be located outside of this easement.
- Rezone the 2115 East Jefferson and 2101 East Jefferson properties from the EOF 0.75 H100T to the CR 1.5 C1.5 R1.0 H100 Zone to promote infill development, provide new public benefits that further the Sector Plan recommendations, and to provide transition to the existing Luxmanor residential community.



Map15: Executive Boulevard- South Existing Zoning



Map16: Executive Boulevard- South Proposed Zoning

Design and Connectivity Recommendations

Redevelopment in Executive Boulevard South should:

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

Rockville Pike-Montrose North District

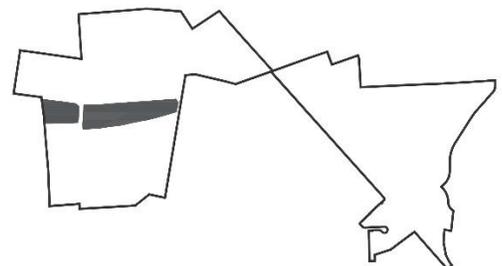
Rockville Pike-Montrose North District consists of properties located north of Montrose Parkway and the 2010 *White Flint Sector Plan* area. Traditional retail shopping centers, including Montrose Crossing and Federal Plaza, are located along Rockville Pike, and institutional uses, including the Hebrew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

Large shopping centers are the most likely 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 amenities will define this district.

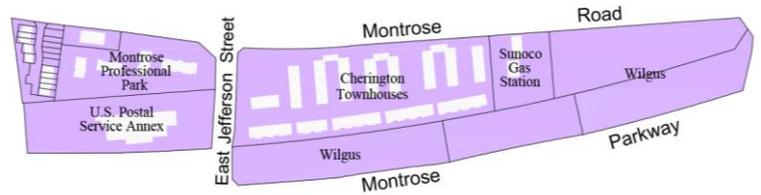
This 186-acre district is divided into five areas: Cherington, Montrose Village, Federal Plaza, Hebrew Home, and Montrose Crossing.

Area 1: Cherington Area

This linear 30.5-acre area, located between Montrose Road and Montrose Parkway has 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. An existing Shared Use Path provides east-west pedestrian and bikeway access along the north side of Montrose Parkway (Map 17). 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 (Map18).



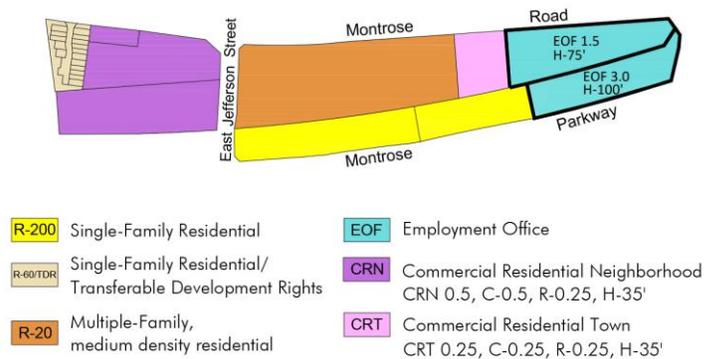
Map 17: Key Cherington area properties

The undeveloped portions of the Wilgus property have the greatest potential for new development. Redevelopment in this area 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, and lower heights and densities via the CRN Zone on the western portion 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, while a landscape area must be provided adjacent to the Cherington townhouses.

Land Use and Zoning Recommendations

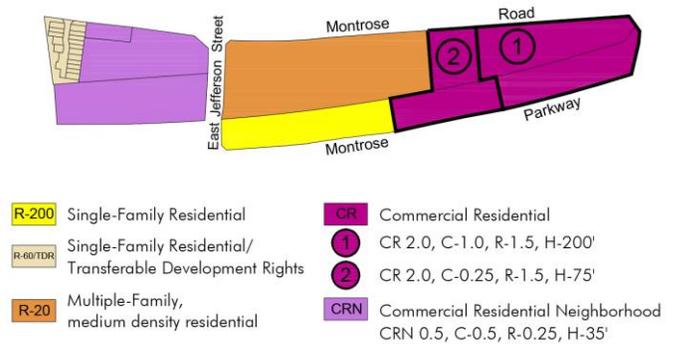
- Rezone the vacant properties at 6000 Montrose Road and Parcel N231-both part of the Wilgus property- from the EOF 1.5 H-75 Zone and EOF 3.0 H-100 Zone to the Commercial Residential CR 2.0 C1.0 R1.5 H-200 Zone, respectively to promote mixed-use development that contributes to the Sector Plan’s public benefits, including housing options and a 1.25-acre neighborhood green..
- 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-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.



Map18: Cherington Area- Existing Zoning



- Rezone the vacant property (Parcel N279) from the R-200 Zone to the CR 2.0 C0.25 R1.75 H-75 Zone to permit new mixed-use development that is predominantly residential, contributes to the Plan’s public benefits, and maintains compatibility with the existing residential townhouses to the west. Density from this property could be transferred to the two vacant properties to the east.
- Rezone the vacant property (Parcel N273) from the R-200 zone to the CRN 0.75 C0.0R0.75 H50 zone to promote residential development that is compatible to the adjacent townhouse community.
- Confirm the CRN 0.5 C0.5 R0.25 H35 Zone for the Montrose Professional Park property (6200-6288 Montrose Road), 6290 Montrose Road, and the United States Postal Service property at 2011 East Jefferson Street.
- Confirm the R-60/TDR Zone for the Montrose Park residential townhouses.
- Confirm the R-20 Zone for the Cherington residential townhouses(Map19).



Map19: Cherington Area- Proposed Zoning

Design and Connectivity Recommendations

Redevelopment on the Wilgus property must:

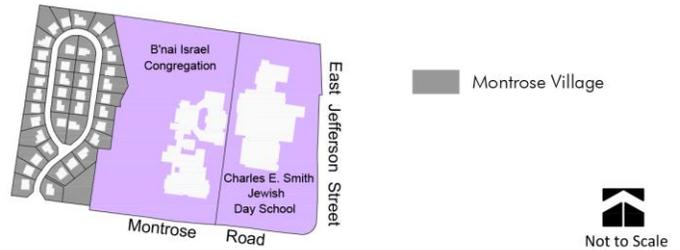
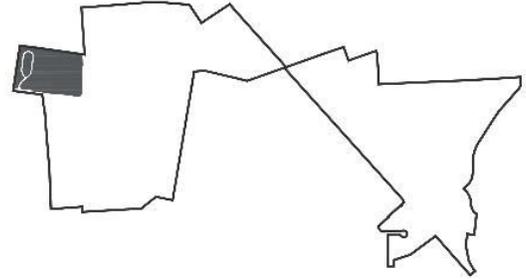
- Establish a pattern of short blocks and internal streets to promote walkability.
- Locate maximum heights at the eastern end of the property along Towne Road.
- Reduce building heights towards the existing Cherington townhouse development to establish a compatible relationship with the existing residential development.
- Enhance pedestrian areas along Towne Road 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 landscape area adjacent to the Cherington townhouses.

Area 2: Montrose Village

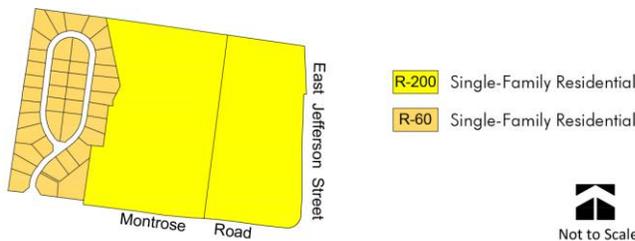
This 27-acre area includes single-family residential dwellings along Montrose Village Terrace, the Charles E. Smith Jewish Day School (Lower School), and the B'nai Israel Congregation (Map 20). Both institutional uses are in the R-200 Zone and single-family residential dwellings are in the R-60 Zone (Map21). No redevelopment is anticipated in this area; therefore, existing zones are confirmed (Map22).

Land Use and Zoning Recommendations

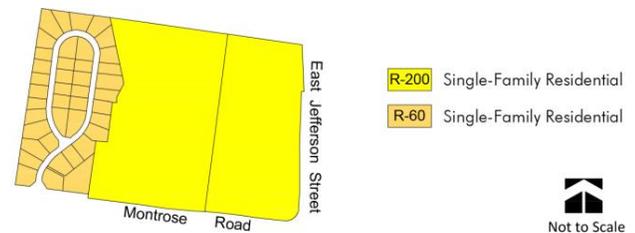
- Confirm R-200 Zone for the Charles E. Smith Jewish Day School and B'nai Israel Congregation properties.
- Confirm the R-60 zone for the Montrose Village single-family residential dwellings.



Map 20: Key Montrose Village area properties



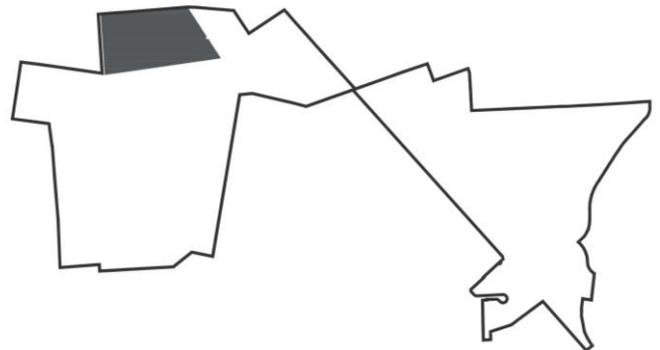
Map21: Montrose Village- Existing Zoning



Map22: Montrose Village- Proposed Zoning

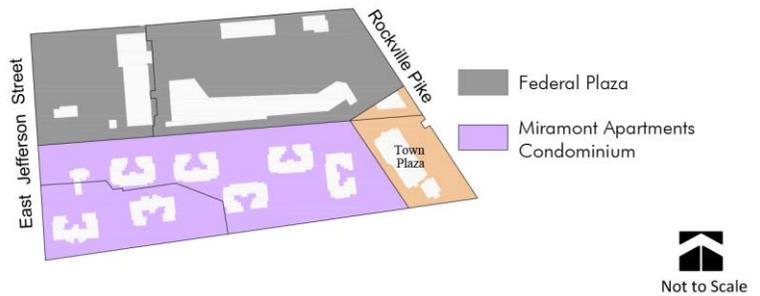
Area 3: Federal Plaza

The approximately 37-acre Federal Plaza area contains the Federal Plaza Shopping Center, Miramont Villas Condominium and Miramont Apartments, and commercial properties, including Towne Plaza along Rockville Pike (MD 355) (Map 23). 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 24).



The Plan’s land use and zoning recommendations for this area 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.

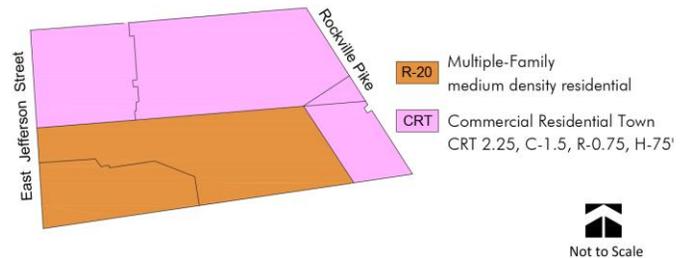
Additional pedestrian connections are recommended between Miramont Villas Condominium and Miramont Apartments, and Federal Plaza. No redevelopment is recommended for the Miramont Apartments and Condominiums because of the importance of retaining some existing multifamily residential development as a source of affordable housing.



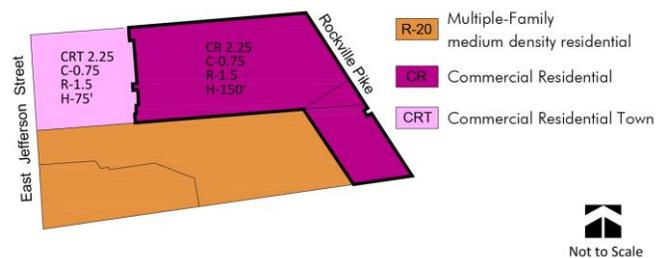
Map 23: Key Federal Plaza area properties

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 25).
- 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 2.25 C0.75 R1.5 H75 Zone to permit more residential development that contributes to the Sector Plan’s public benefits. A minimum ½-acre neighborhood green must be provided on this portion of the property. 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 promote more intense mixed-use development that contributes to the Sector Plan’s public benefits. A minimum ½- acre neighborhood green must be provided on this segment of the property.



Map 24: Federal Plaza- Existing Zoning



Map 25: Federal Plaza- Proposed Zoning

- Confirm the R-20 Zone for the Miramont Villas Condominiums and Miramont Apartments to preserve the existing 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 Zone 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:

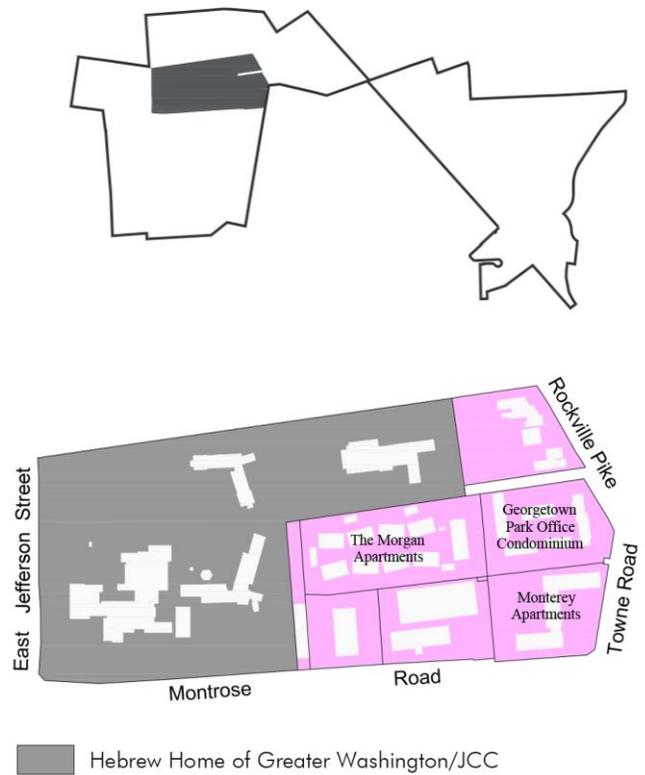
- Create a pattern of short blocks and internal streets to promote walkability.
- Locate maximum heights along Rockville Pike.
- Establish a new street along the south side of the property, to connect East Jefferson Street with Rockville Pike.
- Explore opportunities for pedestrian connections to the Miramont Apartments to the south.
- Provide two ½-acre 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 approximately 26.8-acre Hebrew Home of Greater Washington is the largest institutional use in this area and includes several specialty uses, including the Jewish Community Center, Wasserman Residence, Revitz House and Smith-Kogod Residence (Map 26).

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 (Map27).

Limited infill and redevelopment of some properties may occur in this area. This Plan recommends new street connections that provide



Map 26: Key Hebrew Home area properties

new ways to navigate within the area. This area is further divided into two sub-areas to establish greater clarity and specific recommendations.

Sub-area: Jewish Community Center

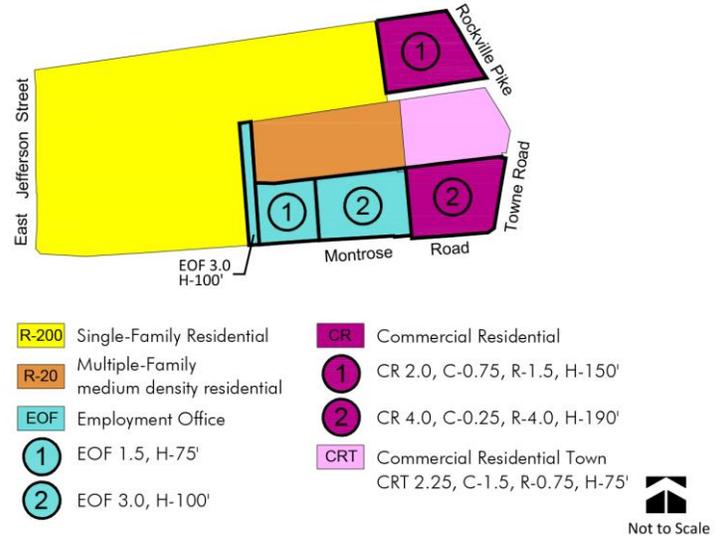
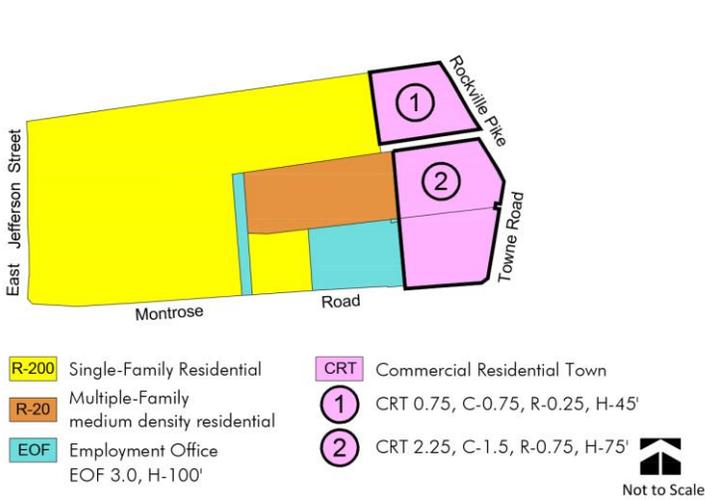
The approximately 37.3-acre Jewish Community Center area is located east of East Jefferson Street and north of Montrose Road. It includes the Hebrew Home of Greater Washington, Morgan Apartments, and three office buildings. The 1992 Master Plan identified the Morgan Apartments as the Tri-Rock property 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. 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. Redevelopment is not anticipated in the near future but in the long term this property could accommodate additional non-residential and residential development. The Hebrew Home campus setting could evolve into a more mixed-use neighborhood 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 via a Local Map Amendment for potential redevelopment of the Hebrew Home property. The extension of Hubbard Drive onto the Hebrew Home property, along with another new north-south road from Montrose Road, will provide greater connectivity to surrounding streets. New development 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.
- Support a floating CRT 1.0 C0.25 R1.0 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 1.0 H75 Zone to align the existing use with an office zone and other office zones in the area.
- Confirm the EOF 3.0 H-100 Zone for the offices at 6001 Montrose Road and 6101 Montrose Road (Map 28).



Map 27: Hebrew Home- Existing Zoning

Map 28: Hebrew Home- Proposed Zoning

Design and Connectivity Recommendations

If the 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 properties are delivering in adjacent areas:
 - Create a pattern of short blocks with multiple street-facing buildings to activate pedestrian environment;
 - Implement the public road recommendations of this Plan;
 - 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 public open spaces connected to the overall pedestrian network; and
 - 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 Georgetown Park office condominiums, the Monterey Apartments and commercial properties along Rockville Pike, and two vacant properties. 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 C-1 Zone for them. These properties, which are east of the Hebrew Home property, were reclassified by the 2014 District Map Amendment to the CRT 0.75 C0.75 R0.25 H-45 Zone (Map 20).

The Monterey Apartments is the oldest multifamily residential building in the Plan area. Built in 1967, the building's existing FAR is 3.81 and height is approximately 186 feet. Both the FAR and height exceed the maximum permitted FAR of 2.25 and height of 75 feet in the current CRT 2.25 C1.5 R0.75 H75 Zone applied by the 2014 District Map Amendment. This Plan recommends the Commercial Residential (CR) Zone for the Monterey Apartments to provide a zone that accommodates the existing FAR and building height. (Map 21).

Redevelopment may occur on the commercial properties along Rockville Pike, but it is unlikely for the Georgetown Park office condominium and the Monterey Apartments.

Land Use and Zoning Recommendations

- Confirm the CRT 2.25 C1.5 R0.75 H-75 Zone for the Georgetown Park office condominiums.
- 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 match the property's zoning with the existing FAR and height.
- 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 Zone to promote mixed-use development that further contributes to the Sector Plan's public benefits including housing options.

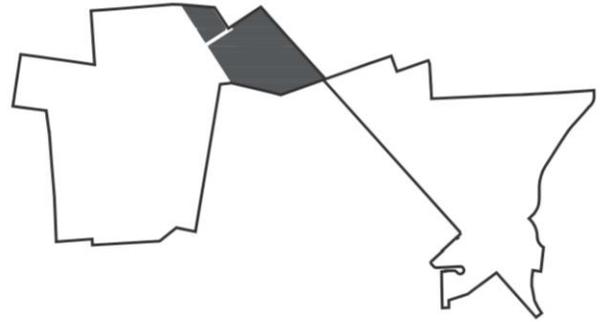
Design and Connectivity Recommendations

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

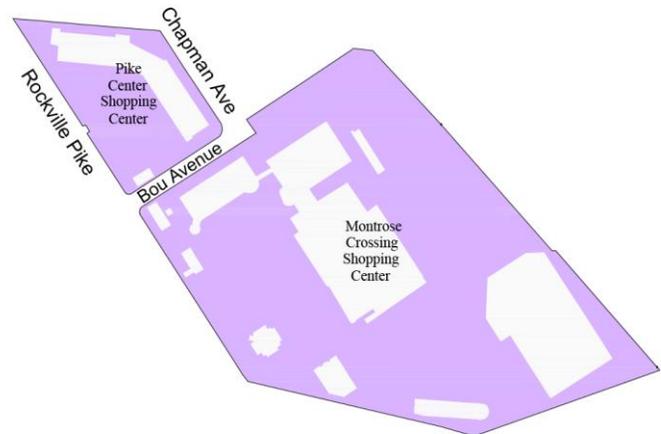
- Create building frontages along Rockville Pike, and provide enhanced pedestrian areas and amenities, furnishings, landscaping, and bicycle infrastructure.
- Consolidate areas dedicated to public use to create a substantial space for public use.
- Dedicate areas along the north side to contribute to 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 ; and Montrose Crossing Shopping Center. Pike Center, which is a traditional strip shopping center, is adjacent to the municipal limits of the City of Rockville (Map 29), Midtown North Bethesda, a high-rise residential condominium building, and a Target store are also included in this area. The Metrorail’s Red Line runs diagonally underneath the Montrose Crossing property. Montrose Crossing and Pike Center are within a half mile from 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 30).



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 . 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.



Map 29: Key Montrose Crossing area properties

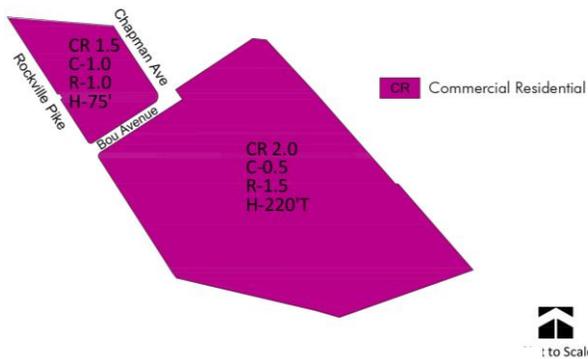
Both properties have the potential to serve as a major mixed-use destination along Rockville Pike. Existing long-term commercial leases on both properties will likely influence the pace of their redevelopment. This Plan recommends Chapman Avenue be continued south onto the Montrose Crossing property as a public street to supplement the proposed street network. Additional street connections are recommended for the Pike Center property to improve

vehicular and pedestrian circulation. The planned construction of Montrose Parkway East will alter the southern portion of Montrose Crossing.

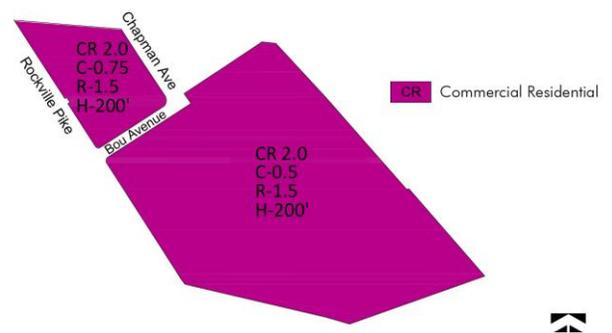
New mixed-use development is appropriate for both properties since they are equidistant from the White Flint and Twinbrook Metro Stations, and are along Rockville Pike. Building heights on Montrose Crossing should vary with the tallest buildings situated between Chapman Avenue Extended and Rockville Pike (MD 355). Two new parks must be provided on these properties: a Civic Green of at least one acre on the Montrose Crossing property; and a 1/2-acre neighborhood green 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, including parks and housing options. (Map 31).
- 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..



Map 30: Montrose Crossing- Existing Zoning



Map 31: Montrose Crossing- Proposed Zoning

Design and Connectivity Recommendations

Redevelopment on the Pike Center property must:

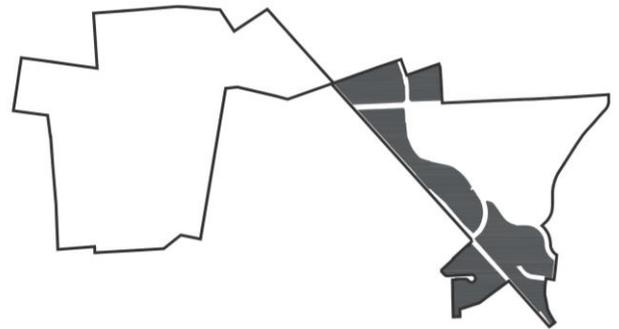
- Create a network of short blocks and internal streets.
- Provide a 1/2-acre neighborhood green and a local street connection.
- Create building frontages along Rockville Pike and Bou Avenue that enhance the public realm, including landscaping and bicycle infrastructure.

Redevelopment 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 minimum one-acre civic green on this property.

Parklawn South District

Montgomery County has approximately 1,952 acres of industrially zoned properties. This district contains approximately 90 acres of industrial zoned properties, primarily west of Parklawn Drive, south of Montrose Parkway, and at Nicholson Court (Map 32). There are a variety of industrial uses in this district, including automotive repair and services, self-storage, and catering services. Additional uses in this district are coffee roasters, home improvement contractors, decorating services and recreational uses. Properties are in the Light-Industrial (IL) Zone, R-20 Zone and CRT 0.75 C0.75 R0.25 H-35 Zone (Map 34).

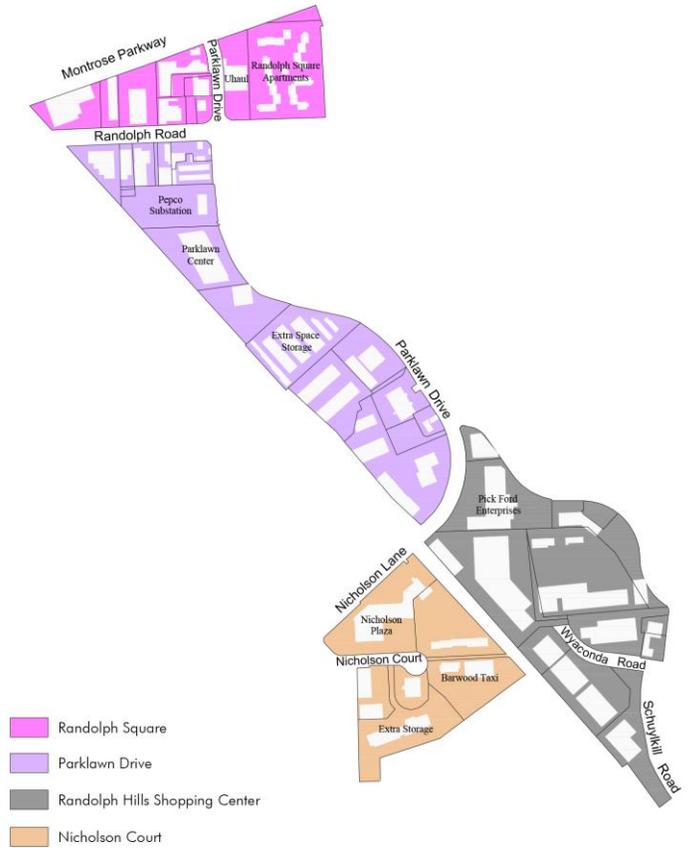


The 1992 *North Bethesda/Garrett Park Master Plan* and the 2009 *Twinbrook Sector Plan* have recognized the importance of light-industrial zoned properties. The 1992 Master Plan identified the area along Parklawn Drive and Nicholson Court as “vital for maintaining hi-tech incubator firms and general services for the down-county population” (p. 72). It 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 Sector Plan* area, which is north of the White Flint 2 Sector Plan area, retained approximately 109 acres of industrial zoned properties and recognized that industrial zoned properties provide “important services to the Twinbrook area and the central part of Montgomery County” (p. 42).

Industrial zoned properties provide several functions: basic needs for County residents and public agencies; opportunities for different forms of employment including vocational and entry-level jobs; and space for small businesses, entrepreneurs, and artisans (Map 32). The proximity of this industrial area to the mixed-use developments in the 2010 *White Flint Sector Plan* area could spur residential development that would complement the industrial uses in this district.

This Plan recommends an overlay zone to retain the light industrial uses while recognizing the need for limited residential uses in the district. The proposed overlay zone will be similar in concept to the existing Twinbrook Overlay Zone, but it will be more expansive in its residential potential since, unlike the Twinbrook Overlay Zone, the residential development in this overlay zone will not be limited to a certain percentage of the existing non-residential floor area on a property (Map 33). Major elements of the proposed White Flint 2 Overlay Zone are the following:

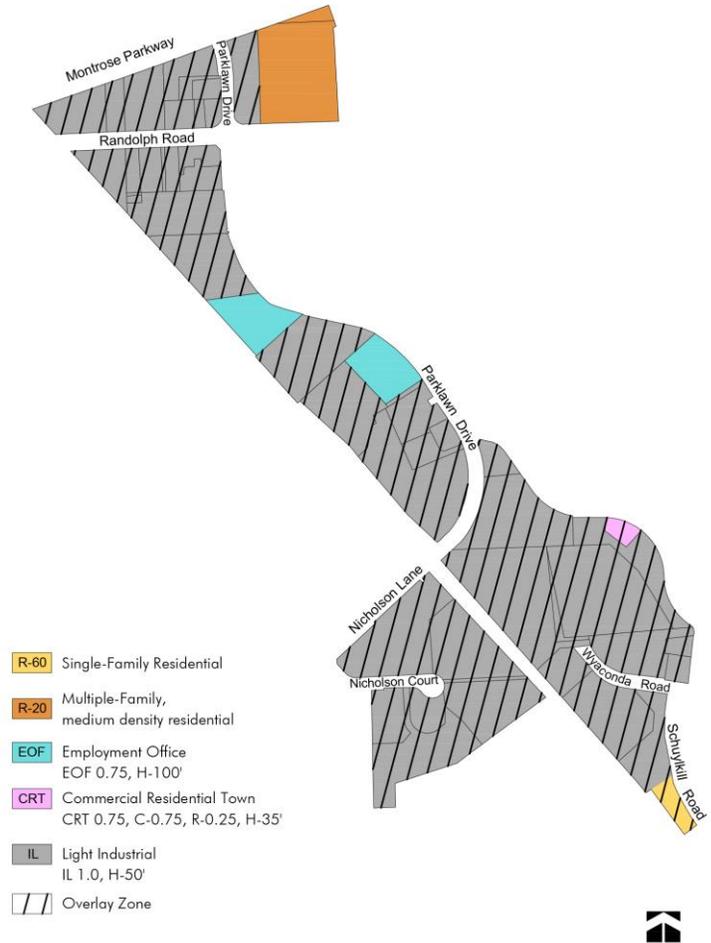


Map 32: Key Parklawn South District properties

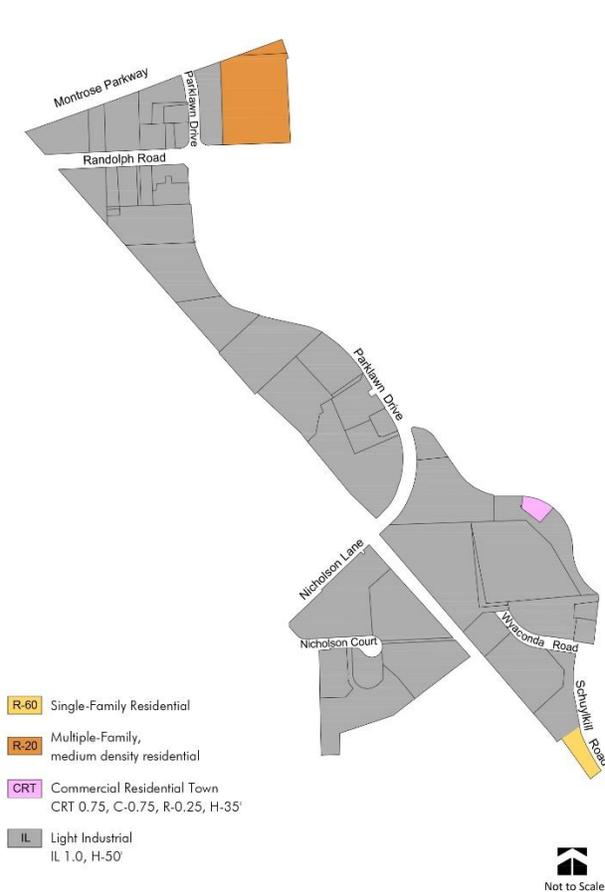
- Maximum FAR of 1.5;
- Maximum Residential FAR of 1.0;
- Maximum Building Height of 75 feet;
- Non-residential uses limited to those allowed in the Light Industrial I-L Zone;
- Ground floor to be used only for non-residential uses allowed in the base I-L Zone;
- Minimum Public Use Space of 10 percent required for mixed-use developments;
- Design guidance in the Plan and separate Urban Design Guidelines; and
- Site Plan for developments that include residential uses per the overlay zone.

This Plan also recommends that a future zoning text amendment 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.

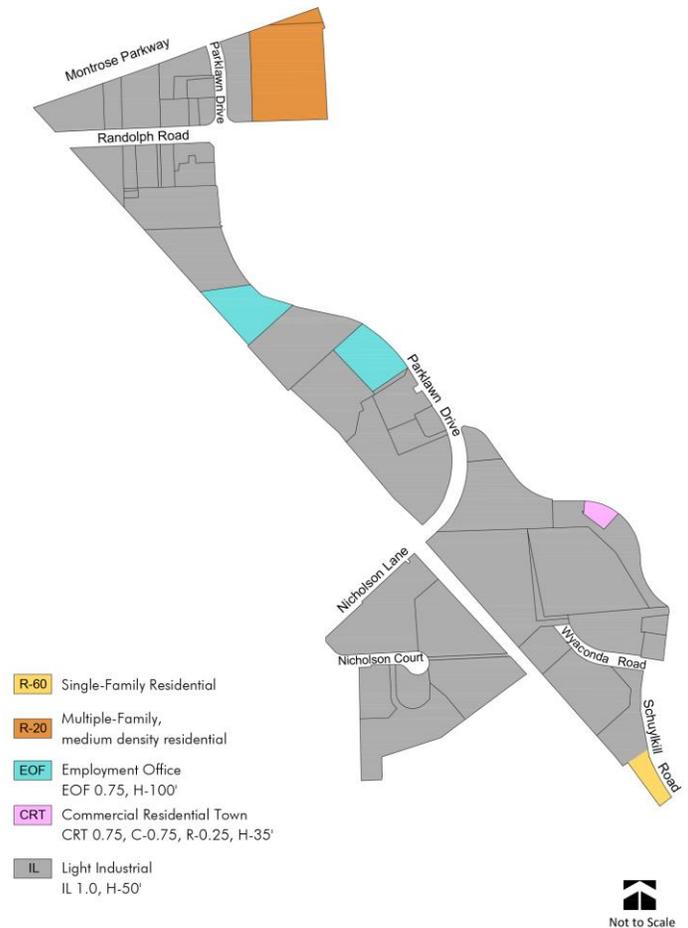
The 2014 District Map Amendment changed industrial properties from the Low Intensity, Light Industrial I-4 Zone to the Light Industrial I-L Zone. The conversion to the I-L zone has created some non-conforming buildings in this district where the built heights of office buildings are taller than the 50-foot-height limit of the I-L zone. This Plan recommends zones that would make these buildings conforming (Map 35). The industrial district is divided into four areas: Randolph Square, Randolph Hills Shopping Center, Parklawn Drive and Nicholson Court (Map 32).



Map 33: Proposed Industrial Overlay Zone



Map 34: Parklawn South- Existing Zoning



Map 35: 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 U-Haul property at the northeastern intersection of Randolph Road and Parklawn Drive will be acquired by Montgomery County 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 IL1.0 H50 Zone for the light industrial properties in this area.
- Create an overlay zone for this area that would permit residential uses, while retaining industrial uses.

Area 2: Parklawn Drive

Automotive repair and services, retail businesses, storage facilities, office buildings, a Pepco substation, arts-oriented businesses, including artists' studios, and a wood workers club are in this 29.42-acre area zoned IL1.0 H-50. 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.

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 that permitted office buildings up to 10 stories or 120 feet. To make these buildings conforming, this Plan recommends the EOF 0.75 H-100 Zone for them.

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.
- Confirm the IL 1.0 H-50 Zone for all other properties in this area.
- Create an overlay zone for this area that would permit residential uses, while retaining industrial uses.

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 zoned IL1.0 H-50. 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.

Both the Randolph Hills Shopping Center and the Pickford property offer the opportunity to create a mixed-use, neighborhood-serving center that complements the industrial character of the area. Both properties could redevelop, either through the recommended overlay industrial zone or a floating CRT Zone. A pedestrian-bike bridge across the CSX tracks should be funded either through, CIP, a public-private partnership, or the public benefits of the CRT Zone. Both properties are suitable for a floating CRT 1.5 H-75 Zone. A Floating CRT with 2.0 FAR and a maximum height of 75 feet should be supported if the redevelopment includes funding of a MARC station at this location.

Land Use and Zoning Recommendations

- Confirm the Light Industrial IL Zone for this area.

- Create an overlay zone for this area that would permit residential uses while retaining industrial uses.
- Support a floating CRT Zone with up to 1.5 FAR with the requirement of a pedestrian-bike crossing of the tracks, and up to 2 FAR if a MARC station is provided. A neighborhood green of minimum $\frac{3}{4}$ acres must be provided on the Randolph Hills Shopping Center property.
- Provide a tree canopy of up to a minimum of 30 percent when the Randolph Hills Shopping Center property is redeveloped.
- Building heights must transition to the existing Randolph Hills residential community.

Design and Connectivity Recommendations

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

- Provide work spaces and complementary amenities that are aligned with the unique needs of creative and new economy businesses.
- Create high-density housing that serves 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 of minimum $\frac{3}{4}$ acres on Randolph Hills Shopping Center property.

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 zoned IL1.0 H-50. Nicholson Plaza, which is a traditional strip shopping center, represents the prior Light Industrial I-1 Zone that permitted retail and office uses by right.

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

Land Use and Zoning Recommendations

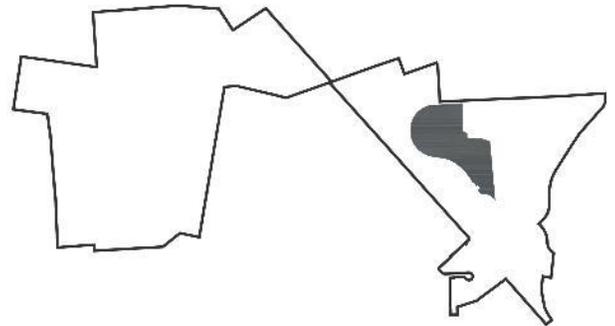
- Confirm the IL1.0 H-50 Zone for all properties in this area.
- Create an overlay zone for this area that would permit residential uses while retaining industrial uses.
- Support a floating Commercial Residential Town (CRT) Zone with up to 1.5 FAR with the provision of a pedestrian-bike crossing of the rail tracks. The maximum FAR can be up to 2.0 if a MARC station is funded by the development.

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 Church; and Rocking Horse Road Center.

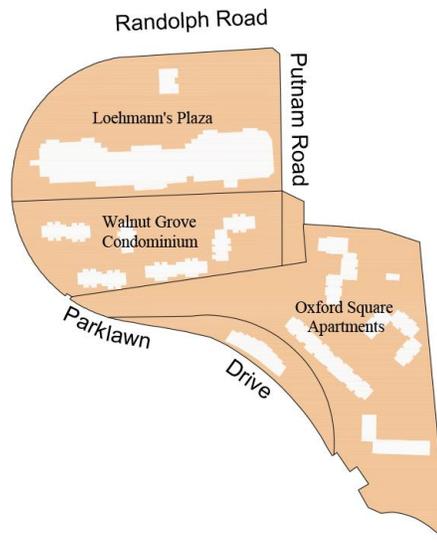
Area 1: Loehmann's Plaza

This 30-acre area includes 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 multifamily residential properties, Walnut Grove Condominium and Oxford Square White Flint (Map 36). Loehmann's Plaza was included in the 1992 Master Plan as a key or redevelopable property with a recommendation of C-4 Zone. 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 37).



This Plan recommends the redevelopment of Loehmann's Plaza with new streets and a minimum $\frac{3}{4}$ -acre neighborhood park. The reconfiguration of the intersection of Randolph Road and Parklawn Drive will create a larger, 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..

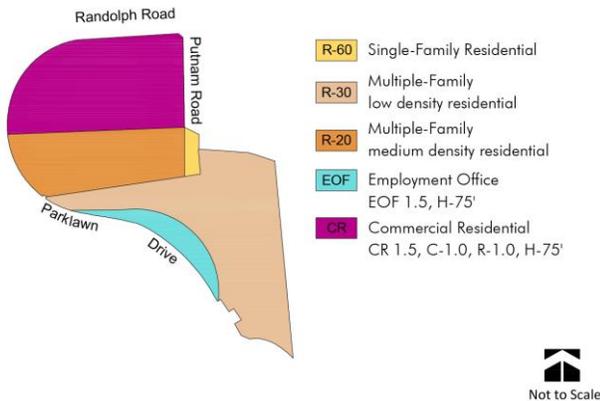
This Plan's housing goal is to balance the retention of existing and production of new affordable housing through limited redevelopment of existing multifamily residential development, including Oxford Square White Flint and Walnut Grove Condominium. These two properties were built prior to the County's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



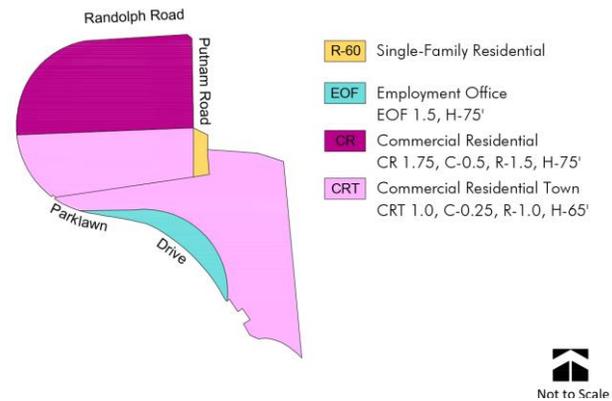
Map 36: Loehmann's Plaza area properties

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 29).
- Rezone the Walnut Grove Condominium property from the R-20 Zone to the CRT 1.0 C0.25 R1.0 H-65 Zone to promote the Sector Plan recommended public benefits, including the maximum percentage of MPDUs and dwelling unit mix.
- Rezone the Oxford Square White Flint property from the R-30 to the CRT 1.0 C0.25 R1.0 H-65 Zone to promote the Sector Plan recommended public benefits, including the maximum percentage of MPDUs, dwelling unit mix and enhancement of the natural environment.
- Confirm the EOF 1.5 H-75 Zone for the office building on Parklawn Drive.
- Confirm the R-60 zone for the Montgomery County owned property (Parcel No. P268).



Map 37: Loehmann’s Plaza-Existing Zoning



Map 38: 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 or uses and development types.
- Place lower density development along Putnam Road to provide transition from higher buildings along Randolph Road 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.

Redevelopment of the Walnut Grove property must:

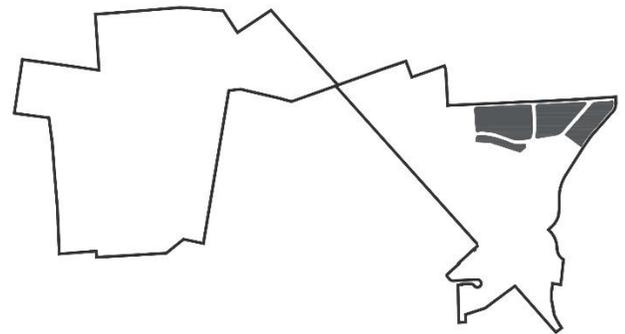
- Establish new street frontages along Parklawn Drive, and pedestrian and bike connections to Loehmann’s Plaza property.
- Create building heights that must transition to the heights on the existing Randolph Hills residential community.
- If redeveloped, consolidate green areas into usable and accessible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

Redevelopment of Oxford Square White Flint must:

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

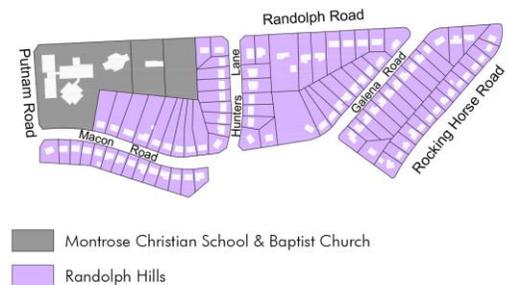
Area 2: Montrose Baptist

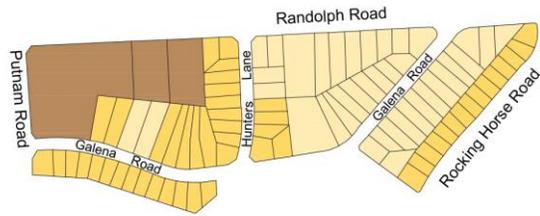
This area includes the Montrose Baptist Church, Montrose Christian School, and single-family residences between Putnam Road and Rocking Horse Road, in the Randolph Hills community (Map 39). A Local Map Amendment (G-964) rezoned 8.76-acre Montrose Baptist Church property, including the Montrose Christian School, from the R-60 and R-90 zones to the RT-15 Zone (Map 40) for a townhouse development of 109 units.



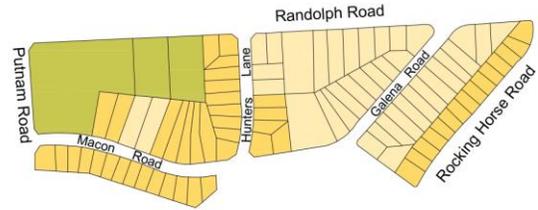
Land Use and Zoning Recommendations

- Rezone the Montrose Baptist Church and Christian School properties from the RT-15 Zone to the THD Zone (Map 41).
- Confirm the R-90 and R-60 Zones for the single-family dwellings within this area.





Map 40: Montrose Baptist-Existing Zoning

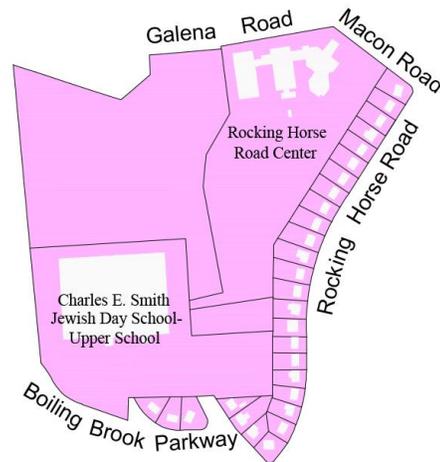


Map 41: Montrose Baptist-Proposed Zoning

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 (Map 42) in the R-60 and R-90 zones are the primary uses in this 31.9-acre area (Map 43).

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 and includes 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 indicated public ownership for both properties and the potential to reclaim these school buildings for future use.



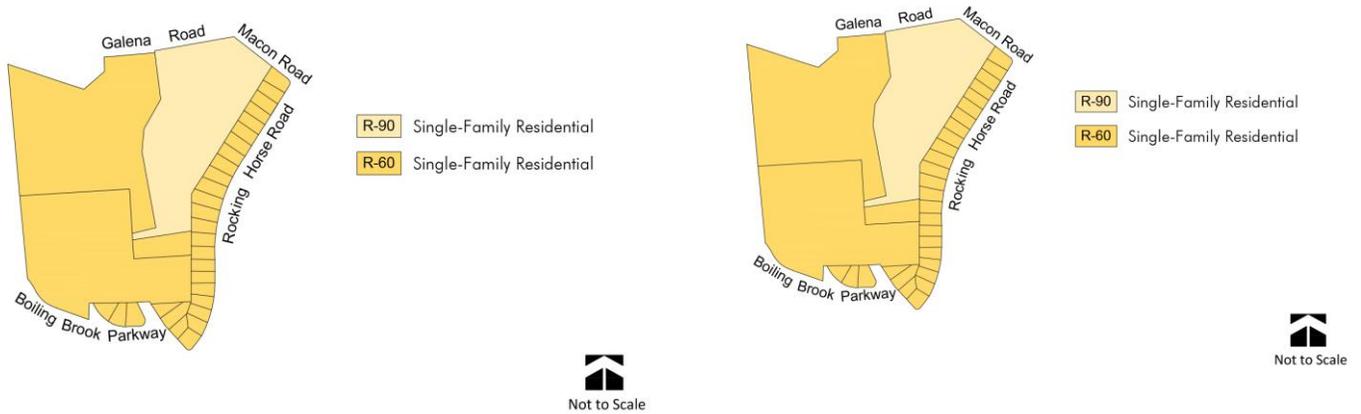
Map 42: Rocking Horse Road Center area properties

If the Rocking Horse Road Center offices relocate, this Plan recommends that MCPS utilize this property either as a middle or high school site (or a combination) with a park. If this property were converted into a public school, a change in the Downcounty Consortium and Walter

Johnson Cluster boundaries could allow this property to 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 44).



Map 43: Rocking Horse Road-Existing Zoning

Map 44: 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 2011 *Housing Element of the General Plan*, including conserving existing neighborhoods and housing stock, and concentrating new housing in mixed-use, transit-oriented areas.

Among the Housing Element's 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 in transit-oriented areas and other strategic locations. It establishes new mixed-use residential development near 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 multifamily residential development, will contribute to implementing the Housing Element's 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 of 20 units or higher 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 multifamily residential developments are not subject to the County's MPDU program since they predate the MPDU law. Only the Morgan Apartments are subject to the MPDU provision, through a renewal of their MPDU agreement with Department of Housing and Community Affairs (DHCA). To increase the supply of affordable housing in the Plan area, this

Plan recommends that each optional method development in the CR and CRT zones should provide 15 percent MPDUs as the highest priority to earn their public amenity points.

The majority of existing housing in White 2 is multifamily with smaller amounts of residential townhouses and single-family residential dwellings. There are seven multifamily residential developments in the Plan area, five of them rentals and the other two 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 CRT and CR Zones, respectively.

The average age of the five multifamily 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 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 buildings also provides a diverse unit supply in the area 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 two or more bedrooms. Based on the housing analysis developed for this Plan, two of the multifamily developments are wholly market-rate affordable, and two are partially market-rate affordable (to households earning under 80 percent of AMI).

Multifamily 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 multifamily developments have units that could accommodate families and persons with special needs. Multifamily developments in the 2010 *White Flint Sector Plan* area are 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:

- Require 15 percent MDPU 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.

The White Flint 2 Sector Plan aims to balance the preservation of existing and production of new affordable housing by recommending redevelopment on two sites in the Sector Plan area while maintaining most of the existing multifamily zones to preserve the existing market rate affordable units throughout the Sector Plan area. The Sector Plan allows for redevelopment to create new housing inventory and new MPDUs in an area that currently has only one development with MPDU units. It recommends retaining the existing zoning on the remaining four multifamily sites to preserve existing market-rate affordable properties.

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.

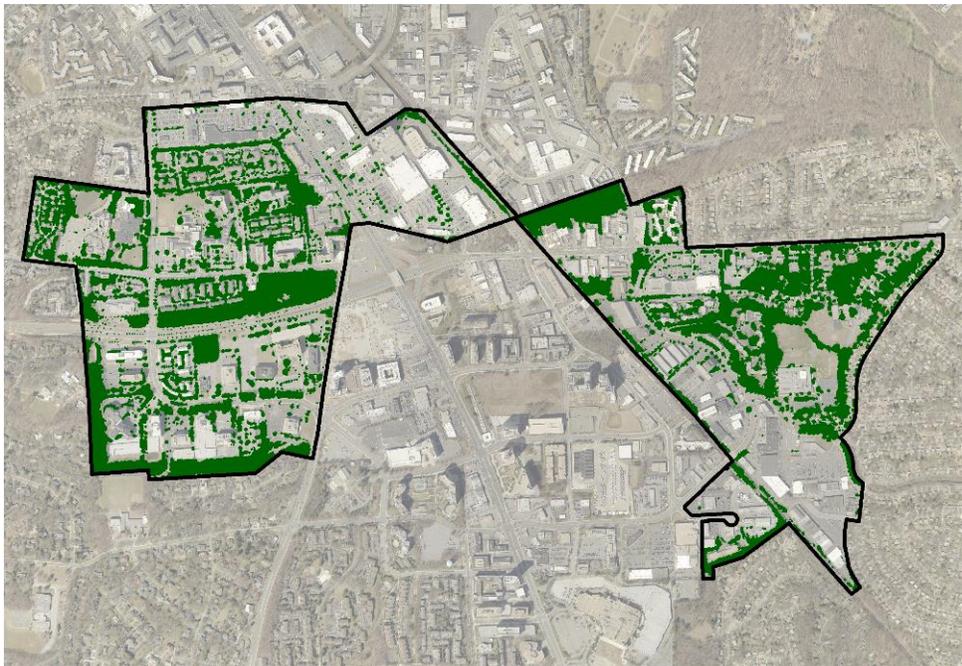
Preserving and Enhancing Natural Resources

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 area along Neilwood Creek-Old Farm on the southern edge of the planning area, and some forest areas along Montrose Parkway (Map45).

Recommendations

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Establish a landscape area between the southern boundary of the existing Cherington townhouse community and the proposed new development on the Wilgus property.
- 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 45: Existing White Flint 2 Tree Canopy



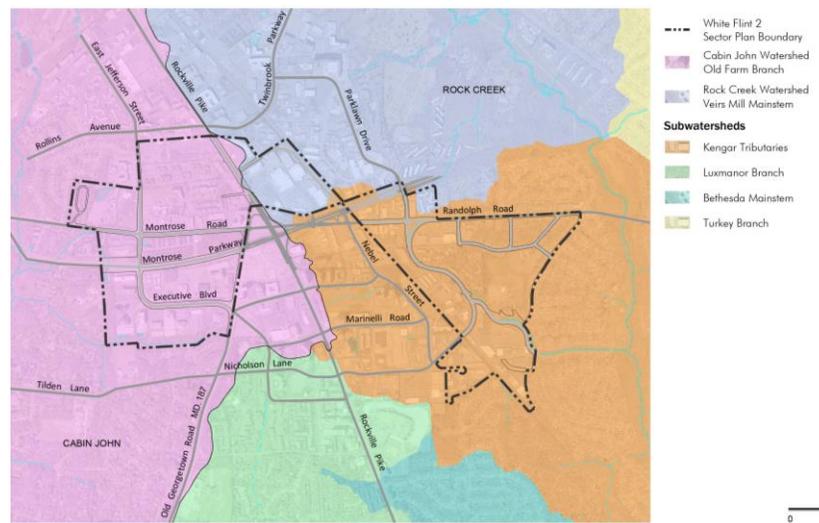
Map 46: Existing White Flint 2 Impervious Cover



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 (Map47). 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.

Map 47: White Flint 2 Subwatersheds



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 46).

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 (soft landscaping) 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.
 - 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 emissions by 2010 and to achieve a 10 percent reduction every five years through 2050. Greenhouse gas emissions levels are determined by estimating the greenhouse gas 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.
- Include building design features that keep roofs cool, such as green roofs or cool roofs.
- Encourage green features (soft landscaping) 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.

Greenhouse Gas Modeling

Montgomery County Code Chapter 18A-15 requires the Planning Board to model the carbon footprint of planning areas as part of any master or sector plan. Another law (Montgomery County Code Chapter 33A-14) requires the Planning Board to estimate the carbon footprint of areas being master planned, and to make recommendations for carbon emissions reductions. Carbon footprint is calculated by estimating the greenhouse gas emissions from construction and operation of the projected development.

There are three main components to greenhouse gas emissions: embodied energy emissions, building energy emissions, and transportation emissions in projecting total emissions for an area. Embodied emissions are emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). 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. Results are given for the total life of the development from construction to demolition, and are given in Metric Tons of Carbon Dioxide Equivalents (MTCO_{2e}).

Greenhouse Gas Emissions Analysis

Because Master Plans focus on areas that are most appropriate for new or re-development, the increased numbers of housing units and non-residential spaces naturally result in an overall increase in greenhouse gas emissions, and White Flint 2 is no exception. The carbon footprint estimation shows an increase in total greenhouse gas emissions of about 39% above the existing condition. When considered on a per capita basis, however, the carbon footprint estimation shows a decline in per capita greenhouse gas emissions of about 15% less than existing. Recommendations for reducing greenhouse gas emissions are included in the Plan's section on Air Quality and Managing Carbon Emissions. Additional information is provided in the White Flint 2 Technical Appendix.

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 existing 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.

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 as well as a portion of the CSX rail tracks are within the Plan area. 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*. It 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 2010 *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.

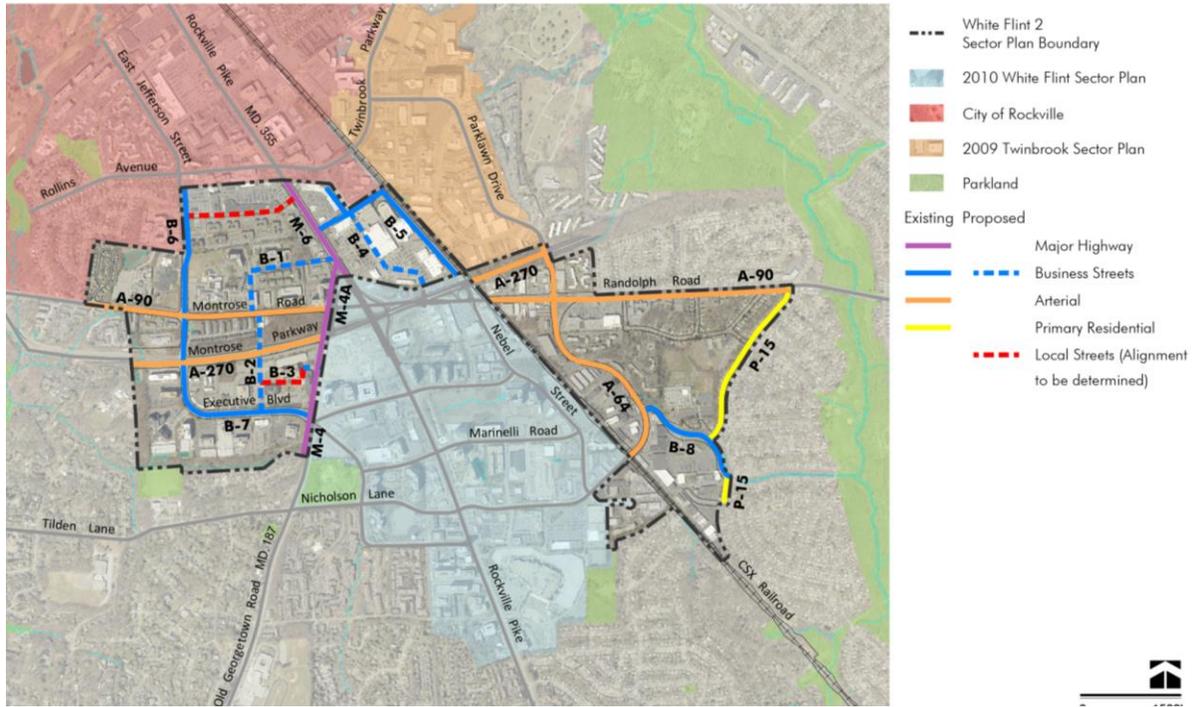
Street Network

In addition to the redesign of Rockville Pike as an urban boulevard with Bus Rapid Transit, this Plan recommends providing enhanced street connections within the Plan area to benefit all street users, including pedestrians and bicyclists. To improve circulation west of Rockville Pike and Towne Road, new streets are recommended to create shorter, more walkable 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, limited new streets are recommended east of the CSX tracks.

Street network recommendations are the following:

- Extend Hubbard Drive as a business street (B-1) westward from Rockville Pike (MD 355) from its current terminus onto the Hebrew Home property, when the property redevelops, to provide greater vehicular and pedestrian connectivity through this large property (Map 48, and Table 2).
- Create a new north-south public business street (B-2) from Executive Boulevard to the future Hubbard Drive extension to provide greater vehicular and pedestrian connectivity through the large-sized blocks.
- Reclassify East Jefferson Street from an arterial (A-271) to a business street (B-6).
- Extend the business street classification (B-5) for 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.
- Reconstruct 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 area. 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 49).

Map 48: Existing and Proposed Street Network



Map 49: Montgomery County Urban Road Code Areas: White Flint and Twinbrook

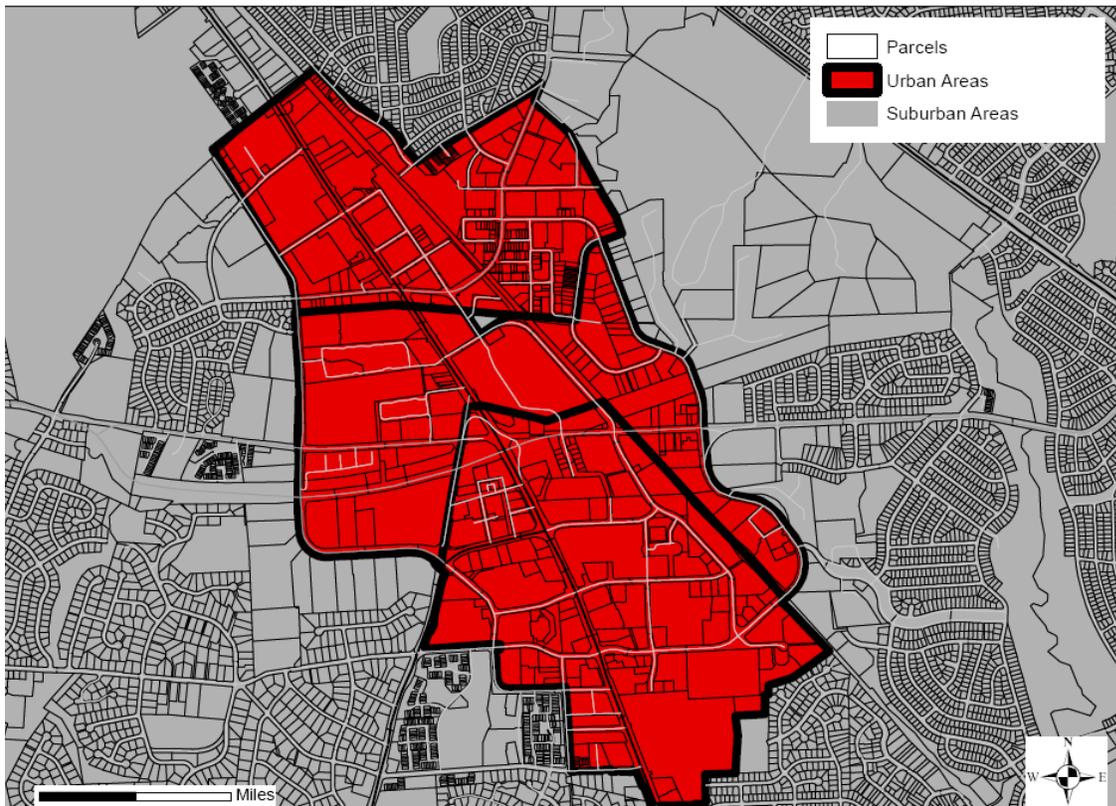


Table 2: Street and Highway Classifications

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet)¹	Number of Through Travel Lanes²	Design Standard³
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

¹ 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.

² The recommended number of lanes refers to the number of planned through travel lanes for each segment. Lane widths in urban areas must comply with Council Bill No. 33-13.

³ 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) ¹	Number of Through Travel Lanes ²	Design Standard ³
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)¹	Number of Through Travel Lanes²	Design Standard³
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

Master Planned Streets	From	To	Master Plan of Highways Number	Minimum Right-of-Way (feet) ¹	Number of Through Travel Lanes ²	Design Standard ³
Primary Residential Streets						
Rocking Horse Road	Randolph Road	Boiling Brook Parkway	P-15	70	2	200312
Schuykill Road	Boiling Brook Parkway	Wyaconda Road (Sector Plan southern boundary)	P-15	70	2	2003.12

Transportation Standards

This Plan recommends modifying the Local Area Transportation Review (LATR) congestion standard for the Plan area by raising the Highway Capacity Manual (HCM) standard in the western and northern segments of the Plan area-the Executive Boulevard District and Montrose North-Rockville Pike Districts- from its current average intersection delay threshold of 71 seconds to 120 seconds. This recommendation recognizes that the existing and planned mixed-use development for the Executive Boulevard and Rockville Pike-Montrose North Districts are in character to the 2010 *White Flint Sector Plan*, and that new infrastructure from the 2010 *White Flint Sector Plan* area will benefit these districts since both are near the White Flint and Twinbrook Metro Stations. Adjusting the HCM standard for these two districts will be consistent with the County’s transportation policy of accepting higher levels of traffic congestion in urban areas, which are areas near existing and future transit.

The area east of the CSX should remain at 71 seconds (the broader North Bethesda policy area congestion standard) because the Plan area east of the CSX tracks will have less new development than the area west of the tracks, and it is less accessible by Metro compared to the northern and western segments of the Plan area.

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. This Plan recommends expanding the existing White Flint Special Taxing District to include the Executive Boulevard and Rockville Pike-Montrose North Districts.

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 50 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 through property redevelopment and incentives in the CR Zone, or 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 the recommended pedestrian-bike path in the Executive Boulevard South area. .
- All intersections should be designed as protected intersections to provide the safest crossings for bicyclists and pedestrians.

Map 50: Existing and Proposed Bikeway Network

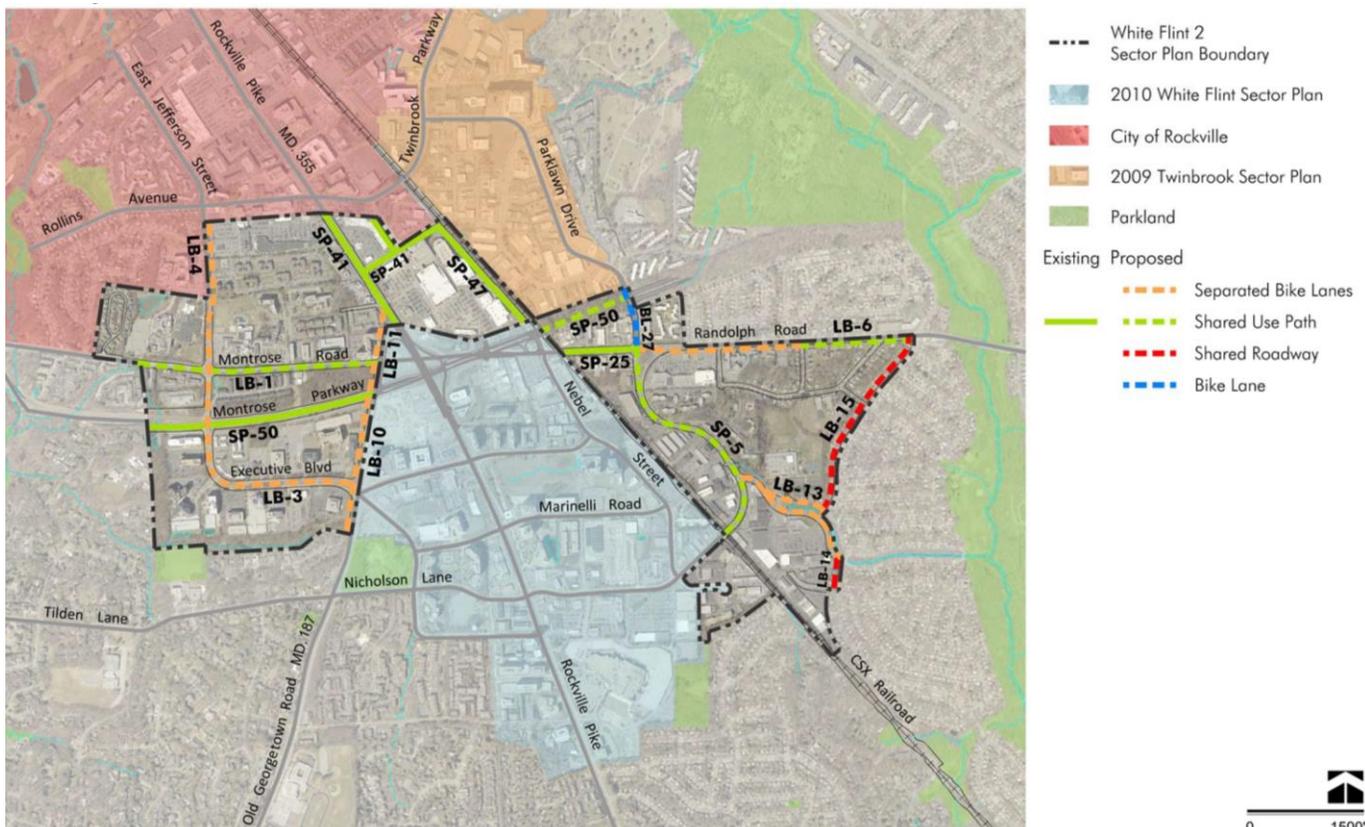


Table 3: White Flint 2 Bikeway Network

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)		

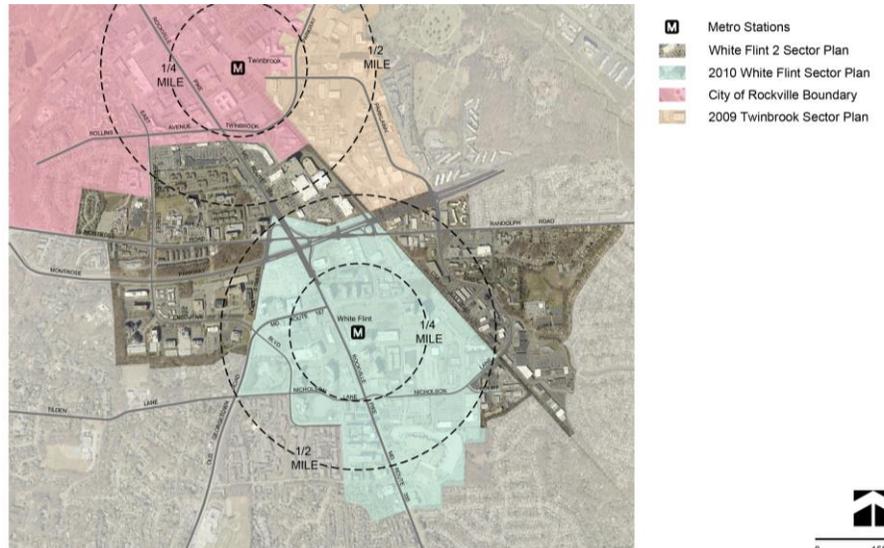
Name and Type*	From	To	Route Number	Status
Towne Road (formerly Hoya Street)	Executive Boulevard / Old Georgetown Road	Rockville Pike (MD 355) (Sector Plan southern boundary)	LB-11	Proposed
Boiling Brook Parkway	Parklawn Drive	Schuykill Road (Sector Plan eastern boundary)	LB-13	Proposed
Bike Lane				
Parklawn Drive	Randolph Road	Montrose Parkway	BL-27	Proposed
Shared Roadway				
Rocking Horse Road	Randolph Road	Boiling Brook Parkway	LB-15	Proposed
Schuykill Road	Wyaconda Road	Boiling Brook Parkway	LB-14	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 half-mile from transit is a traditional threshold of how far an employee or resident is typically willing to walk from their office or home to transit. A large segment of the Montrose North-Rockville Pike District is within a ½ mile from the Twinbrook Metro Station. The western portion of the Plan area, especially the Executive Boulevard district, is within ¾ mile from the existing White Flint Metro Station (Map 51).

Map 51: Proximity to the White Flint and Twinbrook Metro Stations



The future second White Flint Metro Station entrance at Rockville Pike and Old Georgetown Road will further improve walkability within the Plan area, especially in the Executive Boulevard and Montrose North-Rockville Pike Districts.

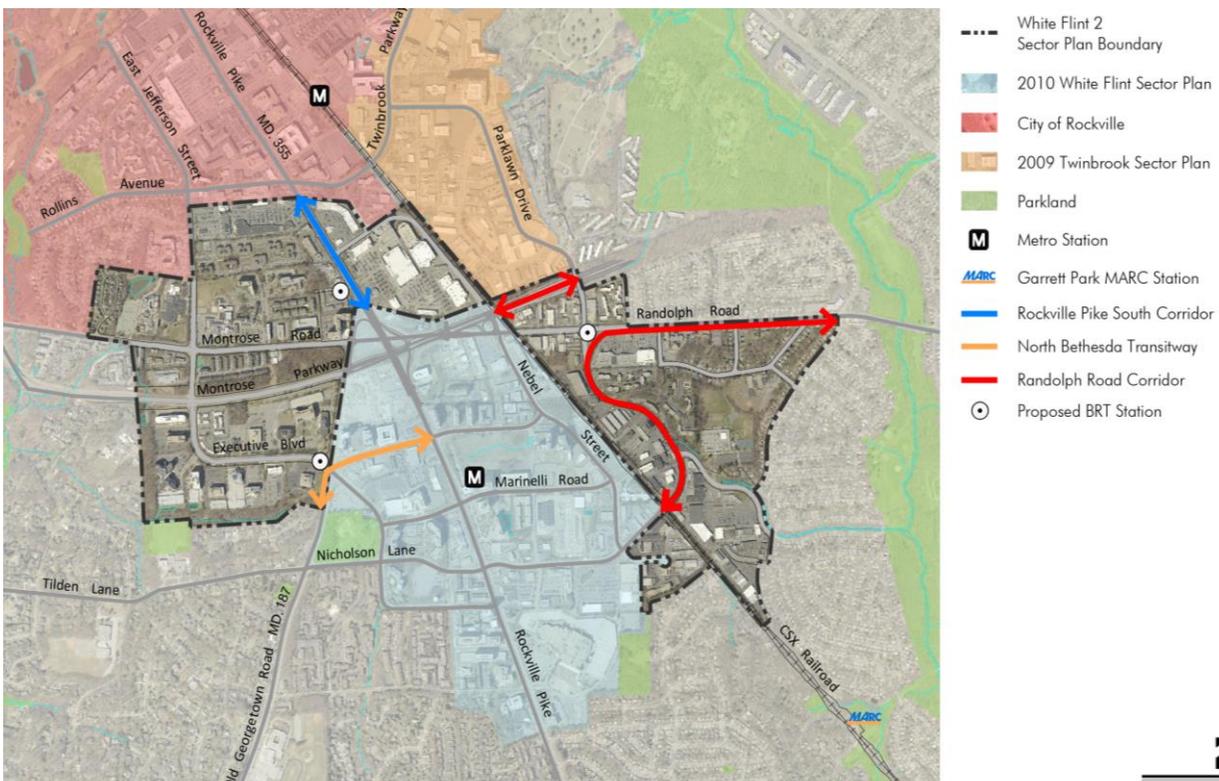
The 2010 *White Flint Sector Plan* recommended a MARC Station at Nicholson Court and this Plan supports this recommendation. It also recommends that the Maryland Transit Administration (MTA) conduct a feasibility study to establish new standards for an infill MARC station along the Brunswick Line.

The County's BRT network recommended in the 2013 *Countywide Transit Corridors Functional Master Plan* includes three corridors that are within the Plan area: North Bethesda Transitway, Rockville Pike, and Randolph Road. The Rockville Pike BRT route in the Plan area will be within the dedicated lanes of Rockville Pike, and it will link to the multiway boulevard in the City of Rockville. The Maryland Department of Transportation and the Montgomery County Department of Transportation are conducting a BRT corridor planning study that will 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 41).

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

- Support the *2010 White Flint Sector Plan* recommendation to construct a second White Flint Metro Station entrance on the southeast corner of the intersection of Rockville Pike and Old Georgetown Road.
- Support the alignments and character of both the MD 355 South (Corridor 4) and Randolph Road (Corridor 7) BRT corridors through the Plan area, as recommended in the *2013 Countywide Transit Corridors Functional Master Plan*.
- Support the recommendation that Maryland Department of Transportation Administration conduct a feasibility study for an infill MARC station in the Plan area .
- Implement a circulator or shuttle that provides local service for residents and businesses in the Plan area and adjacent Planning areas, including the White Flint Metro Station.

Map 52: Proposed BRT Routes and Stations



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

Intersections

Roadway intersections in the Plan area should emphasize pedestrian and bicyclist accommodations while minimizing additional roadway widening in order to promote walkability and achievement of the Non-Auto Driver Mode Share (NADMS) goals. Results from the

transportation forecast conducted in support of this Plan indicated that two intersections are forecast to exceed the Local Area Transportation Review (LATR) standard. Multi-modal mitigation approaches to address this situation, including trip mitigation measures to reduce vehicular demand, rather than roadway widening, should be given a high priority.

This Plan recommends the following intersection modifications:

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

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

Rockville Pike

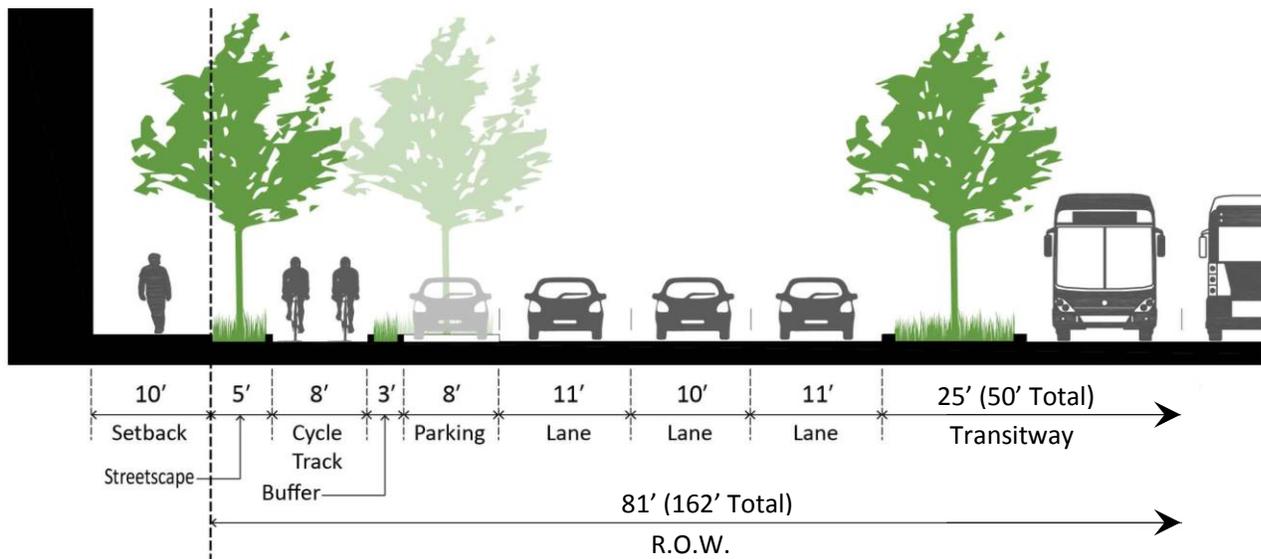
Rockville Pike (MD 355) is a State road that serves as the primary north-south roadway between both White Flint Sector Plan areas and the City of Rockville.

This Plan recommends retaining Rockville Pike as a six-lane major highway and expands the 2010 *White Flint Sector Plan* recommendations for an urban boulevard with Bus Rapid Transit alternatives within a 162-foot right-of-way (Figure 2) to this Plan area. The 2013 *Countywide Transit Corridors Functional Master Plan* also recommended a 162-foot-wide right-of-way for Rockville Pike within this Plan area, including two dedicated lanes of Bus Rapid Transit.

Maryland Department of Transportation and Montgomery County Department of Transportation are conducting a Rockville Pike BRT corridor planning study, which will cover both White Flint plan areas. This study will consider either curb or dedicated median BRT, along with bikeway accommodation, and provisions to improve the pedestrian environment. A locally preferred alternative will be selected 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 north of Bou Avenue. The City’s Plan also recommends converting existing easement areas along Rockville Pike into access roads separated from the main travel lanes to minimize curb cuts, and 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 be significant.

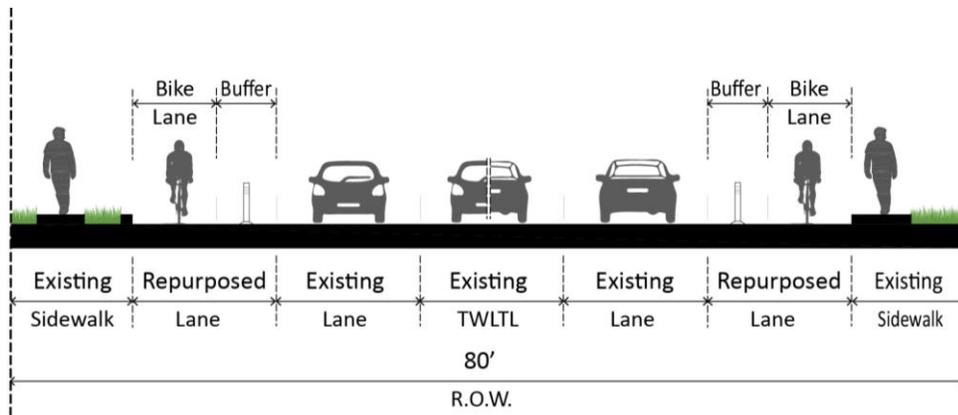
Figure 2: Rockville Pike Boulevard Concept with Median BRT



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 in each direction with a center turning lane (Figure 3).

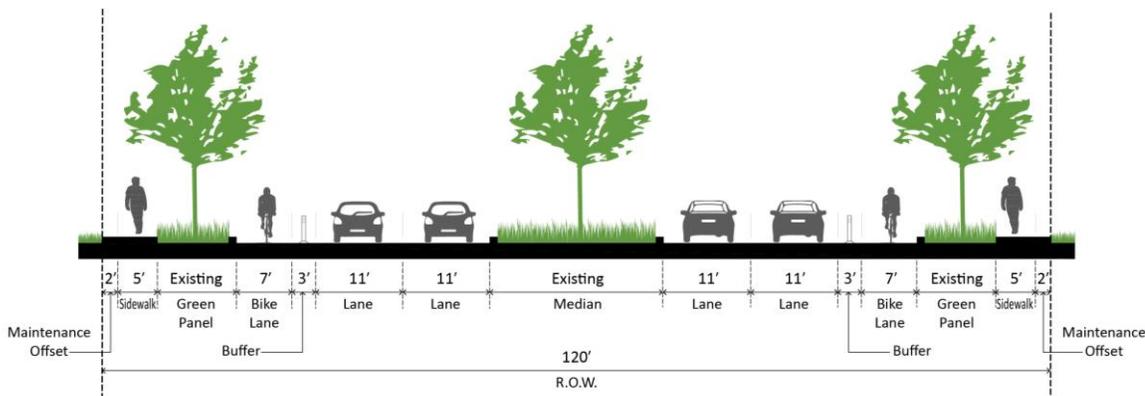
Figure 3: East Jefferson with protected bikeway



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 (Figure 4).

Figure 4: 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 and 2017 *Park, Recreation and Open Space Plan* (PROS Plan) 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 PROS Plan 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 Plan):

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, , or Community Use Recreational Parklet.

- 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:

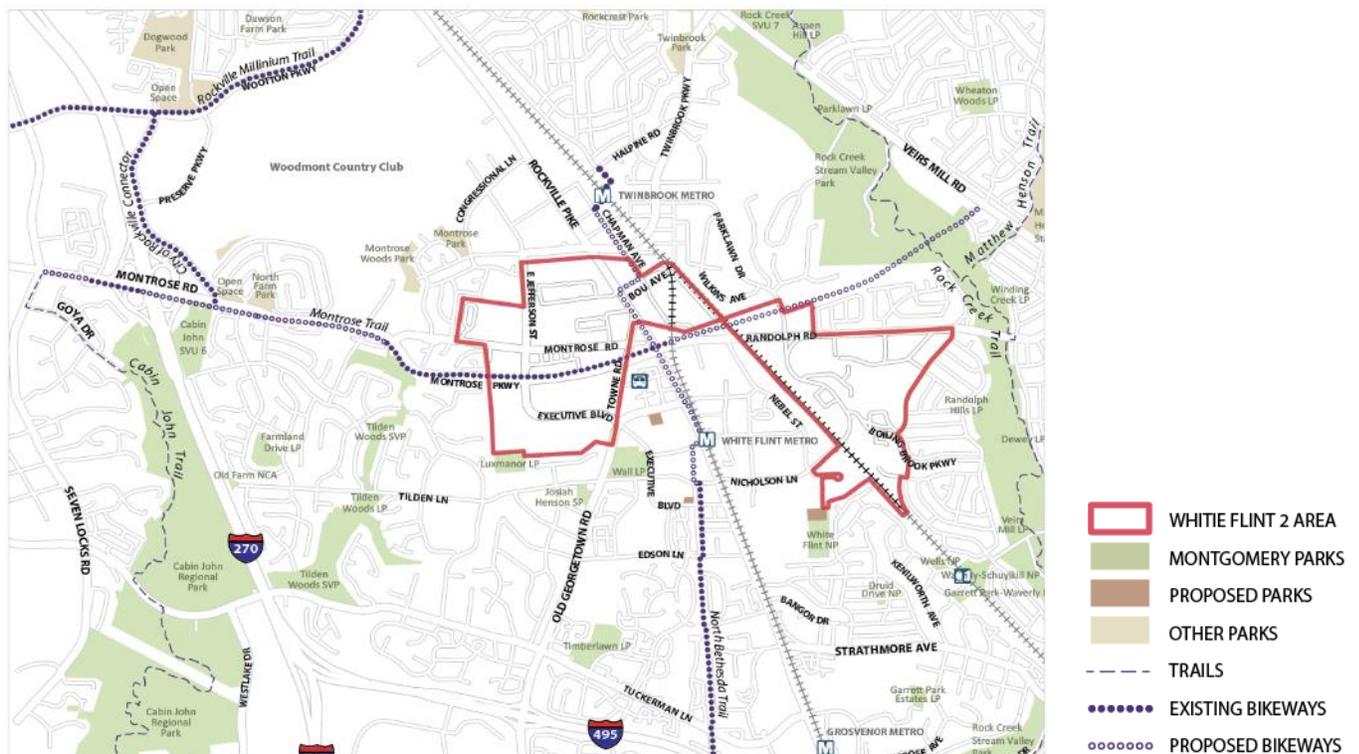
1. Lack of quality open space in the area.
2. Space needed for residents that are 55 years and older.
3. Need for grass and trees, rather than bricks and benches.
4. Lack of amenities for existing employees.

The existing parks, trails and open space in the area are provided through the following network of spaces (Map 53):

- 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 athletic fields, dog parks, skate parks, adult fitness equipment, community gardens, and community open space. Playgrounds are typically planned in every neighborhood and local park and should be considered, where there are gaps in a walkable service area. 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 53: 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 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 eight feet wide, 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-Old Farm Creek should be retained.

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

- Create an Urban Recreational Parklet, 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 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. If redevelopment exceeds 2.5 FAR, the recommended open space must increase by a proportionate amount.
- Create a Civic Green and a Neighborhood Urban Park, totaling more than an acre, at the Montrose Crossing Shopping Center. These parks should accommodate events, informal gatherings, shaded seating, dog park and exercise.
- Create a minimum of two neighborhood green urban parks at the Federal Plaza. One with a minimum half-acre should be located on the six-acre portion of the property, and another on the eastern portion.
- Create a minimum 1¼-acre Neighborhood Green Urban Park at the Wilgus Property when it redevelops. This park should include neighborhood amenities, including a flexible green gathering place, picnic areas, and play features. It should be linked to the Montrose Parkway bikeway by a trail connection.
- Explore providing a rectangular field on top of structured parking in the Plan area to help meet the active recreation needs of the area.

Improve the function of existing publicly accessible open spaces

- Create an accessible pedestrian and bicycle pathway through the Montgomery County owned parcel (P268) that is adjacent to the Walnut Grove Condominium and at the intersection of Macon Road and Putnam Road. The pathway should link the residents in the existing southern development to the new development 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 and businesses, and foster an environment that contributes to creating a sense of community and civic importance. The Plan area will benefit from recommendations of 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 54).

This Plan area does not include 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 near but outside the Plan area. The Rocking Horse Road Center, a former elementary school site that houses office functions of the Montgomery County Public Schools, is in the Randolph Hills section of the Plan area, as is the JDS Upper School, on Hunters Lane. The Lower School of JDS 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. The station includes 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 to address 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 located north of Randolph Road and Montrose Road, and the 2nd District located south of Randolph Road provide public safety services 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 supports the new police substation and the relocation of Station 23.

Libraries

A public library is recommended in the 2010 *White Flint Sector Plan*. The Montgomery County Department of Public Libraries 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.

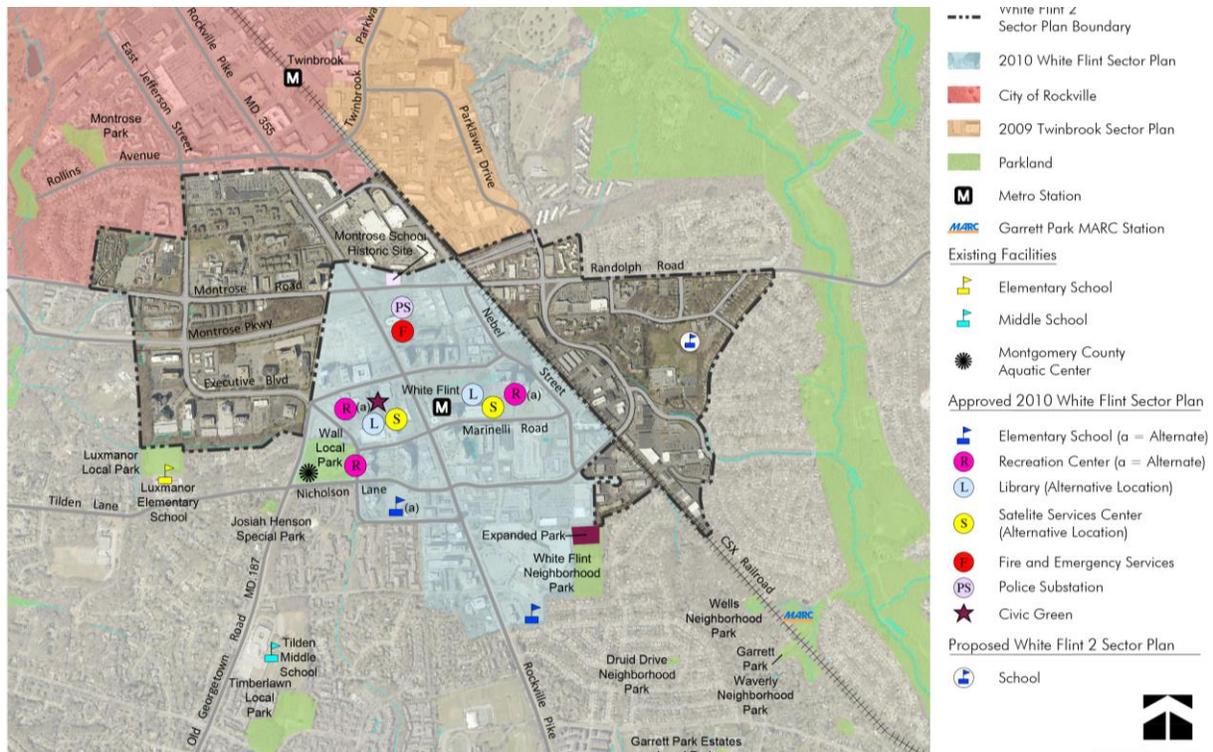
Regional Services Center

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 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 54: 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 serve all of North Bethesda, including the White Flint 2 Sector Plan area.

Public Schools

Public schools are an essential component of a livable community both in terms of education and community identity. Most of the Sector Plan area is included in the 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 55).

The Downcounty Consortium area is served by Veirs Mill Elementary School and the Middle School Magnet Consortium, including Argyle, Loiederman and Parkland Middle Schools 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. The JDS lease runs through June 2025, with renewal options and a purchase option.

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 in existing facilities.

This Plan's role is to identify appropriate sites for schools needed to serve existing communities and proposed residential development. Since finding a site of 8-12 acres (traditional elementary school site) within the Plan area or the larger Walter Johnson Cluster area is difficult, unique opportunities for a new school prototype, including a multi-level building, smaller land area, and innovative play fields, should be explored. Several privately-owned properties in the Plan area are large enough to provide a new school site through dedication or through the optional method

of development's public benefits mechanism in the CR zone. The 2010 *White Flint Sector Plan*, also in the Walter Johnson cluster, 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.

Build-out of this Plan is estimated to take 20 to 30 years. Some of the development will require redevelopment of existing properties that may not occur during the life of the Plan. The recommended residential development is approximately 90 percent multifamily mid-rise or high-rise, and 10 percent townhouses. Based on past experiences, it is unlikely that full build-out will be reached during the life of the Plan (Table 4). This Plan's recommended staging indicates that a new elementary school be built by the third stage of the phasing plan.

Table 4: Long-Term School Enrollment Forecast

	Elementary School	Middle School	High School
Walter Johnson Cluster in 2045	5500 ¹	2750 ²	3500
White Flint 2 Sector Plan in the Walter Johnson Cluster ³	344	146	202
White Flint 2 Sector Plan in the Downcounty Consortium ⁴	101	44	59
2010 White Flint Sector Plan in the Walter Johnson Cluster	410	380	321

The full impact of the Plan on school enrollment will not be felt for many years, which makes it challenging to precisely gauge the school enrollments over the 20-30 year horizon of the Plan since many factors other than the additional development allowed by this Plan will also influence school enrollment in the area. In addition to long-term projections, MCPS forecasts school enrollment and associated facility requirements for a six-year period to prepare its Capital Improvement Program to address the ongoing school capacity issues.

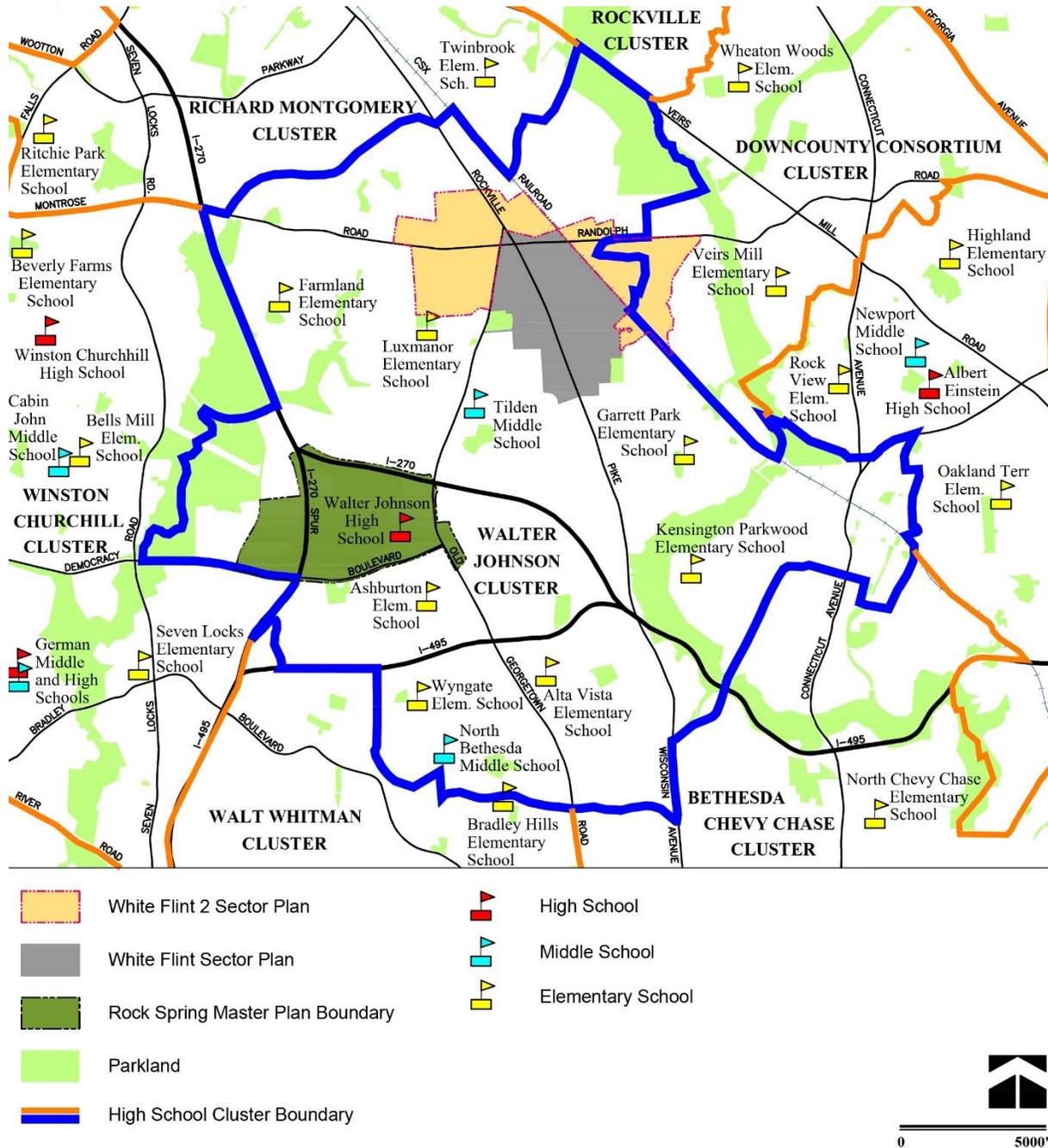
¹ Includes all elementary schools: Ashburton, Farmland, Garrett Park, Kensington-Parkwood, Luxmanor and Wyngate

² Include North Bethesda Middle and Tilden Middle.

³ Assumes 90 percent of new residential development will be multifamily mid-rise or higher and 10 percent as townhouses.

⁴ Assumes 90 percent of new residential development will be multifamily mid-rise or higher and 10 percent as townhouses.

Map 55: 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 Board of Education is addressing enrollment capacity issues in the Cluster through several actions, 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.

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, or projected to be above, 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*, which 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; no further expansions will be considered.
- Because further increasing the current capacity of existing elementary school 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 one of the former elementary schools in the Walter Johnson Cluster: Alta Vista, Arylawn, Kensington, Montrose, and Grosvenor (currently a holding facility for schools undergoing revitalization or expansion).
 - Construct a new elementary school on a site in this Plan area.
 - Construct a new elementary school on either the preferred or the alternative site recommended in the 2010 *White Flint Sector Plan*.
 - If a site is not provided in this Plan, and the site at the White Flint Mall is not considered feasible, then the purchase of an elementary school site or colocation with a park could be considered.
- 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, or potential expansions of these adjacent schools, if feasible, could be considered as well. Of the clusters adjacent to the Walter Johnson Cluster, the Winston

Churchill and Rockville clusters have elementary schools that either have space available or could be expanded and reassigned to take students from the Plan area.

Middle Schools

The following options should be explored for accommodating additional middle school students from this 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 that will take both schools up to a capacity of around 1,200 students each. This will address projected enrollment through 2021–2022. However, these expansions are not expected to accommodate the full build-out of the 2010 *White Flint Sector Plan*, or the potential enrollment needs of currently underway Rock Spring Master Plan, the Grosvenor-Strathmore Minor Master Plan Amendment, and this Plan. Options to further expand these schools could be explored in the future, perhaps taking them up to 1,500 students each.
- 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.
- 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.
- Consider locating a middle or high school site on the Rocking Horse Road Center facility in the Randolph Hills neighborhood. The 18-acre property, which is a former elementary school in a residential neighborhood, is large enough to accommodate a traditional middle school and is within the Sector Plan area. However, it would require adjustment of school boundaries as the site is currently in the Downcounty Consortium.

High Schools

The following options should be explored for accommodating additional high school students from this 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 not counting any students generated by this Plan and other North

Bethesda plans currently underway. 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.

- Reopen the former Woodward High School. Reopening this facility and expanding it over time will accommodate projected enrollment increases from this Plan, the 2010 *White Flint Sector Plan*, and the Rock Spring Master Plan currently underway. An addition at Woodward could take the school up to 2,400 students, which, when combined with Walter Johnson capacity, could total up to 4,400 students. An expanded Woodward may also contribute to alleviate 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 expanding their capacities could also 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 each. The exception is Rockville High School. Although this school is projected to be fully enrolled in the next six years, with a capacity of 1,570, it is relatively small for a high school by current standards. An addition at this high school, with reassignment of students from this Plan area, could be considered in the future.

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. The school enrollment impact of students generated by this Plan in the Downcounty Consortium is significantly less than the impact on 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 Veirs Mill Elementary School that serves the Plan area. It is already at the high end of the desired capacity range for elementary schools, and the future enrollment is projected to remain near its capacity. If these projections remain unchanged, MCPS could explore the following options.
- Reassign students to a nearby school that either 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 or above capacity for the next six years, and are already at the high end of the desired elementary school 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.

- The next option is opening a new elementary school as follows:
 - Reopen one of the former elementary schools in the cluster: Bushey Drive, Forest Grove, Macdonald Knolls, Parkside, Pleasant View, Rocking Horse Road, Saddlebrook, and Spring Mill.
 - Since there are no future elementary school sites in the Downcounty Consortium, a new elementary school could be built in the White Flint 2 Plan area on one of the recommended sites.
 - Purchase an elementary school site or collocate a school with a park.

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 could be considered if these schools continue to have available capacity in the future as new residential units are built.
- Opening a new middle school in one of two ways:
 - Reopen the former Montgomery Hills Jr. High School.
 - Construct a new middle school by either purchasing a new site or collocating with a park since there are no recommended middle school sites in the Downcounty Consortium.

High Schools

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

- Determine if there is available capacity at the Wheaton High School, the base high school serving the Plan area. 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. Enrollments 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.

- Explore reassignments to other high schools with available capacity, or capable of additions. 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 area is Rockville High School. Although the school is projected to be fully enrolled in the next six years, with a capacity of 1,570 students, it is relatively small by current high school standards. An addition to increase its capacity and reassignment of students from this Plan's area could be considered in the future.
- If none of the previous options are feasible, then opening a new high school could be considered in one of two ways:
 - Reopen the former Woodward High School in the Walter Johnson Cluster, currently under consideration as a part of the community roundtable discussion group process (described under "Walter Johnson Cluster School Facilities" in this Plan). This option would require reassignment of students from the Downcounty Consortium portion of the White Flint 2 Sector Plan area from Walter Johnson cluster to this high school.
 - Construct a new high school by either purchasing a new site or collocating with a park as there are no recommended future high school sites in the Downcounty Consortium.

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, in the 2010 *White Flint Sector Plan* area. 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 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 this Plan will require a combination of investments from the public sector, the private sector, or a public-private partnership. The County can use a variety of tools, including special assessments, to fund the public infrastructure recommended in this Plan,.

The White Flint Special Taxing District, an *ad valorem* property tax, was established in 2011 to fund specific transportation infrastructure improvements needed to implement specific transportation projects in the 2010 White Flint Sector Plan area. This taxing district also replaced the adequate public facilities requirements of Local Area Transportation Review (LATR) and Transportation Policy Area Review (TPAR) for new development in the area.

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

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

Zoning

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, 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 corner of the intersection of Randolph Road and Parklawn Drive was also rezoned to the CR Zone. The Executive Boulevard office park zoning 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 up to 1.0 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 with flexible development standards and the requirement 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 existing FARs and or building heights exceed the maximum allowable building heights and FARs in the new zones. Four office properties on Executive Boulevard (including the Kaiser Permanente Regional Headquarters property) and five other properties in the Plan area are above the maximum allowed FARs or building's height of the new zones. This Plan recommends zones and building heights that address non-conforming building heights 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 properties within the Nicholson Court and Randolph Hills Shopping Center areas. The recommended floating zones permit future redevelopment of these properties at the initiative of the property owner.

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

Public Benefits in the EOF, CRT and CR Zones

Optional method developments in the EOF, CRT, and CR zones require public benefits from a minimum of two to four categories. The following public benefits are priorities for this Plan area:

- Fifteen (15) percent MPDUs as the highest priority public amenity for new residential 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 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, , 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 *White Flint Sector Plan* established a three-phased staging plan that links new development with required mobility and transportation infrastructure to support new development and contribute to creating a new urban area.

This Plan's proposed staging is influenced by various factors, but primarily by the adjacency of the area to the 2010 *White Flint Sector Plan* area and its staging plan, and the common infrastructure improvements, such as Rockville Pike BRT, Executive Boulevard/Western workaround improvements, and the White Flint Metro Station, that would be needed to support new development in both plan areas.

The proposed staging framework is guided by the following principles:

- Ensure an adequate level of development or tax contributions to help fund new infrastructure.
- Address the infrastructure needs for White Flint 2 while balancing the infrastructure needs of both White Flint plan areas.

- Limit the free-rider effect where properties in White Flint 2 could benefit disproportionately from new infrastructure in the 2010 *White Flint Sector Plan* area.
- Development in the core of the 2010 *White Flint Sector Plan*, which is near to the Metro Station and along Rockville Pike, should be prioritized before White Flint 2 properties are developed.

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

- Expand the existing White Flint Sector Plan Implementation Advisory Committee to include the stakeholders from the *White Flint 2 Sector Plan* area.
- Expand the White Flint Sector Plan biennial monitoring report to include staging recommendations in this Plan.

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

- Within six months of adopting the SMA, the County Council should amend the North Bethesda Policy Area to create a new Local Area Transportation Review (LATR) Policy Area for the White Flint 2 area.
- Within 12 months of adopting the SMA, determine if a public financing mechanism will be established to fund public infrastructure recommended by the Plan.
- 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* with new transportation and public facilities from this Plan. This combination approach acknowledges the relationship and infrastructure linkages between the two plan areas (Table 5).

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

New development can occur anywhere in the Plan area. Infrastructure listed for each phase could be funded either through the Capital Improvements Program (CIP), Consolidated Transportation Program (CTP) for State projects, White Flint Special Taxing District, public-private partnership, or developer initiative or contribution. During each phase, the Planning Board may approve both residential and non-residential development until it reaches its maximum allowed limit, at which time any further development in that category (residential or non-residential, whichever has

reached the allowed limit) will need to demonstrate that the staging requirements to proceed to the next phase have been met.

Table 5: Staging Plan

Phase 1 Residential: 1,800 dwelling units Non-Residential: 900,000 sq. ft.	Phase 2 Residential: 1,800 dwelling units Non-Residential: 900,000 sq. ft.	Phase 3 Residential: 2,238 dwelling units Non-Residential: 1,189,857 sq. ft.
<p>During Phase 1, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 34 percent for employees and 34 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 27 percent for employees and 27 percent for residents.</p> <p>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</p>	<p>During Phase 2, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 42 percent for employees and 42 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 35 percent for employees and 35 percent for residents.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Fund the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3. If the recommended NADMS goals are not achieved, the Planning Board must develop a plan to identify additional mobility projects that would achieve the recommended mode share goals.</p>	<p>During Phase 3, the Planning Board should assess whether the Plan area has achieved a NADMS goal of 50 percent for employees and 51 percent for residents in the Executive Boulevard and Rockville Pike-Montrose North Districts. Areas east of the CSX tracks should attain NADMS goals of 42 percent for employees and 42 percent for residents.</p> <p>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 Residential: 1,800 dwelling units Non-Residential: 900,000 sq. ft.	Phase 2 Residential: 1,800 dwelling units Non-Residential: 900,000 sq. ft.	Phase 3 Residential: 2,238 dwelling units Non-Residential: 1,189,857 sq. ft.
<p>conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the Plan area.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 1 are completed, prior to proceeding to Stage 2. If the recommended NADMS goals are not achieved, the Planning Board must develop a plan to identify additional mobility projects that would achieve the recommended mode share goals.</p>		

CAPITAL IMPROVEMENT PROJECTS (CIP)

The County CIP, which is approved by the County Council, determines how and when new public projects are completed. The recommended CIP indicated in Table 6 represent the mobility infrastructure that could be funded through the CIP. These projects could also be funded via the extension of the White Flint Taxing District to the Plan area as recommended by this Plan, if it is approved. The estimated costs for new capital projects are indicated as well as the corresponding phase for each project. Some projects, including the second Metro Station entrance and the MARC station, reflect 2008 costs estimates. The Western Workaround, Montrose Parkway East, and Rockville Pike BRT are excluded from this list.

Table 6: Proposed Capital Improvements Program

Phase	Project Name	Description	Category	Road #	Estimated Cost (\$M)	Lead Agency	Coordinating Agencies
1	Bikeways	Enhance non-automotive options	Transportation Connectivity		\$3.0	MCDOT	MCDOT, M-NCPPC, Developers
1	Rockville Pike Boulevard	BRT	Transportation	M-6		MDOT/SHA	MCDOT, SHA, M-NCPPC
1	MARC Station	New transit connection	Transportation		\$20	MTA	MCDOT, M-NCPPC, Developers
	Pedestrian Bridge*	New pedestrian and bike crossing	Transportation Connectivity		\$5	MCDOT	Developers, M-NCPPC
2	Realignment of Parklawn Drive and Randolph Road	Realignment of intersection	Transportation	A-90 and A-64	\$10	MCDOT	SHA, MCDOT & M-NCPPC
2	Second White Flint Metro Station Entrance	New Metro Station entrance	Transportation		\$13.5-\$35	WMATA	MCDOT, M-NCPPC
1	Circulator/shuttle	Enhanced mobility options and linkages to	Transportation Connectivity		\$1.25-5	MCDOT	M-NCPPC, Developers

		Metro and other places					
	Road diet for East Jefferson	Bike/Pedestrian improvement	Transportation Connectivity	B-6		MCDOT	M-NCPPC
	Macon-Putnam path	New pedestrian-bike connection	Transportation Connectivity			MCDOT	M-NCPPC
	Total				\$52.75-\$78		
		*Not recommended in the staging plan					

Agency Acronyms:

M-NCPPC: Maryland-National Capital Park and Planning Commission

MTA: Maryland Transit Administration

MCDOT: Montgomery County Department of Transportation

SHA: Maryland State Highway Administration

Acknowledgements

Gwen Wright, Planning Director
Khalid Afzal, Acting Chief, Area 2

Project Team

Area 2:

Luis Estrada
Steve Findley
Nancy Sturgeon
Emily Tettelbaum
Nkosi Yearwood

Functional Planning:

Tom Autrey
Eric Graye
Jaesup Lee

Research and Special Projects:

Lisa Govoni
Rick Liu

Parks Department:

Brooke Farquhar
Rachel Newhouse

Communications:

Deborah Dietsch
Brian Kent
Bridget Schwiesow