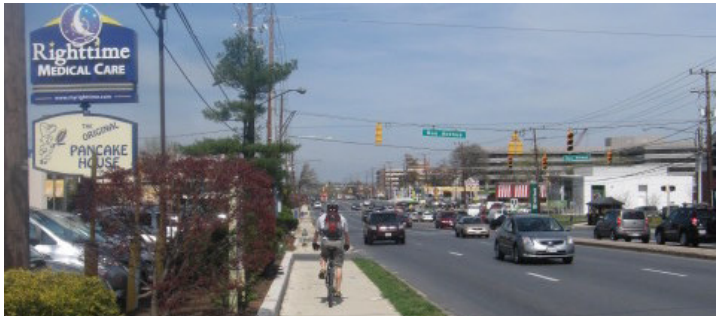
white flint 2 sector plan

SCOPE OF WORK

APRIL 2012



MONTGOMERY COUNTY PLANNING DEPARTMENT
M-NCPPC
MontgomeryPlanning.org

white flint 2 sector plan

Scope of Work

abstract

This scope of work describes the proposed Sector Plan area; states the issues that will be addressed in the Plan; describes the methodology, tasks, and resources to be used in this effort; and addresses how the community will be involved in the process.

source of copies

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

Online at: MontgomeryPlanning.org/community/whiteflint2

white flint 2 sector plan

SCOPE OF WORK

APRIL 2012

MONTGOMERY COUNTY PLANNING DEPARTMENT
MontgomeryPlanning.org

Prepared by the Montgomery County Planning Department

contents

introduction **5**
Context 7
Planning Framework 9
Development Activity 10

issues **10**

purpose **13**

approach **14**

Maps
map 1 Plan Area Boundary 6
map 2 Planning Context 12
map 3 City of Rockville Maximum Expansion Limits .. 14

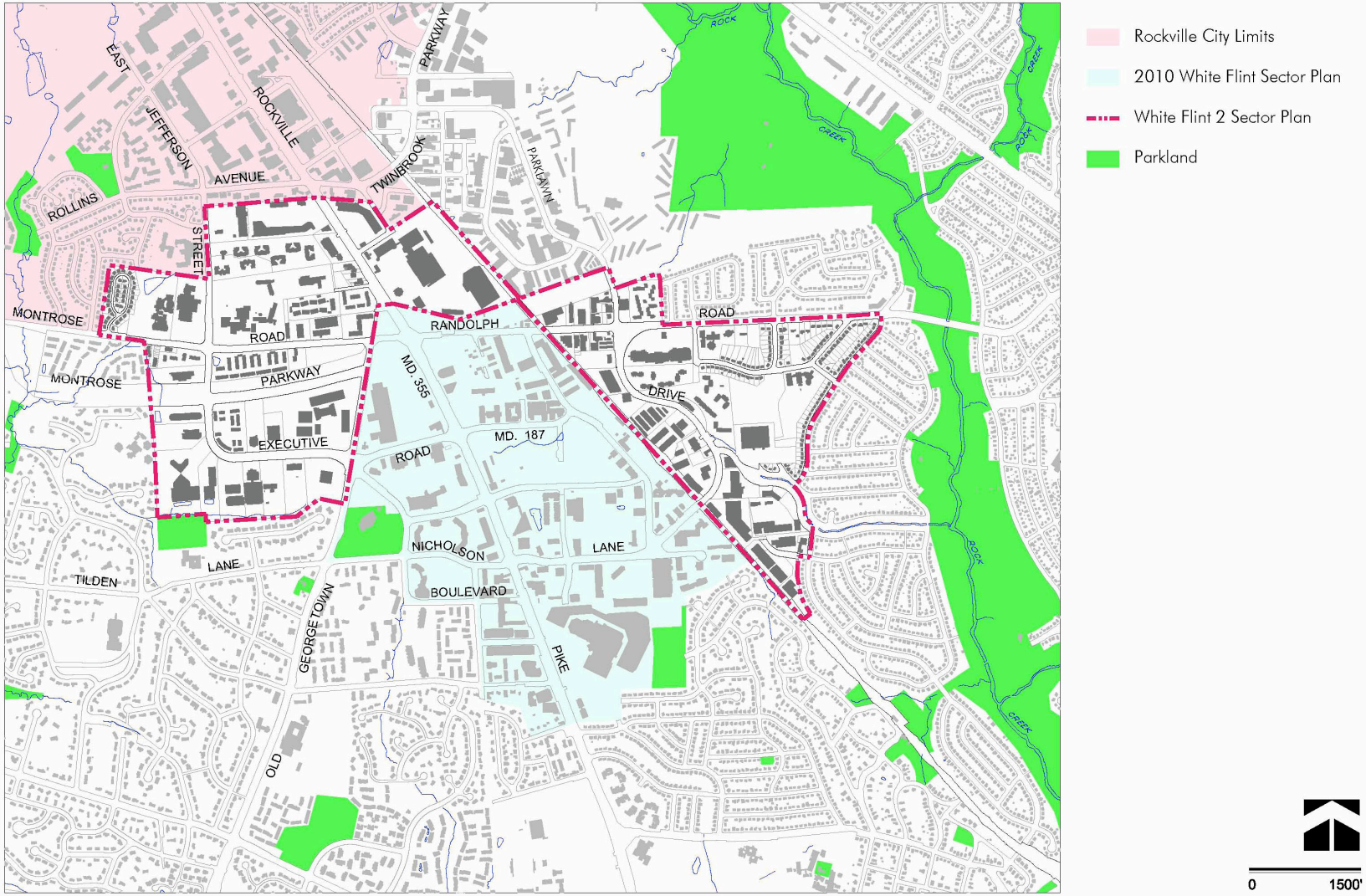
introduction

Land use recommendations in the 2010 White Flint Plan, the study of bus rapid transit along Rockville Pike (MD355) and Randolph Road, the County and City of Rockville's vision of Rockville Pike as a pedestrian- and transit-friendly boulevard, proposed new MARC station, and the recent redevelopment at the Twinbrook Metro Station will significantly change this area of North Bethesda.

Examining land use, transportation, and urban design in the proposed White Flint 2 area, which is adjacent to all this change, will ensure the best use of existing and proposed infrastructure and a seamlessly connected community.

The White Flint 2 Sector Plan will examine land uses, transportation, and public facilities in western, northern, and eastern areas adjacent to the 2010 White Flint Sector Plan, as well as areas that adjoin the Twinbrook Sector Plan (2009), and the City of Rockville.

map 1 plan area boundary



Three distinct areas compose the proposed White Flint 2 Plan area: north of Montrose Parkway, along Rockville Pike to the Rockville city limits; east of the CSX rail tracks to Rocking Horse Road; and west of Hoya Street along Executive Boulevard and East Jefferson Street to the City limits of Rockville. Nicholson Court, a portion of the 2010 White Flint Sector Plan, will also be included in the proposed plan area.

Halpine View, a proposed multifamily development along Twinbrook Parkway and adjacent to the City of Rockville, has requested inclusion into White Flint 2. Inclusion of this property would extend the proposed boundary to approximately two and a half miles from the White Flint Metro Station area, and to an area that is directly north of to the Twinbrook Sector Plan. Accordingly, Halpine View has a greater relationship to the Twinbrook area than White Flint, and it can redevelop through a local map amendment. In October 2011, the Halpine View representatives discussed with the Planning Board a potential rezoning from the R-30 Zone (Multiple-family, low density residential) to the PD-60 Zone (Planned development).

Further, including this site and additional sites along Twinbrook Parkway, would increase the timeline for this Plan.

Context

The 2010 White Flint Sector Plan, Twinbrook Sector Plan, and the pending City of Rockville plan for Rockville Pike (MD 355) leave a gap in land use, zoning, and transportation recommendations for properties between these plan areas, especially along Executive Boulevard, west of Old Georgetown Road; east of the CSX rail tracks, between Randolph Road and Nicholson Lane; and north of Montrose Parkway along Rockville Pike to the city limits of Rockville. Further, some property owners along Executive Boulevard and Parklawn Drive have expressed an interest in a new plan that could facilitate infill and redevelopment of their properties.

White Flint 2 will link common elements between the White Flint and Twinbrook Plan areas, and the City of Rockville including:

- Rockville Pike transformed into an urban boulevard within a 150 to 162-foot right-of-way with bus rapid transit (BRT)
- the area bike network
- the network of public open spaces.

Pike cross sections from White Flint Plan

Figure 1: Rockville Pike Boulevard and Promenade Cross Section

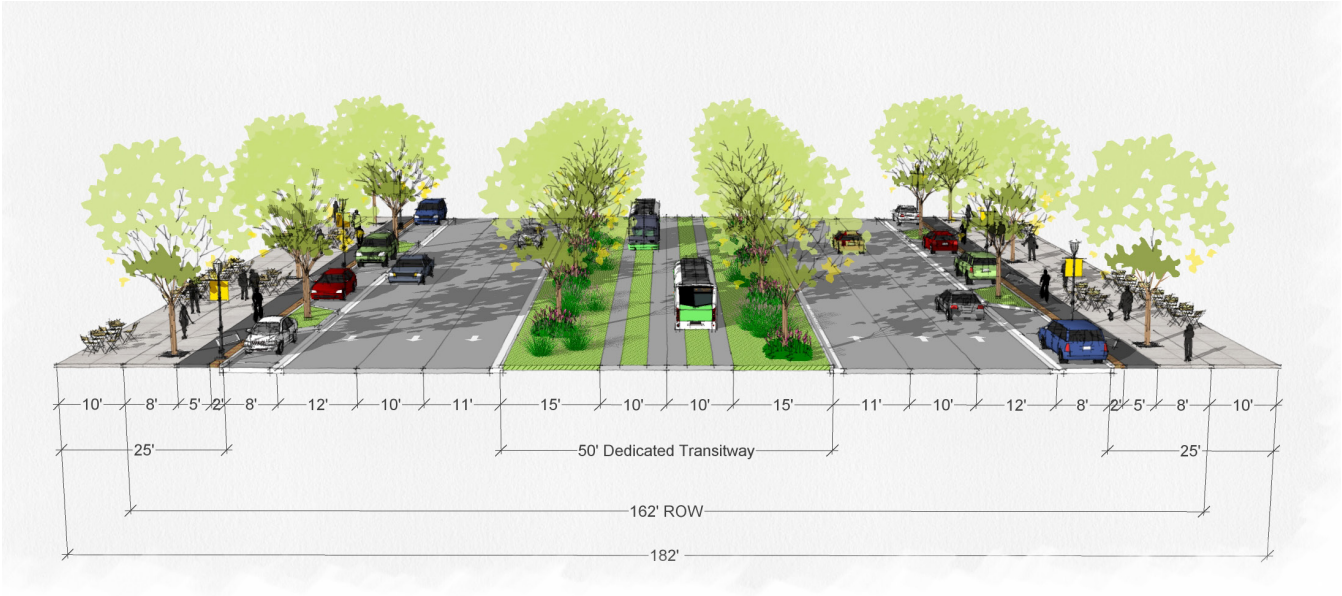


Figure 2: Alternative Rockville Pike BRT Cross Section

Decisions made in the 2010 White Flint Plan also necessitate looking at the broader geographic area. These include the realignment of Old Georgetown Road and Executive Boulevard and the specific recommendation for a review of land use and zoning recommendations for Nicholson Court in White Flint 2. The land use changes in the approved and adopted plan have prompted the Montgomery County Department of Transportation (MCDOT), Maryland State Highway Administration (SHA), and the Planning Department to conduct traffic impact studies for the area. These studies and the MCDOT's study for Bus Rapid Transit (BRT) for the County that identifies potential routes on Randolph Road and Rockville Pike will inform the White Flint 2 Plan's recommendations.

Planning Framework

White Flint 2 currently has a large amount of retail and office development, industrial and institutional uses, with some multifamily and single-family residential development. This Plan will amend the County's 1964 General Plan, On Wedges and Corridors, and incorporates the goals and objectives of the 1993 General Plan Refinement.

Relevant goals from the General Plan Refinement include:

- developing compact, mixed-use, transit-serviceable centers
- encouraging a sense of community identity
- providing connections and enhancing park and recreation linkages (page 28).

This Sector Plan will amend the 2010 White Flint Sector Plan and the 1992 North Bethesda/Garrett Park Master Plan. The 1992 Plan focused land use recommendations on the Metro station areas of Twinbrook, White Flint, and Grosvenor, as well as Garrett Park and Rock Spring Park.

The 1992 Plan also identified 23 key vacant or redevelopable properties. The Plan states that "these critical parcels and areas are undeveloped or underdeveloped for a variety of reasons, including environmental or market constraints, poor access or visibility, complex or unresolved ownership problems, decisions to hold land as an investment, zoning incompatible with an owner's aspirations, or inadequate public facilities" (page 72). Montrose Crossing, Wilgus, Tri-Rock, and light industrial zone properties along Parklawn Drive were included as key or redevelopable properties in the 1992 Master Plan. These properties are included in the proposed White Flint 2 Plan area.

Both the Twinbrook Sector Plan and White Flint Sector Plan areas were carved out of the 1992 Master Plan. There are no existing boundaries for White Flint 2.

The Twinbrook Sector Plan (2009) area is north of Bou Avenue, east of the CSX tracks, and adjoins White Flint 2. The Twinbrook Sector Plan allows mixed-use development, near the Twinbrook Metro Station, in the Transit Mixed Use (TMX) Zone, while retaining the Low-Intensity, Light Industrial (I-4) zone for a large portion of the Plan area.

The City of Rockville is updating its 1989 Rockville Pike Plan. This Plan covers approximately 2.2 miles of Rockville Pike, including properties from Bou Avenue to Richard Montgomery Drive. It is anticipated that this Plan will be completed in 2012.

Development Activity

Several properties in the proposed Plan area have redeveloped since the adoption of the 1992 North Bethesda Master Plan, including a portion of the Wilgus property along Montrose Road with townhouses, and Midtown Bethesda North, a 230 multifamily high-rise residential building, and 147,990 square foot Target store at Montrose Crossing Shopping Center.

In the Twinbrook Plan area, Parklawn North, a new 505,000-square foot office headquarters for the National Institute of Allergy and Infectious Diseases (NIAID), on Fishers Lane was recently approved. In the City of Rockville, Twinbrook Station, a 26-acre mixed-use development surrounding the Twinbrook Metro Station, has recently built a 279-unit apartment building with a 345,000-square foot office building under construction. In the White Flint Plan area, three approved sketch plans total 3,200 residential dwelling units and 2.94 million commercial square feet.

issues

Transportation congestion is a significant issue in North Bethesda. The 2010 White Flint Sector Plan addressed this issue with a new network of streets, an increased non-auto driver mode share for the Plan area, and a new special tax district that funds transportation infrastructure.

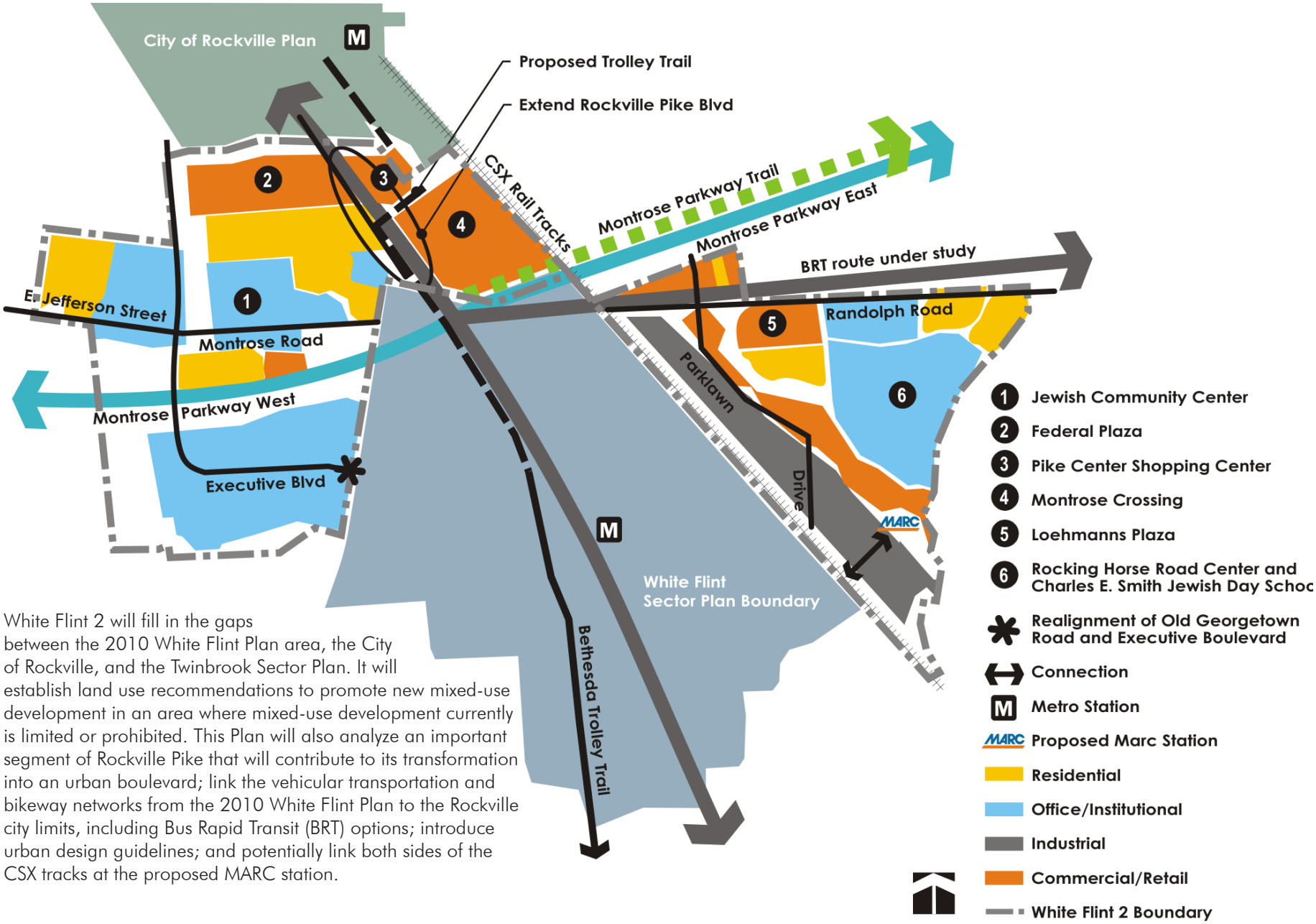
White Flint 2 will also address the need for transportation infrastructure by considering modifications of existing transportation policies or expansion of the White Flint Special Tax District. A critical issue for this Plan is determining how much additional development the transportation network can support.
The recommended transformation of Rockville Pike will continue in White Flint 2, between Montrose Parkway and Rockville city limits. This segment is important since it is adjacent to the City and it must be coordinated with the City's recommendations for the Pike. The future construction of Montrose Parkway East and the incorporation of BRT on Rockville Pike and Randolph Road are two additional transportation infrastructure elements in the Plan area.

School capacity, especially at the elementary schools in the Walter Johnson Cluster, is a concern in North Bethesda. The recommended residential development in the 2010 White Flint Plan generates the need for a new elementary school within the Walter Johnson Cluster. Additional residential development will impact the cluster, as well as the adjacent Downcounty Consortium secondary schools.

The Plan amendment will address the following issues.

- What level of new development can the transportation network support?
- How should Rockville Pike between the City and County be coordinated and designed?
- What transportation policies should be introduced or amended?
- Should the White Flint Special Tax District encompass White Flint 2?
- How can uses on both sides of the MARC station and CSX tracks be integrated?
- What is the role of the proposed MARC station and how should nearby properties outside of the 2010 White Flint Plan develop?
- Should light-industrial zoned properties be retained?
- What are the school capacity impacts from significant amounts of new residential development?
- What are the impacts associated with Bus Rapid Transit (BRT)?
- What is the potential for infill to create mix of uses, walkability?

map 2 planning context



White Flint 2 will fill in the gaps between the 2010 White Flint Plan area, the City of Rockville, and the Twinbrook Sector Plan. It will establish land use recommendations to promote new mixed-use development in an area where mixed-use development currently is limited or prohibited. This Plan will also analyze an important segment of Rockville Pike that will contribute to its transformation into an urban boulevard; link the vehicular transportation and bikeway networks from the 2010 White Flint Plan to the Rockville city limits, including Bus Rapid Transit (BRT) options; introduce urban design guidelines; and potentially link both sides of the CSX tracks at the proposed MARC station.

purpose

Connectivity

- Continue the planned urban boulevard for Rockville Pike.
- Assess alternatives for additional transportation capacity to support new development.
- Establish pedestrian and bicyclist linkages to the City of Rockville, and surrounding trail network.
- Explore redevelopment and infill options that also improve local access at the proposed MARC station.
- Assess the physical and infrastructure challenges associated with the Montrose Parkway and the CSX rail tracks, including potentially terminating Randolph Road at the CSX Crossing.
- Evaluate Bus Rapid Transit (BRT) options between the City of Rockville and County for Rockville Pike (MD 355).

Design

- Promote mixed-use development at appropriate locations.
- Establish compatible building heights and scale of new development with existing residential development.
- Develop urban design guidance.

Environment

- Promote environmental sustainability, including environmental site design techniques and increased tree canopy coverage.
- Promote the addition of new parks and open spaces.
- Explore opportunities to improve air quality by reducing reliance on single-occupant vehicles.

Diversity

- Explore land use patterns that promote a mix of residential and nonresidential development.
- Evaluate the appropriateness of industrially zoned properties.
- Assess the need for additional community facilities.
- Explore ways to fund required infrastructure.

approach

The varied character of this Plan area suggests that an individualized approach to each sub-area will frame the planning process. The intent of the planning process is to link both phases of White Flint recognizing that the area closest to the White Flint Metro Station area will have higher development intensities than areas farther away.

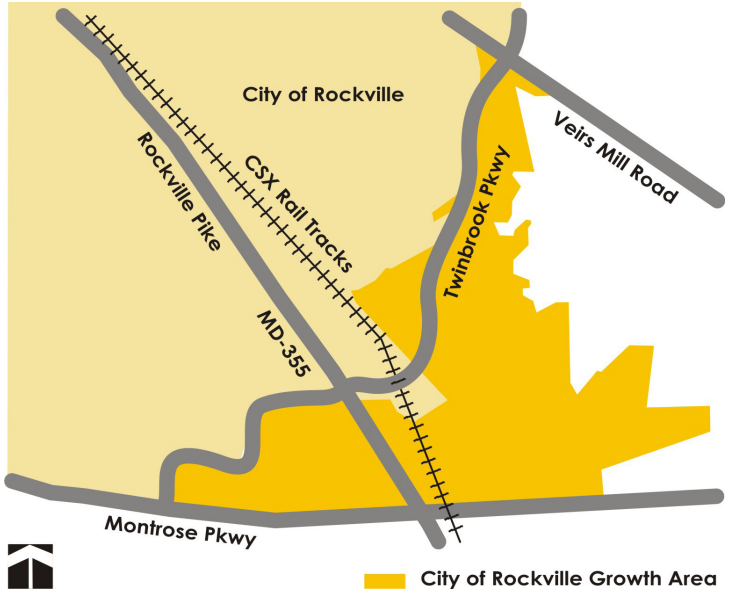
Baseline land use and traffic conditions will be evaluated to understand existing opportunities and constraints. Staff will evaluate different levels of residential and nonresidential development. Impacts from 2010 White Flint Plan and proposed development in the City of Rockville will also guide the Plan's recommendations.

Outreach efforts for this Plan will include an open house, workshops, and engagement of the existing White Flint Implementation Advisory Committee. The City of Rockville will play an important role in the Plan's outreach efforts since the area north of Montrose Road and Randolph Road is within the City's maximum expansion limits. Further, the City's Rockville Pike plan will include transportation recommendations, including alternatives for Bus Rapid Transit (BRT), also under study by State and County agencies. Outreach efforts on transportation will be coordinated.

A spring 2012 kick-off meeting will identify the concerns and interests of property owners and residents. This will be followed by additional workshops to elaborate on preliminary plan concepts and to develop a preferred concept. This will be followed by additional public meetings to address issues and draft recommendations. Staff will meet with individual property owners, business owners, civic representatives, Rockville planning staff, public agencies and other interested parties throughout the process.

A new website will be established for the Plan. All public meetings, events, and staff reports will be posted on this website.

map 3 city of rockville maximum expansion limits



Project Timeline

The Plan process will begin in March 2012. The Planning Board is scheduled to review the Staff Draft Plan in January 2013, and transmit the Planning Board Draft Plan to the County Executive and County Council by July 2013. Montgomery County Council review is scheduled to begin in October 2013 Upon the completion of the Council's review and action, a Sectional Map Amendment (SMA) will be completed to implement the Plan's zoning recommendations. It is anticipated that the SMA will be completed by summer 2014.

Project Scope (March-May 2012)

Background research

March-May 2012

Complete an inventory of existing conditions, including assembling land use data, zoning, demographics, transportation, environment, community facilities, and parks and recreation facilities.

Scope of work
April 2012
Discuss and finalize the needed analysis and resources, establish a methodology and approach. Prepare a Scope of Work that describes the Plan area and issues, including tasks, staff assignments, community outreach plan, and timeline.

Analysis and Draft Plan (May 2012-January 2013)

Analysis
May 2012-September 2012
Conduct a community open house and workshop; analyze development scenarios; analyze transportation and environmental impacts; conduct urban design studies and infrastructure needs assessment; develop concepts for the environment, parks and open spaces, and community facilities; identify potential zoning designations; and discuss alternatives with interest groups.

Draft recommendations
October 2012
Develop preliminary recommendations, including identifying infrastructure needs of the proposed development scenario, and preparing zoning and urban design recommendations that will implement the Plan recommendations.

Staff Draft Plan
January 2013
Present a Staff Draft Sector Plan for Planning Board review and approval of a Public Hearing Draft. Set a public hearing date and publish the Public Hearing Draft of the Sector Plan.

Planning Board Review (March-July 2013)

Planning Public Hearing Draft
March 2013
Conduct the Planning Board's public hearing to receive public testimony.

Planning Board Worksessions and Planning Board Draft
March-July 2013
Planning Board worksessions to review testimony and discuss issues presented in the public hearing. Prepare the Planning Board Draft for transmittal to the County Council and the County Executive.

County Executive Review (August-September 2013)
The Executive will review the Plan's recommendations, prepare a fiscal analysis, and transmit comments to the County Council.

County Council Review (October 2013-March 2014)

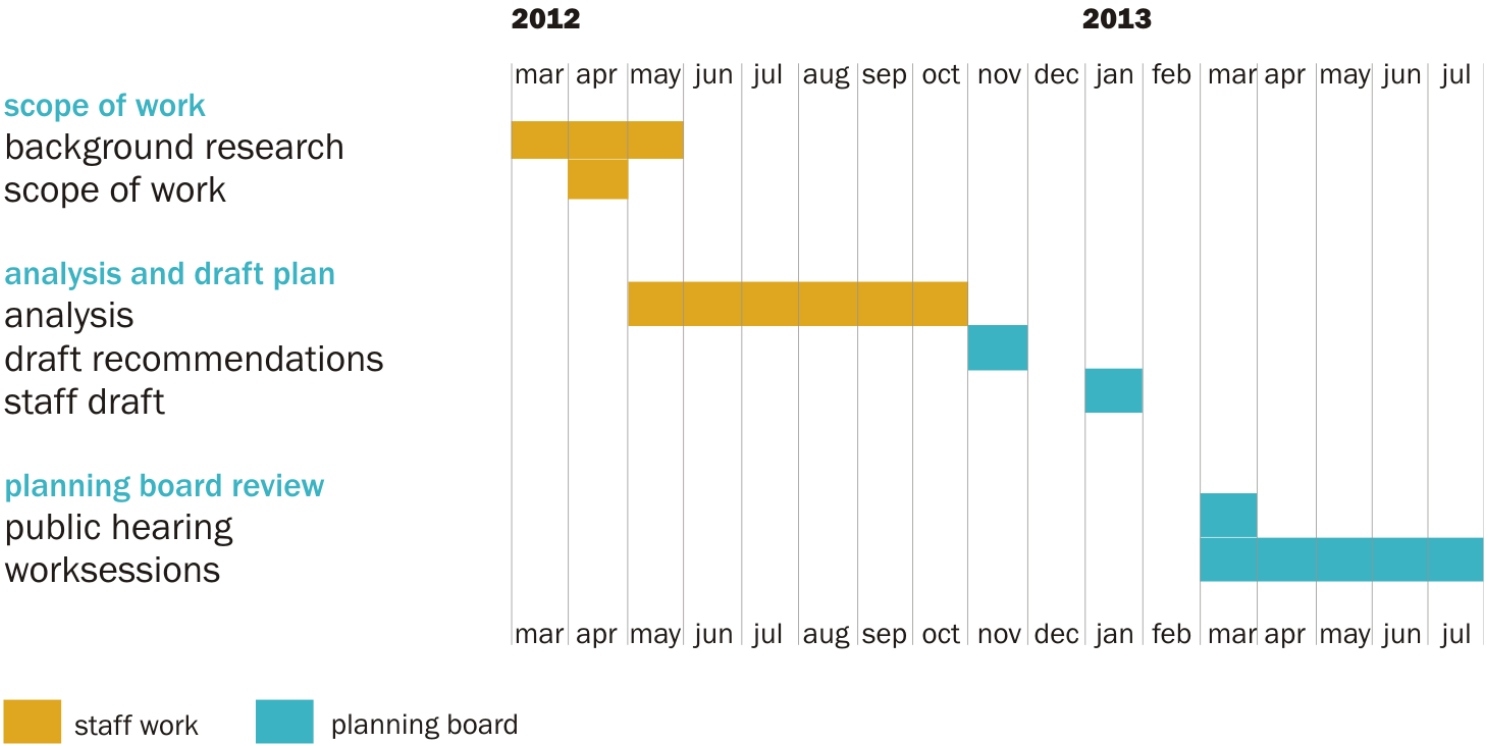
County Council hearing and PHED Committee worksessions
October-December 2013
The County Council will tour the Plan area and conduct a public hearing on the Planning Board Draft Plan. Worksessions will then be held by the Council's Planning, Housing, and Economic Development (PHED) Committee. The PHED Committee will make recommendations to the full Council on the Planning Board Draft.

County Council Worksessions
January-March 2014
County Council worksessions will review the PHED Committee's recommendations and approve the Sector Plan with a Council Resolution.

Implementation (April-July 2014)
Full Commission adoption of the approved plan
April 2014

Sectional Map Amendment
May-July 2014
Prepare and file the Sectional Map Amendment (SMA) to implement the Plan's zoning recommendations.

table 1 white flint 2 sector plan proposed schedule



For more information:

Nkosi Yearwood
301-495-1332
nkosi.yearwood@montgomeryplanning.org

Steve Findley
301-495-4727
steve.findley@montgomeryplanning.org

white flint 2 sector plan

SCOPE OF WORK

APRIL 2012

3120000007

MONTGOMERY COUNTY PLANNING DEPARTMENT
M-NCPPC
MontgomeryPlanning.org