

Appendix 8: Planning History

All County master, sector, and functional plans amend the 1964 General Plan. Comprehensive amendments are complete updates and minor amendments are undertaken to address a specific issue. This appendix summarizes the comprehensive and minor plan amendments in the White Flint Sector Plan area starting with the 1964 General Plan through the 1994 Amendment of the 1992 North Bethesda Garrett Park Master Plan.

This appendix also:

- summarizes the two previous comprehensive plans approved in 1970 and 1978
- summarizes and excerpts the 1992 Plan
- compares buildout proposed in the 1992 Plan and 2009 Draft Plan

The White Flint Sector Plan is wholly within Planning Area 30, North Bethesda Garrett Park. As with all County plans, the approved and adopted master and sector plan amendments for Planning Area 30 are guided by "...On Wedges and Corridors," the General Plan for the Physical Development of the Maryland-Washington Regional District in Montgomery County and Prince George's County, which is the framework for detailed regional planning and was approved and adopted in 1964.

1964 General Plan

"...On Wedges and Corridors," the General Plan for the Physical Development of the Maryland-Washington Regional District in Montgomery County and Prince George's County is Montgomery County's guiding planning document. The General Plan envisions the District of Columbia as the core of a radial pattern of regional urban development. Four radial corridors of dense development, each served by a rapid transit line, are to stretch outward from the District of Columbia into Montgomery County and Prince George's County. Planning Area 30 is seen as the base of a corridor that extends from Bethesda, Rockville, Gaithersburg, and Germantown. The corridor is bordered on the east by Rock Creek Park (a wedge) and the less intensely developed Potomac, Travilah, Darnestown, and Poolesville on the west and north. The spine of the corridor is Interstate 270 and the Red Line of the Metro rail system.

General Plan Refinement (1993)

In 1991 the County Council authorized a reexamination of the 1964 General Plan in the Planning Department work program and in 1993 approved the General Plan Refinement. The Plan reaffirmed the 1964 General Plan and proposed an updated wedges and corridor concept to reflect changes in County policies since 1964.

The 1993 Plan expanded the wedges and corridors concept to include an urban ring, (containing the central business districts of Bethesda, Friendship Heights, Silver Spring, and Wheaton), linked to a corridor (I-270) of urban centers (Rockville, Gaithersburg, Germantown, and Clarksburg) with suburban communities wrapped around the urban ring and lining either side of the corridor. A residential wedge buffered the agricultural wedges from the suburban communities.

The corridor concept proposed:

- developing compact mixed-use, transit serviceable centers
- achieving better access to public and private services in residential areas
- encouraging a sense community identity
- enhancing park and recreation links
- protecting environmentally sensitive areas.

1970 Comprehensive Amendment: North Bethesda/Garrett Park Sector Plan

Background

The 1970 North Bethesda/Garrett Park Master Plan examined areas within the larger North Bethesda Planning Area, including the areas covered in the 1970 Plan known as Twinbrook, White Flint (Nicholson Lane), Grosvenor, and Rock Spring. The Plan identified nine key districts (Locations 1 to 9). A large portion of the Plan area was undeveloped, especially west of Rockville Pike. The residential population was approximately 26,000. None of the future transit stations were given a geographic boundary. The Plan identified areas along the proposed transit line but did not name the station areas and considered 1,500 feet as a reasonable walking distance.

The Plan projected the following increases in residential population and employment for the Plan area:

	Population	Employment	Housing Units
1966-1975	27,900	11, 850	10, 400
1975-1990	73,400	6, 400	28,000
Totals	101,300	18,250	38,400

The Plan also projected the amount of single and multi-family residential units for the Plan area:

	Single-Family	Multifamily
1966-1975	1,600	8,800
1975-1990	2,800	25,200

White Flint Area

The Plan encouraged intense development around transit stations to maximize transit use. However, the tools to implement intense development were not available as the Plan noted:

"In some instances, however, particularly in large vacant parcels advantageously situated for future development, the existing Ordinance lacks flexibility in site development and has no way of encouraging the most desirable forms of future development. No instrument now exists within the framework of the present Zoning Ordinance which will allow and induce development of a variety of housing types or integrated and mixed commercial and residential development on the same tract." (p.20)

Land Use

The Plan divided the area into the following categories: multifamily housing and commercial areas; single-family residential areas; and mixed-use development.

The land use recommendations were:

- Multifamily development at 21-43 dwelling units per acre with some commercial development close to the transit station.
- Areas north of Wall (now Nicholson) Lane were recommended for a mix of commercial office, retail, or multifamily uses, while the remaining area was proposed for townhouses, single-family, and garden style townhouses. High rise and garden apartments were recommended for the area's northeastern and southeastern sectors since they were close to transit and MD 355.
- Areas fronting Old Georgetown Road and the Wickford subdivision were proposed at three dwelling units per acre.

Zoning

- Properties west of Rockville Pike were in the Residential, One-family (R-90), General Commercial (C-2) and Convenience Commercial (C-1) Zones. Security Lane properties were zoned Commercial, Office Building (C-O).
- Areas east of Rockville Pike were zoned Multiple-family, High-Rise Planned Residential (R-H); Convenience Commercial (C-1); Commercial, Office Park (C-P); Residential, One-family (R-90 and R-60); General Commercial (C-2); and Light Industrial (I-1).
- The Planned Development (PD) Zone was under consideration as a method to introduce a variety of housing types. No zones for transit or mixed use existed.
- The Plan considered incentive zoning provisions.
“New zoning provisions should include increases in building intensity in return for the provision of certain public amenities, such as urban open space or pedestrian access ways and other items of public benefit above the minimum requirements.” (p.20)

Public Facilities

The Plan recommended several new public facilities, including schools, a fire station, and parks. The Plan recommended an elementary school site adjacent to White Flint Park-Garrett Park Estates community and the existing White Flint Neighborhood Park. It recognized that the property would develop with active recreational uses until the Board of Education had a need for the site.

The Plan also recommended two elementary schools between Rockville Pike and Old Georgetown Road; one school north of Montrose Road to serve the City of Rockville; and a junior high school adjacent to Wickford subdivision between Rockville Pike and Old Georgetown Road.

Other public facilities recommendations in the Plan were the expansion of Davis Library into a regional facility; a new fire station in the vicinity of Old Georgetown Road and Democracy Boulevard; a new park on Fleming Avenue, south of Grosvenor Lane and another south of Democracy Boulevard in the vicinity of Greyswood Road.

Transportation

At peak hours at some locations, the Plan noted that major highways operate at or above capacity, while accommodating local traffic. The Plan projected that traffic volumes by 1990 would continue to exceed the highway system's capacity in the planning area even when new roads are implemented. The Plan noted that cost limitations, impacts on existing development, and access requirements limited transportation improvements to the street network.

Rockville Pike

The Plan recommended widening Rockville Pike to a six-lane highway with a 120 feet right-of-way and service lanes with restricted access requiring an addition 30 feet of right-of-way. The service lanes would parallel Rockville Pike from Strathmore Avenue to Bangor Place.

Transit

The Plan proposed transit stations at Nicholson Lane, south of Grosvenor Tower Apartments, and at the intersection of Montrose Avenue and Rockville Pike.

Street Network

Several new streets were added throughout the Plan area, including extending of Jefferson Street from Montrose Road to Executive Boulevard and extending Tuckerman Lane to Old Georgetown Road from its present terminus north of the Grosvenor Tower Apartments.

Within the White Flint area, the Plan recommended completing a portion of Nebel Street; Marinelli Road between MD 355 and Nebel Street; and Woodglen Drive, between Wall Lane and Edson Lane.

Urban Design

The Plan did not create urban design standards. It established goals that included the following:

- “Provision of superior site design for transit areas and to encourage the development of complete urban type centers which offer environmental amenities, such as urban open space, pedestrian access ways, adequate public facilities, and light and air, so that the living, shopping, working, and recreation areas will serve the users in the most efficient and convenient manner.”

Phasing and CIP

The Plan phased multifamily areas at transit areas. Multifamily development increased from 21 units per acre without transit to 43 units per acre with the implementation of transit. The Plan also used Capital Improvement Program (CIP) between 1970 and 1990 as a tool to stage development. Priorities by fiscal year were given to schools, parks and recreation areas, fire stations, sewer and water facilities, and roads.

Affordable Housing

Montgomery County did not establish an affordable housing requirement until 1974, four years after the Plan was approved. The Plan recognized the County wide effort to provide low and moderate income housing.

Minor Amendments to the 1970 North Bethesda/Garrett Park Sector Plan

- January 1972: remove service drive
- May 1973: rezone 5.8 acres
- November 1973: rezoning for parcels
- July 1974: remove service drive
- May 1976: realign roads
- December 1977: rezoning

Comprehensive Amendment: 1978 Sector Plan for the North Bethesda Area (Twinbrook, Grosvenor, and Nicholson Lane)

Background

The approved and adopted 1978 North Bethesda Sector Plan updated the 1970 North Bethesda Master Plan. It identified the three proposed transit stations for the Metrorail Red Line in North Bethesda as Twinbrook, Nicholson Lane, and Grosvenor, and proposed land use and zoning for the impact areas associated with these locations. In the case of White Flint, the transit station impact area was identified as Nicholson Lane Station and encompassed about 200 acres, of which 63 percent was vacant. The Nicholson Lane Station was later renamed White Flint. The Plan promoted new mixed uses, including office, retail, and residential development within a 10-year horizon.

The Plan recognized changes in the Plan area, including new public facilities of the Metro bus garage, Montgomery County Pre-Release Center and the open-cut, depressed White Flint Metrorail station at Marinelli Road and Rockville Pike (MD 355). It also noted the development of White Flint Mall, two office buildings on Security Lane, and the Wall-Luttrell residential development.

Land Use

The proposed land use recommendations were based upon vehicular capacity of the Plan area. West of Rockville Pike, the Plan recommended primarily residential uses and east of Rockville Pike, mixed uses, including offices, hotel, and residential development. The Transit Station, Residential (TS-R) and Transit Station, Mixed (TS-M) Zones were recommended for five large parcels near the station

The Plan recommended two land use alternatives: air rights development over the Metro facilities on the east side of MD 355 and no use of airrights if development failed to commence within two years after the station opened. Floor Area Ratio (FAR) for both options varied from 0.95 to 1.38.

Alternative A with air rights development:

- Residential: 1,600 dus (1.60 million square feet)
- Nonresidential: 1.55 million square feet
- Total: 3.15 million square feet

Alternative B without air rights development:

- Residential: 1,600 dus (1.60 million square feet)
- Nonresidential: 1.26 million square feet
- Total: 2.85 million square feet

A park school site was recommended for the area north of Nicholson Lane and Executive Boulevard. No other public facilities were recommended in the Sector Plan area.

Transportation

Accommodating new development within the capacity of the transportation system was a major issue. The Sector Plan noted that if all TS-R and TS-M properties developed at their highest potential, then congestion levels would be high. It also noted that there was more vacant land than road capacity.

In 1975, average daily traffic (ADT) on Rockville Pike was 50,000; Old Georgetown Road and Nicholson Lane at 25,000 ADT; and the Nicholson Lane and MD 355 intersection was a level of service F.

Several new roadways and improvements were recommended in the Plan:

- construction of Executive Boulevard extension between Old Georgetown Road and Nicholson Lane
- construction of Marinelli Road between Nebel Street and Executive Boulevard
- construction of Woodglen Drive between Wall Lane and Edson Lane
- construction of Old Georgetown from MD 355 to Nebel Street
- an additional lane on Nicholson Lane as it approached MD 355 intersection.

Urban Design

The Plan's urban design section provided several illustrative plans of how the TS-R and TS-M properties could redevelop. Building heights for TS-M properties were recommended at 143 feet (14 stories).

Phasing

The Plan established a two year time frame to promote air rights development once the Nicholson Lane Metro Station opened. It allowed more nonresidential development if air rights were acquired within two years, and less development, if air rights were not acquired. The Planning Board was given the authority to extend the two year time frame by a year if there was evidence that negotiations for air rights were close to completion.

Since TS-R and TS-M zones require rezoning and findings regarding adequacy of public facilities, the Plan noted this measure would ensure that development does not overburden the Plan area.

Another phasing element of the Plan was the completion of several public roads, listed in the CIP, as requirements prior to the opening of the Metro station. The Plan also recommended a monitoring program, every two to three years, which would address traffic, modal split, land use, community facilities, and environmental quality.

Minor Amendments to the 1978 Sector Plan for the North Bethesda Area (Twinbrook, Grosvenor, and Nicholson Lane)

- February 1981: delete Kraft Drive
- Grosvenor Sector Plan: amendment, July 1987
- Nicholson Lane Sector Plan Amendment, April 1988: Remove addition to Wall Park

1992 Comprehensive Amendment: North Bethesda/Garrett Park Sector Plan

The 1992 Plan revisited the three metro station locations in Planning Area 30, treating each as a sector plan. It also recommended land use and zoning for the areas outside of the three sector plan areas (Chapter 3.5 Vacant or Redevelopable Parcels, pages 72-87) as well as Garrett Park and Rock Spring.

The North Bethesda/Garrett Park Plan area extended to nine square miles and in 1990 had a population of 35,000 people living in 15,700 households. In January 1992 the area had 66,000 existing jobs with 13,316 in the pipeline for a total of 79,316 jobs and a jobs-housing ratio of approximately six jobs to one household. Overall, the 1992 Plan recommended 25,000 residential units and 103,000 jobs, resulting in projected jobs-housing ratio of four jobs to one household.

“Residential units are recommended at all three Metro stations. Mixed uses with a significant residential component are proposed at Twinbrook and White Flint, introducing housing elements into exclusively commercial areas. The Plan also recommends rezoning property from commercial to residential and recommends residential development in several areas. Theoretically, at full buildout of all properties, North Bethesda’s capacity for dwelling units and jobs would be approximately 25,000 and 103,000 respectively.”

The White Flint Sector Plan covered about 200 acres and the Plan made recommendations for six properties that are now within the 2009 White Flint Plan area:

- Parcel 1: I-1 Zoning
 - Rezone from I-1 to I-4 south of Bou Avenue (the area within the 2009 Sector Plan area).
- Parcel 6: Mid Pike Plaza
 - Confirm C-2 zoning and adopt a zoning text amendment for the C-2 Zone requiring urban design review.
- Parcel 7: White Flint Plaza parking lot
 - Confirm the R-90 zoning.
- Parcels 9 and 10 : Edson Lane North and South
 - Encourage assembly and unified development for properties zoned R-90 north of Edson Lane. Recommends R-90/TDR 28, if text amendment is approved or PD-28 for 1.9 acres and PD-35 for 1.8 acres in Parcel 9. Parcel 10 should retain R-90 zoning, but is suitable for the CT Zone on a parcel by parcel basis. Plan recommends against assemblage or resubdivision.
- Parcel 11: Hillery Way
 - Confirm existing zoning (R-90 and C-2) and adopt a zoning text amendment for the C-2 Zone requiring urban design review.

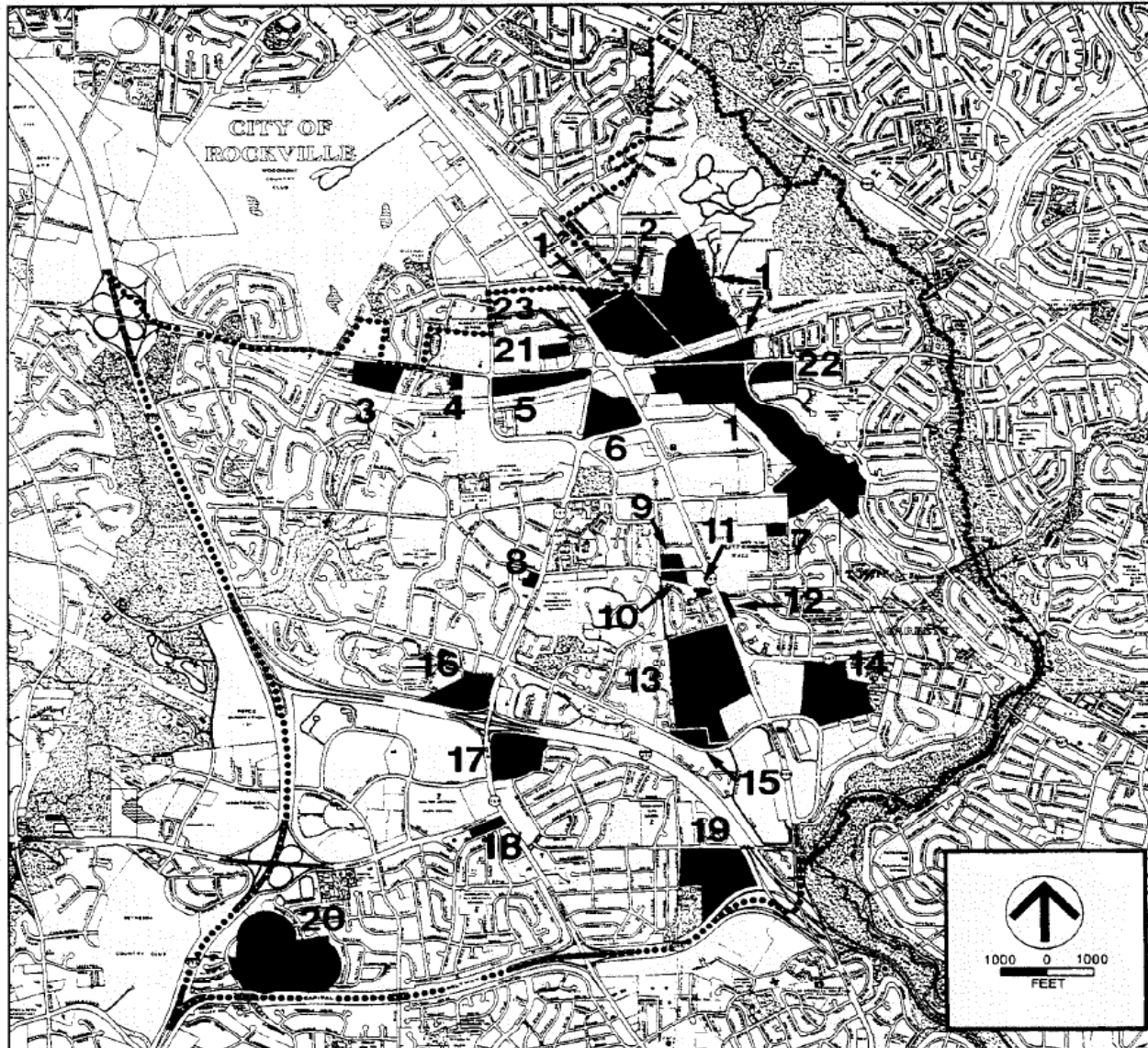
The following excerpts from the 1992 Plan address land use and zoning objectives and recommendations and the urban design concept for the White Flint portion of the Plan, as well as a discussion of Rockville Pike.

PLAN OBJECTIVES

- Develop White Flint as the main urban center of North Bethesda.
- Capitalize on the public investment in the Metro system and encourage its use rather than continued reliance on the automobile.
- Promote mixed-use development near the Metro station to ensure the 24-hour vitality of the area.
- Include a significant transit serviceable residential component within the Sector Plan area.
- Develop policies to ensure a lively pedestrian environment.

PLAN RECOMMENDATIONS

- Provide a local circulation alternative to Rockville Pike by extending Chapman Avenue to meet Huff Court (see Figure 55).
- Extend Executive Boulevard east to meet Huff Court.
- Extend the Transit Station Mixed-use Zone (TS-M) to the south and to the west (see Figure 19).
- Consolidate the Transit Station Residential Zone (TS-R) on the west side of Rockville Pike (see Figure 19).



(Outside Sector Plan Areas and Rock Spring Park)

- | | |
|----------------------------------|-----------------------------------|
| 1. I-1 Zone Outside Sector Plans | 12. WMATA |
| 2. Montrose Crossing | 13. Georgetown Preparatory School |
| 3. Armstrong and Mervis | 14. Holy Cross |
| 4. Maryland National Bank | 15. Corby |
| 5. Wilgus | 16. Davis-Lux Lane |
| 6. Mid Pike Plaza | 17. Aubinoe |
| 7. White Flint Parking Lot | 18. Davis-Democracy |
| 8. Poindexter | 19. American Foresters/NRF |
| 9. Edson Lane North | 20. WMAL, Inc. |
| 10. Edson Lane South | 21. Tri-Rock |
| 11. Hillery Way | 22. Loehmann's Plaza |
| | 23. Chang |

NORTH BETHESDA/GARRETT PARK APPROVED & ADOPTED

D. EXISTING CONDITIONS

The White Flint Sector Plan area extends to Old Georgetown Road on the west, the MARC railroad tracks on the east, the Forum apartment building on the north, and the White Flint Mall on the south.

The Sector Plan area is bisected by two major highways, Rockville Pike in a north/south direction, and Nicholson Lane in an east/west direction. The continued growth of east/west traffic will create a demand for peak hour trips that will exceed the capacity of the current intersection of these two highways.

Within the Sector Plan area, the 35-acre WMATA parcel and the 10-acre Montouri parcel comprise one of the largest areas of undeveloped land around a Metro station anywhere in Montgomery County.

Existing land uses within the Sector Plan area include an eclectic mix of office, retail, industrial, and high rise residential. There are 4,800 jobs and 179 dwelling units currently within the Sector Plan area. The development pipeline will raise the numbers to 5,136 jobs and 1,134 dwelling units. Public facilities include the Aquatic Center and Wall Local Park, the Metrorail facilities, a 15-acre Metrobus facility and the Montgomery County Pre-Release Center on Nebel Street.

E. LAND USE AND ZONING RECOMMENDATIONS

This Plan's recommendations for the White Flint Sector Plan area are shown on Figures 18 and 19. In *all* instances where TS-M is recommended, it is to be limited to a 2.0 FAR, with a maximum cap to be allowed only if any increase between 2.0 and 2.4 is all residential and includes at least 50 percent affordable housing. The proportions of commercial to residential uses up to 2.0 FAR shall be as follows: FAR up to 1.5, two-thirds commercial and one-third residential (maximum 1.0 FAR commercial and 0.5 residential); between FAR 1.5 and 2.0, additional density above base 1.0 FAR commercial must be residential (maximum 1.0 FAR commercial and 1.0 FAR residential).

In order to provide flexibility to meet other County-wide goals, the County Council may permit, in its decision approving a local map amendment application, up to a 2.0 commercial FAR for TS-M properties in the White Flint Sector Plan area. In order for the Council to approve over a 1.0 FAR, an applicant must establish that the following criteria are met.

1. That the parcel is a greater than 6 acres;
2. That between a 1.0 and a 2.0 commercial FAR is necessary for an identified employment user;
3. That 1.0 FAR of residential development must be provided on-site;
4. That the employer shall provide and fund a traffic mitigation plan to mitigate all generated trips above a 1.0 commercial FAR.

4.4 WHITE FLINT

A. IMAGE

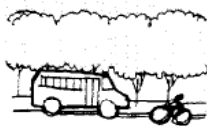
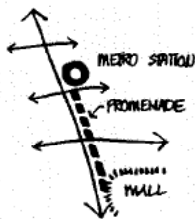
North Bethesda's Urban Center

B. DESCRIPTION

This area is topographically prominent and is therefore easy to see from many vantage points along the Pike. New buildings in the area have begun to establish a new vertical scale; however, the horizontal scale is vast. Blocks are too long and large for efficient pedestrian circulation. The volume of traffic inhibits comfortable pedestrian access to the

Metro. A new, more urban scale, with tamed vehicular movement, enhanced streetscape, a fine-grained street grid, urban parks and high intensity mixed-uses would improve the area for pedestrians, and thereby strongly support Metro. (Figures 42-44.)

C. GUIDELINES



Paths:

- Provide a grid with small blocks and pedestrian-friendly streets within walking distance of Metro.
- Continue the NRC promenade on the east side of the Pike from the Metro station southward to White Flint Mall, at ground level over the Metro tunnel.
- Establish a shuttle and a bicycle route connecting White Flint Mall to White Flint and Twinbrook Metro stations, utilizing the Metro tunnel easement wherever possible.
- Develop a shuttle bus hub at Metro.
- Establish a special east-west street between Marinelli and Old Georgetown Road as a main, pedestrian-friendly avenue for the district. It should link a series of civic and open spaces, beginning with the Aquatic Center, intersecting with Rockville Pike, and extending to Nebel Street. A signal to provide for pedestrian crossing of Rockville Pike would be desirable. This would require a detailed operational analysis.
- Provide on-street parking to buffer pedestrians, to slow traffic and to provide more human-scaled local streets.

Nodes:

- Intensify development around the Metro station, in a mixed-use pattern, with employment dominant east of the Pike and housing dominant west of the Pike.
- Develop the image of a single node straddling the Pike by locating the tallest buildings along the Pike and stepping down in height to the east and west.
- Redevelop the existing Metro parking lot as an air-rights joint development, converting the surface lot to garage parking.

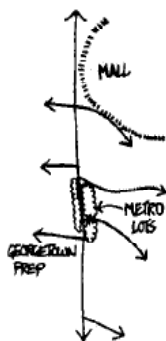
- Develop a community facility and park north of the Aquatic Center, as the western end of the east-west avenue and open space system. This is one of two possible sites for a community recreation center. It could provide a community focus for the existing neighborhoods to the west and southwest as well as for the new TS-R Zone neighborhood.
- Develop an urban open space east of the Metro station to include part of the existing tree stand and the white rock outcropping representing 'White Flint.' Expand the public space east and west of the tree stand to form a series of linked green spaces along the east-west special street.

Districts:

- Use equivalent streetscape treatments, block sizes, and building scale to visually link the east and west halves of the district. Apply these patterns throughout the area within walking distance of the METRO stop.
- Use the local white boulders in landscape plans to symbolize the 'white flint' image, as was done at White Flint Mall.
- Establish white stone as a theme element for all new architecture in the White Flint district, to provide a district identity.

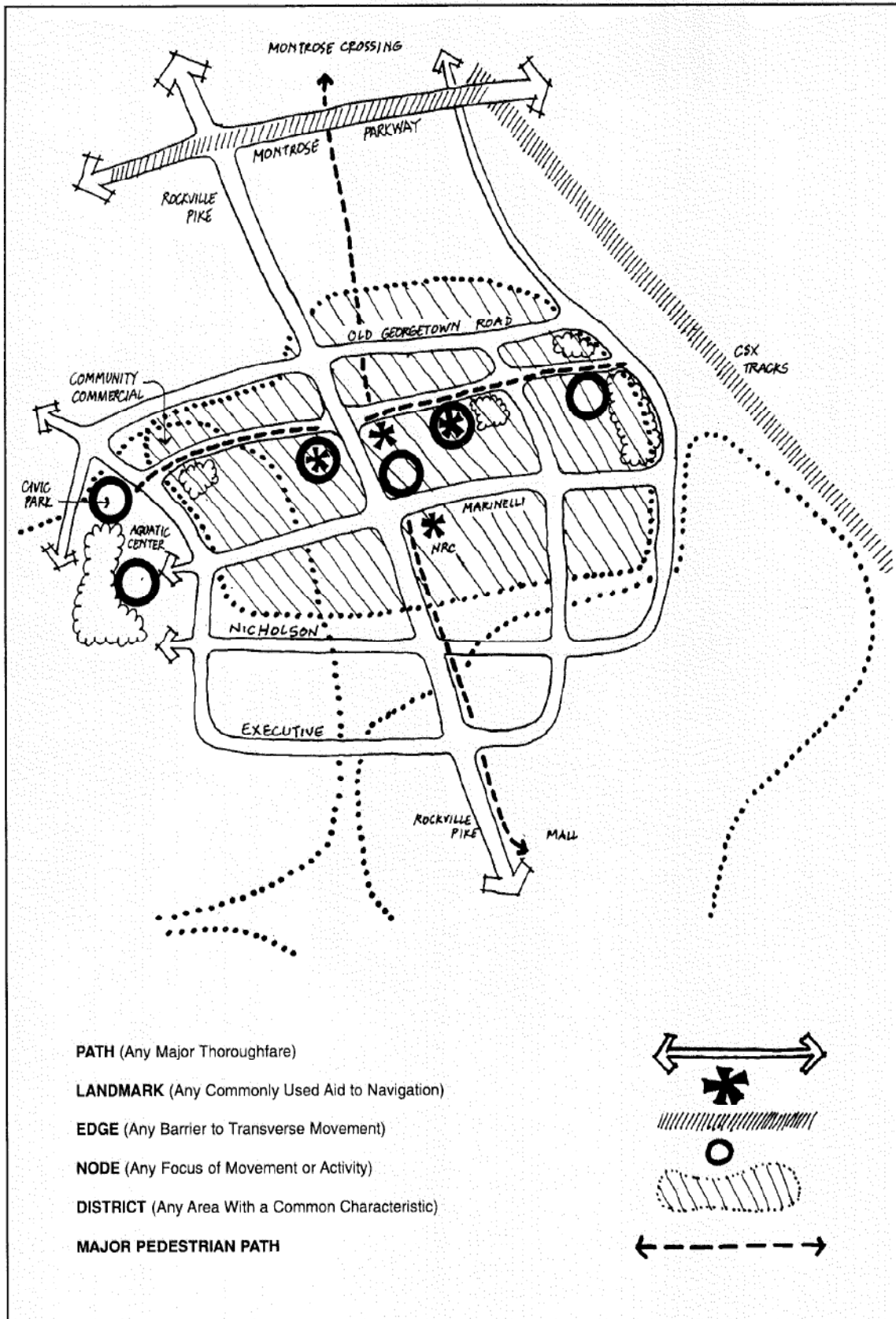
Edges:

- Make every effort to overcome barriers to pedestrian movement across Rockville Pike, between Old Georgetown Road and Nicholson Lane, in order that the two halves of the node function efficiently as one.
- Develop the small WMATA-owned lots south of White Flint Mall on the Pike as a landscaped amenity open space which would, in conjunction with existing trees on the Pike's west side, clearly define the edge between the White Flint and Grosvenor districts.



Landmarks:

- Create a landmark of art and landscaping at the WMATA-owned lots south of White Flint Mall to help create a gateway between adjacent districts.
- Place the tallest buildings next to the Pike, on "top of the hill" to serve as landmarks.
- Use grade separations at Nicholson Lane and Montrose Parkway to create gateways into the White Flint district.



C. ROCKVILLE PIKE

Description

For most of its length through North Bethesda, Rockville Pike is a roadway devoid of trees and safe pedestrian routes. It consists of between six and nine 11-foot lanes in a right-of-way of 120-150 feet. In the few locations where there are only six lanes (no turn lanes or acceleration/deceleration lanes) the right-of-way accommodates a 12-foot median and 20 feet between the curb and the edge of the right-of-way. However, much of the Pike has a five-foot concrete median and only eight feet from the curb to the edge of the right-of-way, because of the turn lanes and acceleration/deceleration lanes. These conditions allow only a three-foot grass strip between the curb and a five-foot sidewalk. In several locations, a five-foot sidewalk abuts the curb, leaving no space for street trees. These conditions are inimical to pedestrian comfort.

The Rockville Pike streetscape should, in most areas, accommodate pedestrians and cyclists, and provide enhancement of desirable views and screening of undesirable views. An overall greening of the roadway environment is needed. The streetscape should unify the fragmented sections of the Pike while reinforcing a unique character for each sector or significant area.

Guidelines for Rockville Pike Prototype

The *standard* prototype recommended for the Pike includes a double row of street trees and sidewalks on both sides of the road (Figure 51). *Variations* of the prototype will be recommended where necessary to fit within physical constraints or where desired to provide a unique character. For example, each district might have a different species of street tree within an overall continuous pattern of tree placement, in order to provide both individual identity for the district and continuity along the Pike.

- Widen the right-of-way as necessary to allow two rows of street trees with a six-foot sidewalk between rows of trees.
- Plant median trees wherever the median is eight feet or more in width.
- In areas within walking distance of transit stops, establish a build-to line ten feet beyond the right-of-way line.

Minor Amendments to the North Bethesda/Garrett Park Sector Plan, 1992

- July 1994: staging amendment
- April 1997: Conference Center/Hotel Complex amendment. Identifies the WMATA parking lot west of Rockville Pike as the preferred location for the Conference Center.

Approved and Adopted 1994 Staging Amendment to the 1992 Plan

After the Plan was approved and adopted, a task force reporting to the Director of Montgomery County Department of Transportation was formed in 1993 to consider ways to implement the recommended Transportation Management District (TMD), including organizational structure, public policy implementation strategies, and public/private partnership. In 1993, the County Council adopted TMD legislation for North Bethesda. In 1995, the TMD was created and provisions made for funding.

In November 1994, the County Council approved the Staging Amendment to the 1992 Plan. Its purpose was to explain the relationship between the 1992 Plan and the Annual Growth Policy (AGP). The amendment outlined key principles and guidelines for three stages of development: Stage 1 - Short Term, Stage 2 - Mid-Term, and Stage 3 - Long Term.

The most detailed recommendations pertain to Stage 1. The Amendment identified priority public improvements to support the anticipated development and established transportation demand management goals to maintain the balance between development and transportation capacity. The Staging Amendment was intended to guide future AGP decisions.

Stage 1 for the Metro Station Policy Areas "... indicates improvements necessary for adequate circulation to accommodate the FY94 development ceilings within legislated levels of service standards." (Page 265) Moving to Stage 2, required the creation of a transportation management organization.

The Plan recommended the following development staging standards:

- a 1994 AGP staging ceiling of 4500 jobs and 4350 dwelling units
- an amended CLV standard from 1,600 to 1,800
- an Alternative Review Process for subdivisions in the Metro Station Policy Areas
- a transportation demand management organization
- decreasing single-occupancy vehicle mode share for employees by four percentage points (from 78 percent)
- a parking policy of constrained long-term parking

The Plan also recommended new and extended streets:

- Chapman Avenue between Nicholson Lane and Old Georgetown Road
- Woodglen Drive Extended from Nicholson Lane to Marinelli Road
- B-11 from Marinelli Road to Old Georgetown Road
- Executive Boulevard from Woodglen Drive to Huff Court

The following bikeways were part of the transportation system:

- Chapman Avenue
- Woodglen Extended
- B-10
- Executive Boulevard
- Rockville Pike
- Marinelli Road
- Strathmore Avenue

Also recommended were pedestrian crossings at Rockville Pike's intersections with Marinelli Road, Nicholson Lane, and Old Georgetown Road. Finally, intersection Improvements were recommended at Rockville Pike crossings of Nicholson Lane and Randolph Road.

Stage 2 was to begin when a new staging ceiling has been approved through the AGP and a transportation management organization was formed.

Stage 2 facilities in White Flint were:

- Chapman Avenue
- other business district streets and bikeways recommended in Stage 1
- operational or capacity improvements to selected intersections.

Stage 3 involved amending the North Bethesda/Garrett Park Plan, and conducting a comprehensive transportation study to determine if additional transportation facilities and transportation management programs are necessary, and if other means can meet congestion standards including increased transit service and additions to the street, intersection, bikeway, and pedestrian network.

Status of 1992 Recommended Public Facilities within the White Flint Sector Plan Area

Facility	CIP number	Comments
Community Facilities		
Expansion of Wall Park		
Amenity space at the White Flint Metro station		
Montrose Pkwy right-of-way to be a greenway		
Upgrade older park facilities		
Roads		
Montrose Pkwy—western segment	500311 (west) 500717 (east)	under construction programmed
Chapman Ave between Nicholson Ln and Old Georgetown Rd	500719 Randolph Road to Old Georgetown Road	under construction
Woodglen Dr Extended from Nicholson Ln to Marinelli Rd		Dedicated as part of LMA G-860
B-11 from Marinelli Rd to Old Georgetown Rd		Dedicated as part of LMA G-801 (Also B-10, Chapman/Citadel)
Executive Boulevard from Woodglen Dr to Huff Ct	Woodglen Dr to Rockville Pike part of LMA G-830	
Bikeways		
Chapman Ave		
Woodglen Dr Extended		
B-10		
Executive Blvd		
Rockville Pike		
Marinelli Rd		
Strathmore Ave		
Pedestrian Crossings		
Rockville Pike intersections: Marinelli Rd, Nicholson Ln, Old Georgetown Rd		
Intersection Improvements		
Rockville Pike at Nicholson Ln and Randolph Rd		

Status of CIP projects Serving Sector Plan Area

*Projects not recommended in the 1992 Plan

Facility	CIP number	Comments
Nebel StExtended*	500401	Randolph Road north
Nicholson Ln Bridge*	500504	Replacement of bridge over CSX tracks
Davis Library	710703	
Police Substation District 2	470702	
North Bethesda Community Recreation Center	720100	
Garrett Park ES*	056505	
Luxmanor ES*	076502	
Ashburton ES*	076500	
Farmland ES*	026501	

Comparison of Planned, Proposed Development, 1992 and 2009

The proposed 2009 Plan updates the 1992 Plan's development potential. Tables 1, 2, and 3 compare the total, nonresidential, and residential development proposed in each plan.

Table 1

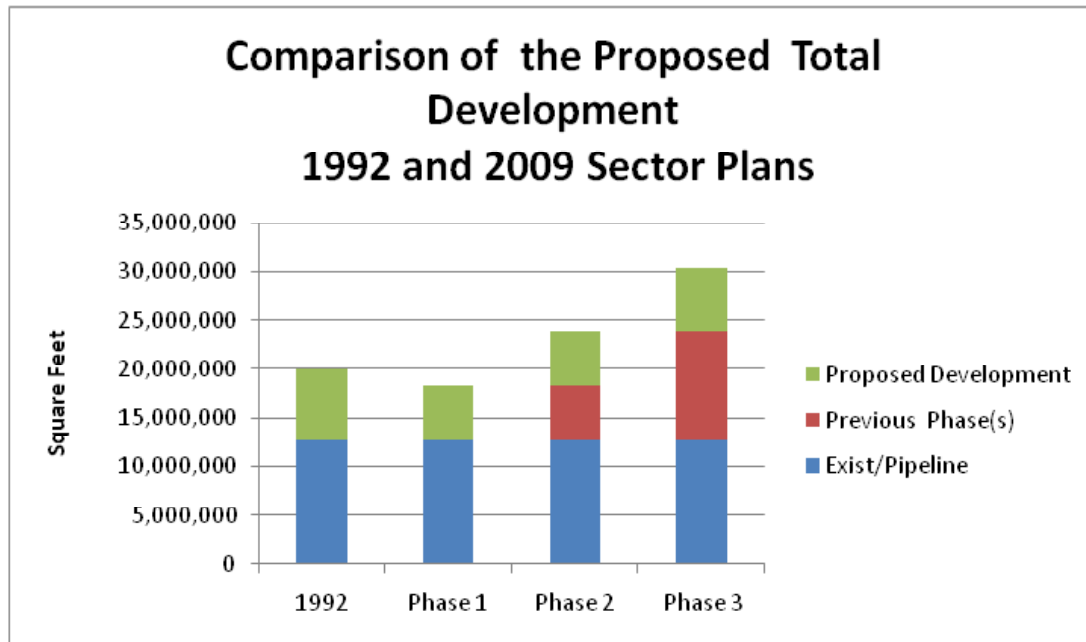


Table 2

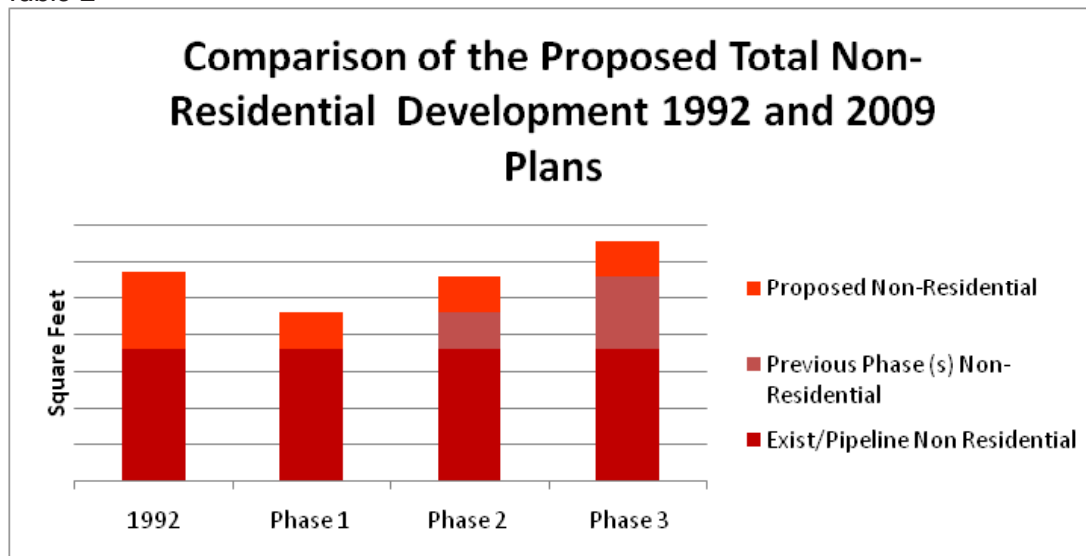
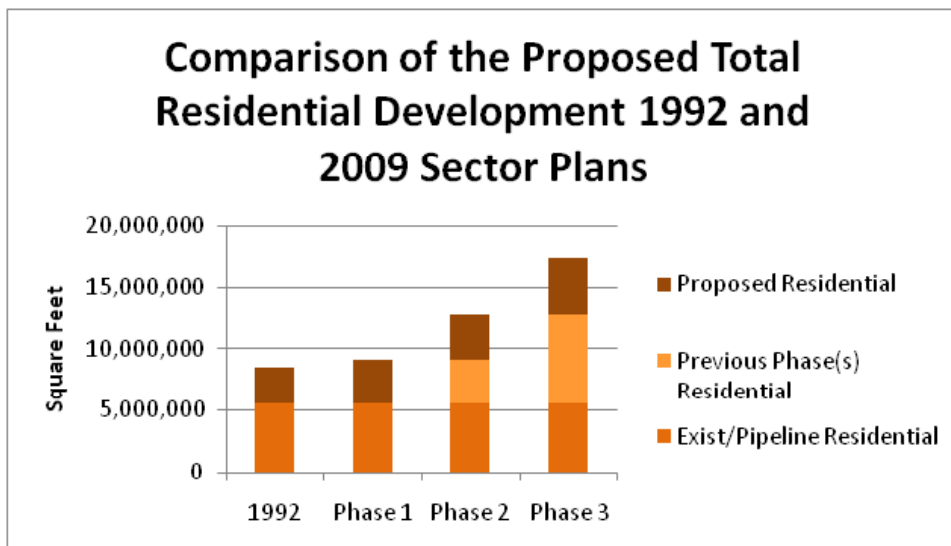


Table 3



Notes

All residential units are converted into square feet at 1,200 square feet for each unit.

Existing and Pipeline development

- Includes existing projects and approved but not completed projects, such as North Bethesda Center, White Flint View, and North Bethesda Market.

1992 Likely Buildout

- The development remaining from the 1992 likely buildout is approximately 2,500 residential units and 4.29 million of nonresidential development.
- The 1992 buildout was derived from the zoning recommendations for the 200-acre White Flint Sector Plan area (smaller than the 2009 Plan area) and the 230-acres outside the Sector Plan area that would be included in the 430-acre Sector Plan Area delineated in the 2009 Plan.

2009 Staging Plan

- The proposed buildout in the 2009 Plan is based on the Staging Plan in the Planning Board Draft, which recommends 9,800 residential units and 5.9 million square feet of nonresidential development divided into three phases.
- Each phase contains 3,000 to 3,800 residential units and between 1.9 and 2 million square feet of nonresidential development.

Appendix

The White Flint Sector Plan
midtown on the pike

July 2009

Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

www.MontgomeryPlanning.org



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