Public Meeting: May 16, 2016
Tonight’s Agenda

I. Recap of Prior Meetings

II. Land Use Scenarios
   i. Walter Johnson and Downcounty Consortium Schools

III. Transportation Analysis

IV. Schedule and Next Steps

V. Initial Q&A and follow-up
Prior Public Meetings

June 25, 2015: White Flint 2 Open House

September 17, 2015: Walter Johnson Schools Meeting

October 14: Transportation and connections; parks and open space; and land use and density

November 18, 2015: Transportation Modeling

December 9, 2015: Parks and open space

February 1, 2016: Property owners and Civic Associations
Potential WF2 Connections
Existing Land Use

<table>
<thead>
<tr>
<th>Built Development</th>
<th>Residential</th>
<th>Non-Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,904 dwelling units</td>
<td>6.4 million sq.ft</td>
</tr>
</tbody>
</table>

City of Rockville  
Twinbrook  
White Flint

WF2

Legend:  
- City of Rockville  
- Twinbrook Sector Plan  
- Residential  
- High-Density Residential  
- Mixed Use  
- Commercial/Retail  
- Office  
- Institutional  
- Industrial  
- Vacant
Existing Zoning
Existing Zones

CR Zones

**CRT 2.0, C 1.0, R 1.5, H 60**

**CRT** sets the uses and some requirements.

- **2.0** means the building floor ratio (FAR) is a maximum of two times the size of the lot.
- **C 1.0** is the maximum commercial FAR within the total 2.0 FAR.
- **R 1.5** is the maximum residential floor area within the total 2.0 FAR.
- **H 60** is the maximum building height—60 feet.

- **Commercial-Residential Zone (CR):** Intended for larger downtown, mixed-use and pedestrian-oriented areas in proximity to transit options such as Metro, light rail and bus.

- **Commercial Residential Town (CRT):** Intended for small downtown, mixed-use, pedestrian-oriented centers and edges of larger, more intense downtowns.

- **Commercial Residential Neighborhood (CRN):** Intended for pedestrian-scale, neighborhood-serving mixed-use centers and transitional edges.

- **Employment Office (EOF):** Intended for office and employment activity combined with limited residential and neighborhood commercial uses.

**Methods of Development: Standard and Optional**

**Standard Method:** Specific development.

**The Optional Method:** Must provide public benefits from at least the number of benefit categories and for at least the minimum number of points.
Types of Zones

Euclidean/Base Zone: These zones are applied after the Master Plan is approved via the Sectional Map Amendment (SMA) process.

Floating Zone: A flexible zone that is used for a designated purpose, but whose location is to be determined in the future as part of a Local Map Amendment (LMA).

Floating zones are initiated by a property owner and are approved by the County Council. Prior to the Council approval, the Planning Board reviews the proposal and the Hearing Examiner has an administrative hearing on the zoning request. A Master/Sector Plan can recommend floating zones or the property owner can seek a floating zone without a master/sector plan recommendation, such as Montrose Baptist Church.

Several projects in North Bethesda, including:
- North Bethesda Market (NoBe1);
- LCOR (North Bethesda Center);
- All multi-family residential along Old Georgetown Road (the Sterling, Gallery, and White Flint Station); and
- Bethesda North Conference Center are examples of prior development projects approved via Floating Zones (TSM and TSR).

The 2014 Zoning Ordinance permits several floating zones: Commercial Residential, Residential, Employment, and Industrial.
### Public Benefits

<table>
<thead>
<tr>
<th>Major Public Facilities</th>
<th>Connectivity and Mobility</th>
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<tbody>
<tr>
<td>Transit Proximity</td>
<td>Transit Access Improvement</td>
</tr>
<tr>
<td>Advance Dedication</td>
<td>Streetscape Improvement</td>
</tr>
<tr>
<td>Minimum Parking</td>
<td>Trips Mitigation</td>
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<tr>
<td>Neighborhood Services</td>
<td>Way Finding</td>
</tr>
<tr>
<td>Public Parking</td>
<td>Through-Block Connection</td>
</tr>
<tr>
<td>Diversity of Uses and Activities</td>
<td></td>
</tr>
<tr>
<td>Adaptive Buildings</td>
<td>Live/Work</td>
</tr>
<tr>
<td>Care Centers</td>
<td>Moderately Priced Dwelling Units</td>
</tr>
<tr>
<td>Dwelling Unit Mix</td>
<td>Small Business Opportunities</td>
</tr>
<tr>
<td>Enhanced Accessibility for the Disabled</td>
<td></td>
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<tr>
<td>Quality of Buildings and Site Design</td>
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<tr>
<td>Architectural Elevations</td>
<td>Public Open Space</td>
</tr>
<tr>
<td>Exceptional Design</td>
<td>Structured Parking</td>
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<tr>
<td>Historic Resource Protection</td>
<td>Tower Step-Back</td>
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<tr>
<td>Public Art</td>
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<tr>
<td>Protection and Enhancement of the Natural Environment</td>
<td></td>
</tr>
<tr>
<td>Building Lot Terminations</td>
<td>Transferable Development Rights</td>
</tr>
<tr>
<td>Cool Roof</td>
<td>Tree Canopy</td>
</tr>
<tr>
<td>Energy Conservation and Generation</td>
<td>Vegetated Area</td>
</tr>
<tr>
<td>Habitat Preservation and Restoration</td>
<td>Vegetated Roof</td>
</tr>
<tr>
<td>Recycling Facility Plan</td>
<td>Vegetated Wall</td>
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<tr>
<td>Building Reuse</td>
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</table>

<table>
<thead>
<tr>
<th>Zone</th>
<th>Tract Size or Maximum Total FAR</th>
<th>Public Benefit Points (Min)</th>
<th>Number of Public Benefit Categories</th>
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</thead>
<tbody>
<tr>
<td>CRT</td>
<td>&lt;10,000 sq.ft. or &lt;1.5 Max FAR</td>
<td>25</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>&gt;10,000 sq.ft. or &gt;1.5 Max FAR</td>
<td>50</td>
<td>3</td>
</tr>
<tr>
<td>CR</td>
<td>&lt;10,000 sq.ft or &lt; 1.5 Max FAR</td>
<td>50</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&gt;10,000 sq.ft. or &gt;1.5 Max FAR</td>
<td>100</td>
<td>4</td>
</tr>
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</table>

Building Lot Termination (BLT), which is required in the CR Zone, supports the protection of the Agricultural Reserve.
“...new development within districts focused around transit nodes...to establish a balance between auto and transit access by designing for non-auto movement within walking distance of transit stops.”

1992 North Bethesda/Garrett Park Master Plan
Overall Districts

1. Executive Blvd.
2. Montrose North
3. Randolph Hills
4. Parklawn South
Districts
PEDESTRIAN CONNECTION THROUGH BUFFER

CONSOLIDATE FRONTAGES TO IMPROVE PEDESTRIAN AREAS

IMPROVEMENTS TO BRIDGE PEDESTRIAN “GAP” BETWEEN NORTH AND SOUTH SIDES OF MMONTROSE PKWYS

PEDESTRIAN CONNECTION THROUGH BUFFER

LUXMANOR SCHOOL

REDEVELOPMENT TO ANCHOR WESTERN WORKAROUND

CONCEPT FRAMEWORK

WHITE FLINT 2 SECTOR PLAN

POTENTIAL MIXED-USE
POTENTIAL OPEN SPACE
LIGHT INDUSTRIAL TO REMAIN

IMPROVEMENTS TO BRIDGE PEDESTRIAN “GAP” BETWEEN NORTH AND SOUTH SIDES OF MMONTROSE PKWYS

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IMPROVEMENTS TO BRIDGE PEDESTRIAN “GAP” BETWEEN NORTH AND SOUTH SIDES OF MMONTROSE PKWYS
Open Space Concept

- Urban Plaza
- Neighborhood Green
- Community Garden
- Greenway
- Pedestrian Greenway
Land Use Alternatives

Purpose: To establish what are the capacities for the transportation network and public schools impact.
- Long-term in nature (2040)

Analysis:
- Block-by-block; district by district
- Existing zoning
- New zones, such as the Commercial Residential (CR) and Employment Office (EOF), do add complexity.
- Approved or Pipeline Development
- Introducing new zones; retaining other zones

Results:
- Estimates or forecasts; not recommendations
Land Use Alternatives

Alternative 1 (Existing Likely):

- Based on the existing zoning.
- Most of new residential and non-residential development is coming from Commercial Residential (CR) and Commercial Residential Town (CRT) zoned properties, such as Montrose Crossing, Pike Center and Federal Plaza.
- Some additional residential development from Executive Boulevard office properties that are in the Employment Office (EOF) zone.
- Retention of existing multi-family residential, single-family residential and industrial zones.

Caveats

- Not all properties are assumed to redevelop.
- Mix of new development varies by district.
- Utilizes the 30% residential in EOF-new zone and untested-for some Executive Blvd. properties
- Office Retail Industrial Other (ORIO)-varies by district.

Totals

- Residential: 3,246 dwelling units
- Non-Residential: 2.7 million sq.ft.
Alternative 2

- Introduces some changes Executive Boulevard to Executive Blvd., including EOF Zone to Commercial Residential.
- Shifts the Federal Plaza (Block 5) from the CRT Zone to the CR Zone, higher heights, and the same FAR (2.25); shifts Block 6-along MD355- from the CRT Zone to the CR Zone at 1.5 FAR; and shifts the JCC property from R-200 to CRT zone.
- Includes the rezoning of Montrose Baptist.
- Retention of existing multi-family residential, single-family residential and some industrial zones.

Alternative 3

- Higher Floor Area Ratios (FARs) for properties in different districts.
- Retains existing multi-family residential, single-family residential, and less industrial zones.
- Includes the rezoning of Montrose Baptist.
### Land Use Alternatives

#### Scenarios

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Residential</th>
<th>Non-Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>3,246 dwelling units</td>
<td>2.76 million sq.ft.</td>
</tr>
<tr>
<td>(Existing Likely)</td>
<td></td>
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</tr>
<tr>
<td>Alternative 2</td>
<td>4,841 dwelling units</td>
<td>3.24 million sq.ft.</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>5,788 dwelling units</td>
<td>4.87 million sq.ft.</td>
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</tbody>
</table>

#### Existing/Built Development

<table>
<thead>
<tr>
<th>Existing/Built Development</th>
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<td>1,904 dwelling units</td>
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<td>6.4 million sq.ft.</td>
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</table>
White Flint 2 School Districts

Walter Johnson High School and Downcounty Consortium

The Downcounty Consortium includes Loehman’s Plaza, Montrose Church, and Randolph Hills Shopping Center.
White Flint 2 School Districts
White Flint 2 School Districts

### Downcounty Consortium
- **Alternative 1 (Existing Likely)**: 498 Dwelling Units
- **Alternative 2**: 524 Dwelling Units
- **Alternative 3**: 871 Dwelling Units

### Walter Johnson Cluster
- **Alternative 1 (Existing Likely)**: 2748 Dwelling Units
- **Alternative 2**: 4318 Dwelling Units
- **Alternative 3**: 4920 Dwelling Units
### Student Generation Rates

#### Downcounty-East Region

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhouse</td>
<td>0.169</td>
<td>0.072</td>
<td>0.094</td>
</tr>
<tr>
<td>Multifamily High-Rise</td>
<td>0.078</td>
<td>0.031</td>
<td>0.041</td>
</tr>
</tbody>
</table>

#### Southwest Region-Walter Johnson

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhouse</td>
<td>0.144</td>
<td>0.064</td>
<td>0.073</td>
</tr>
<tr>
<td>Multifamily High-Rise</td>
<td>0.048</td>
<td>0.020</td>
<td>0.026</td>
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</tbody>
</table>

Source: MCPS Generation Rates (February 2016)
### Student Generation Rates

#### Downcounty Consortium

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>43</td>
<td>17</td>
<td>23</td>
</tr>
<tr>
<td>(Existing Likely)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative 2</td>
<td>46</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>76</td>
<td>30</td>
<td>40</td>
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</table>

#### Walter Johnson Cluster

<table>
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<tr>
<th>Scenario</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
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</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>158</td>
<td>67</td>
<td>84</td>
</tr>
<tr>
<td>(Existing Likely)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative 2</td>
<td>249</td>
<td>105</td>
<td>132</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>283</td>
<td>120</td>
<td>151</td>
</tr>
</tbody>
</table>

**Notes:**

- 10% of residential units are townhouses; 90% of residential units are multifamily high-rise (5 levels or more)
- Average dwelling unit is 1,200 square feet
- Round up of numbers
Student Generation Rates

Working with MCPS staff and property owners regarding the possibilities of an elementary school within the Plan area.

<table>
<thead>
<tr>
<th>Total White Flint 2 Plan Area</th>
<th>Elementary</th>
<th>Middle</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative 1 (Existing Likely)</td>
<td>201</td>
<td>84</td>
<td>107</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>295</td>
<td>123</td>
<td>156</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>359</td>
<td>150</td>
<td>191</td>
</tr>
</tbody>
</table>

Notes:
- 10% of residential units are townhouses; 90% of residential units are multifamily high-rise (5 levels or more)
- Average dwelling unit is 1,200 square feet
- Round up of numbers
Discussion Outline:

- Transportation Analysis Focus and Context
- Background Assumptions (Land Use & Transportation Network)
- Local Intersection Analysis
Transportation Analysis Focus and Context

- **Preliminary** Intersection Analysis

- **Key Assumptions**
  - No geometric/operational intersection improvements
  - No Bus Rapid Transit (BRT)
  - No Non-Auto Driver Mode Share (NADMS) goal/target

- Informs the evaluation of alternative land use scenarios (year 2040 planning horizon)

- White Flint 2 and Rock Spring Scenarios evaluated concurrently

- Additional traffic analyses will follow this preliminary assessment
Transportation Analysis

Montgomery County & MWCOG/TPB Model Region
Regional Land Use Assumptions

Job Growth

- By 2040, the regional jobs are expected to grow by 36% to over 4.3 million jobs. This is an increase of 1.1 million new jobs.

- The fastest rates of job growth are expected in the outer jurisdictions of Virginia, while the inner suburban jurisdictions and regional core will continue to be home to the greater number of jobs.

- More new jobs will locate on the western side of the region, and the majority of all new jobs are expected to be in denser population centers throughout the region.

Regional Core:
- District of Columbia
- Arlington Co
- Alexandria

Inner Suburbs:
- Montgomery Co
- Prince George’s Co
- Fairfax Co
- Falls Church
- Fairfax City

Outer Suburbs:
- Charles Co
- Frederick Co
- Loudoun Co
- Prince William Co
- Manassas
- Manassas Park
- Fairfax Co (Urbanized Area)

Population and job estimates come from the OIG-Round 8.4 Cooperative Forecast.

2015 CLRP Performance Analysis | 6
Regional Land Use Assumptions

Population Growth

- By 2040, the region is expected to grow by 24% to over 6.6 million people, an increase of 1.3 million people.
- The region’s outer suburban jurisdictions are expected to see the highest rates of growth, while the inner suburban jurisdictions and regional core will continue to be home to the most population.
- The majority of new residents are expected to live in denser population centers throughout the region.
Transportation Network Assumptions: Constrained Long Range Transportation Plan (CLRP)
Local Background Network

Capital Improvements Program

White Flint Transportation Projects

- White Flint District West Workaround (No. 501506)
- White Flint West: Transportation (No. 501116)
- White Flint District East: Transportation (No. 501204)
- White Flint Traffic Analysis and Mitigation (No. 501202)

Montrose Parkway East
Model Revision for Subarea Traffic Analysis

- Windowing and Focusing Approach
  - Network expansion (regular links: 3,680 → 4,658)
  - TAZ Split (376 → 466)
Critical Lane Volume (CLV) is a measurement of intersection capacity used in the LATR process.

CLV values converted to V/C ratios by dividing current or forecasted CLV by the applicable congestion standard.

Congestion standards vary by area:
- North Bethesda – 1550 CLV
- White Flint MSPA – 1800 CLV
- Rockville – 1600 CLV

Sample V/C ratio calculation:

<table>
<thead>
<tr>
<th>Policy Area Standard</th>
<th>CLV</th>
<th>V/C Ratio</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,550</td>
<td>1,295</td>
<td>0.84</td>
<td>E</td>
</tr>
</tbody>
</table>
Existing Conditions Traffic (2015)

AM: 6 a.m.-9 a.m.
PM: 3 p.m.-7 p.m.
2040 Land Use-Alternative 1 (Existing Likely)

AM: 6 a.m.-9 a.m.  
PM: 3 p.m.-7 p.m.
2040 Land Use - Alternative 2

AM: 6 a.m. - 9 a.m.
PM: 3 p.m. - 7 p.m.
Analysis

2040 Land Use - Alternative 3

Vehicle/Capacity Ratio

- AM: 6 a.m. - 9 a.m.
- PM: 3 p.m. - 7 p.m.
## Project Schedule and Next Steps

### May

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 16, 2016</td>
<td>Initial concept, land use scenarios, and transportation analysis (Tonight)</td>
</tr>
<tr>
<td>May 26, 2016</td>
<td>Planning Board briefing</td>
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### June

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Early June 2016</td>
<td>Public Meeting: Property owners and Civic/Homeowners-Part II</td>
</tr>
<tr>
<td>Late June 2016</td>
<td>Public Meeting: Joint meeting with MCPS and other</td>
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### July

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<thead>
<tr>
<th>Date</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>Early July 2016</td>
<td>Public Meeting: Preliminary Recommendations</td>
</tr>
<tr>
<td>July 28 2016</td>
<td>Planning Board: Preliminary Recommendations presentation</td>
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