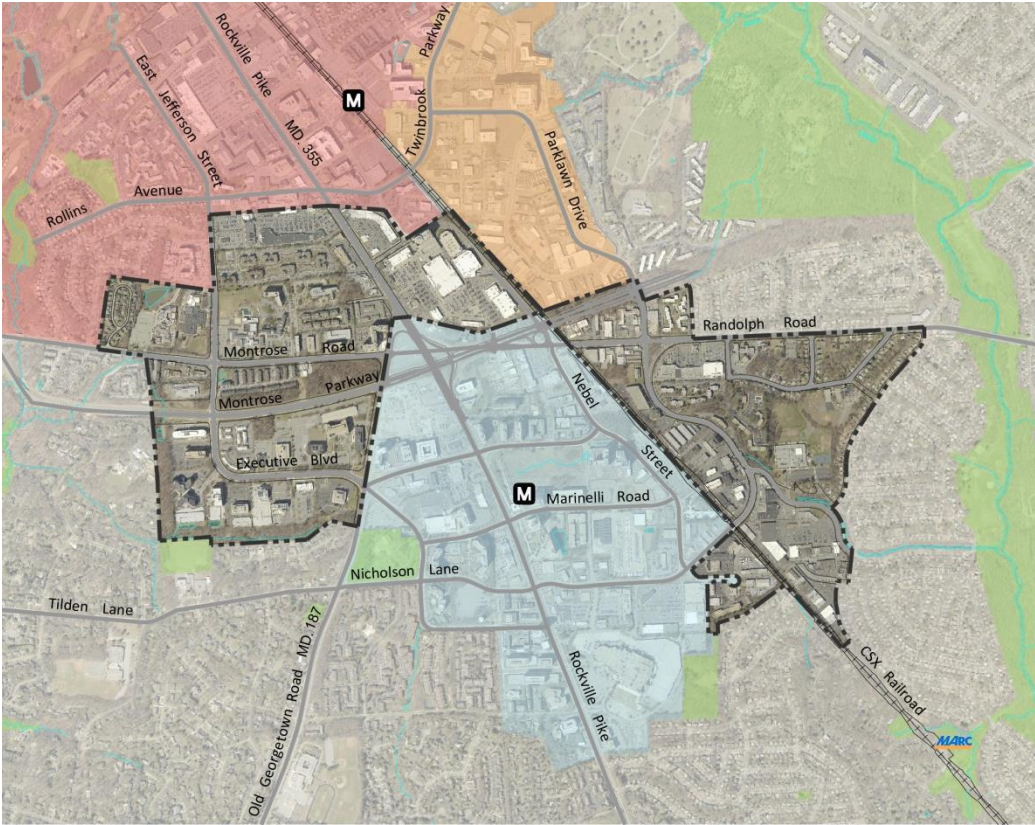


Public Meeting: May 16, 2016



# 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

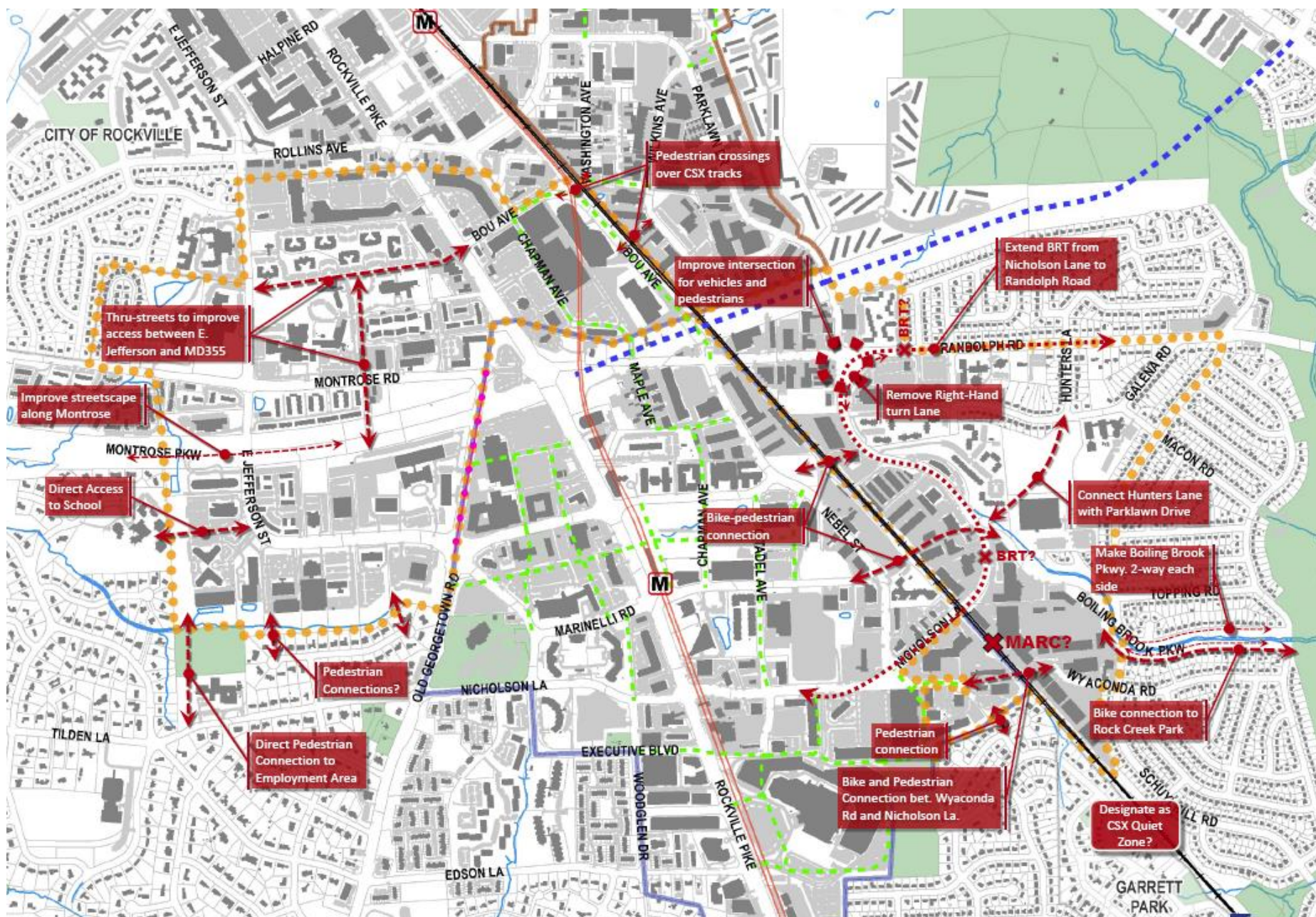


February 1, 2016: Property owners and Civic Associations



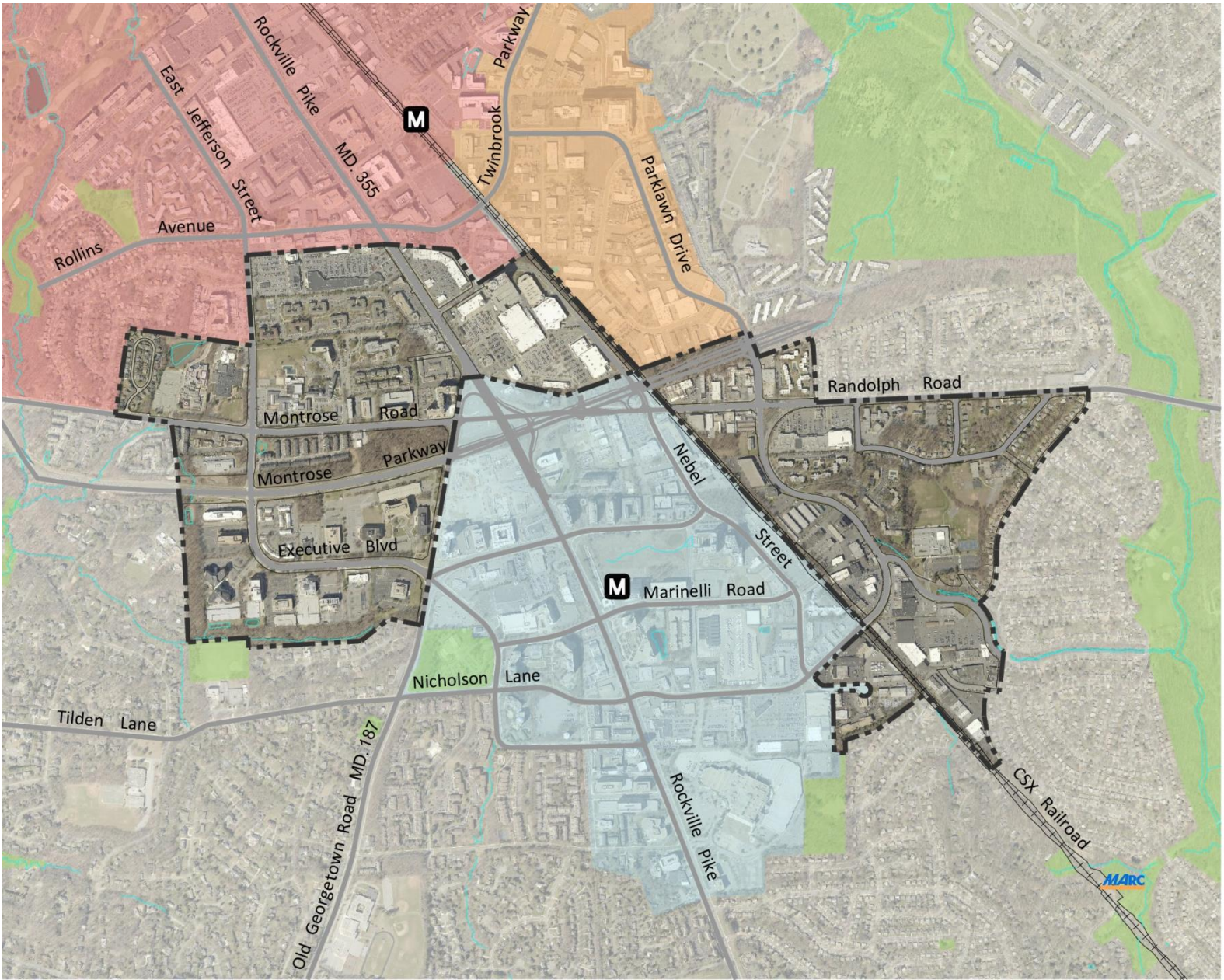


## Potential WF2 Connections





Plan Area



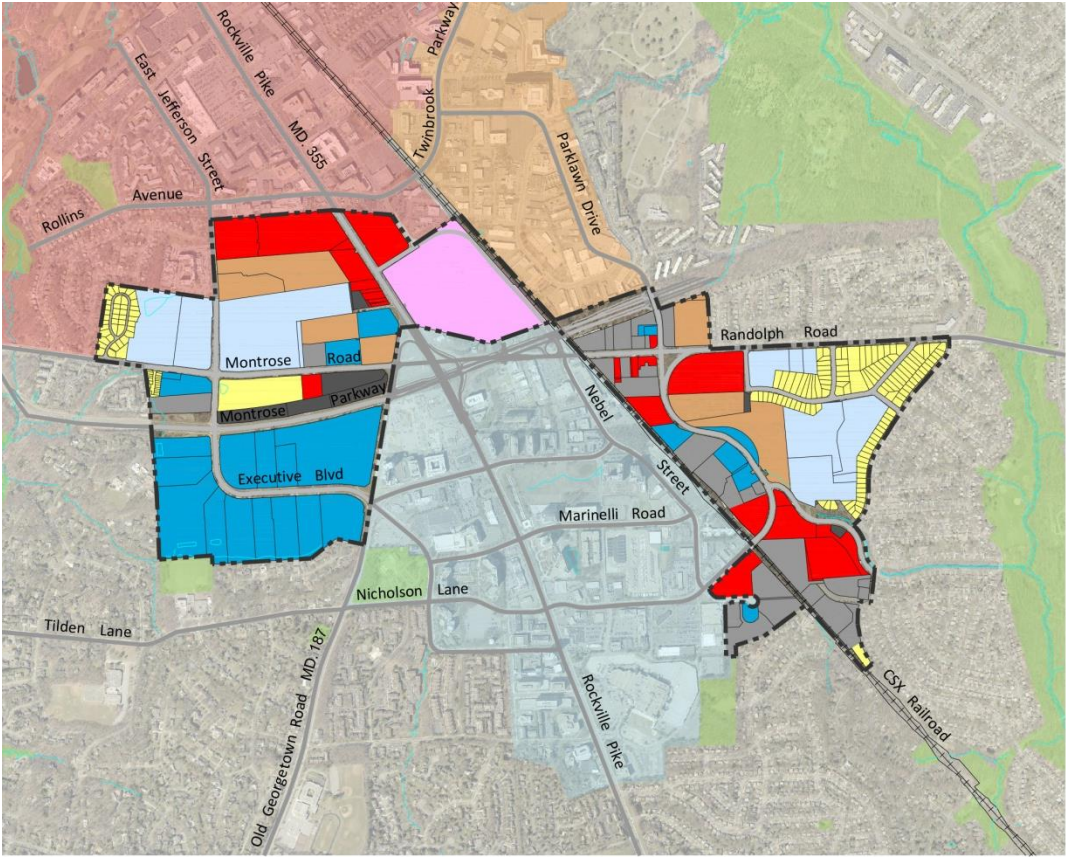
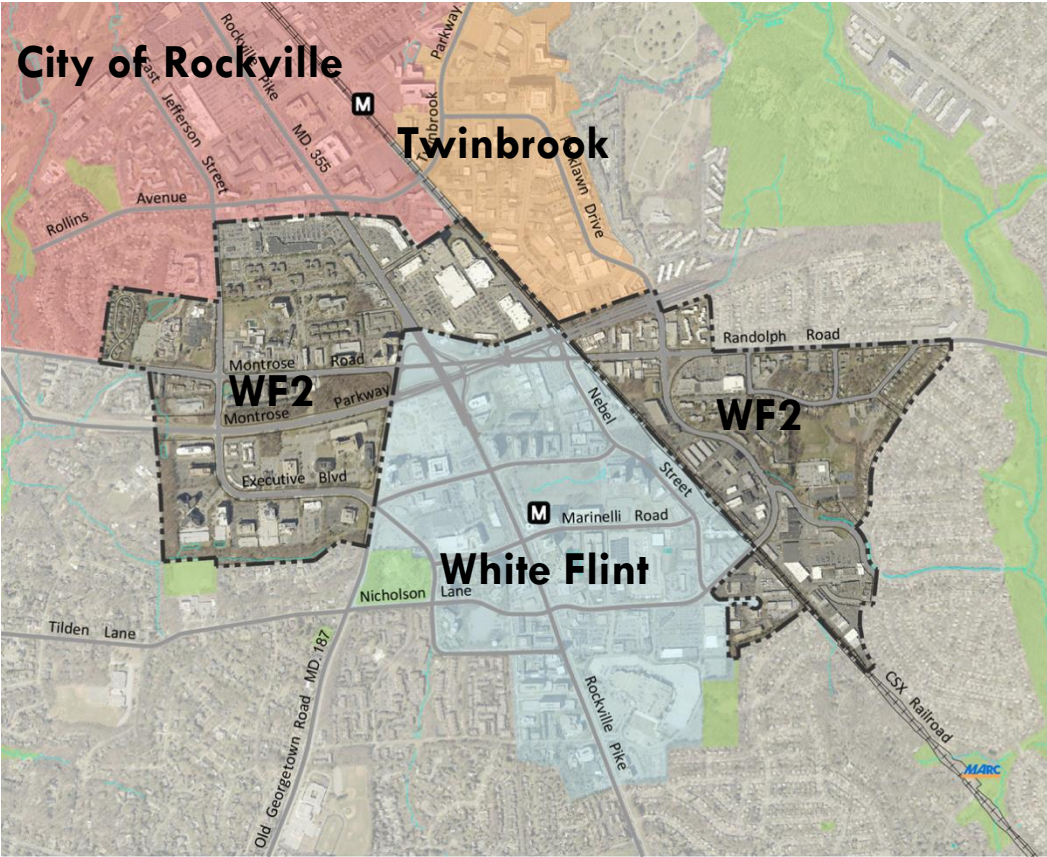
- White Flint 2 Sector Plan Boundary
- 2010 White Flint Sector Plan
- City of Rockville
- 2009 Twinbrook Sector Plan
- Parkland
- M Metro Station
- MARC Garrett Park MARC Station





Existing Land Use

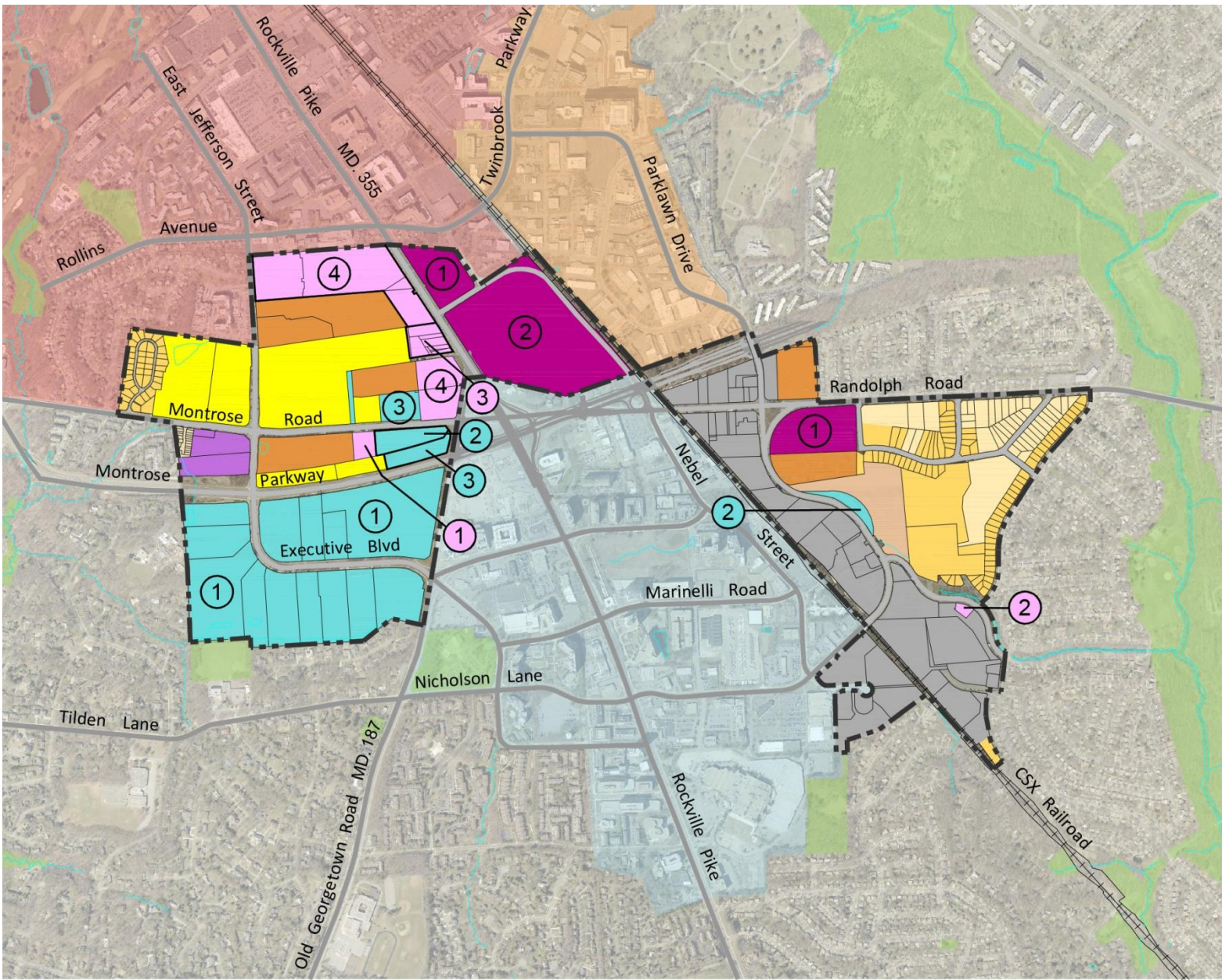
Built Development	Residential	Non-Residential
	1,904 dwelling units	6.4 million sq.ft



- White Flint 2 Sector Plan Boundary
- 2010 White Flint Sector Plan
- City of Rockville
- 2009 Twinbrook Sector Plan
- Parkland
- Residential
- High-Density Residential
- Mixed Use
- Commercial/Retail
- Office
- Institutional
- Industrial
- Vacant



Existing Zoning



- White Flint 2 Sector Plan Boundary
- 2010 White Flint Sector Plan
- City of Rockville
- 2009 Twinbrook Sector Plan
- Parkland
- R-200 Single-Family Residential
- R-90 Single-Family Residential
- R-60 Single-Family Residential
- R-60/TDR Single-Family Residential/Transferable Development Rights
- R-30 Multiple-Family, low density residential
- R-20 Multiple-Family, medium density residential
- EOF Employment Office
- 1 EOF 0.75, H-100'
- 2 EOF 1.5, H-75'
- 3 EOF 3.0, H-100'
- CR Commercial Residential
- 1 CR 1.5, C-1.0, R-1.0, H-75'
- 2 CR 2.0, C-0.5, R-1.5, H-220'
- CRN Commercial Residential Neighborhood
- CRN 0.5, C-0.5, R-0.25, H-35'
- CRT Commercial Residential Town
- 1 CRT 0.25, C-0.25, R-0.25, H-35'
- 2 CRT 0.75, C-0.75, R-0.25, H-35'
- 3 CRT 0.75, C-0.75, R-0.25, H-45'
- 4 CRT 2.25, C-1.5, R-0.75, H-75'
- IL Light Industrial
- IL 1.0, H-50'





# Existing Zones

CR Zones

CRT 2.0, C 1.0, R 1.5, H 60

CRT sets the uses and some requirements

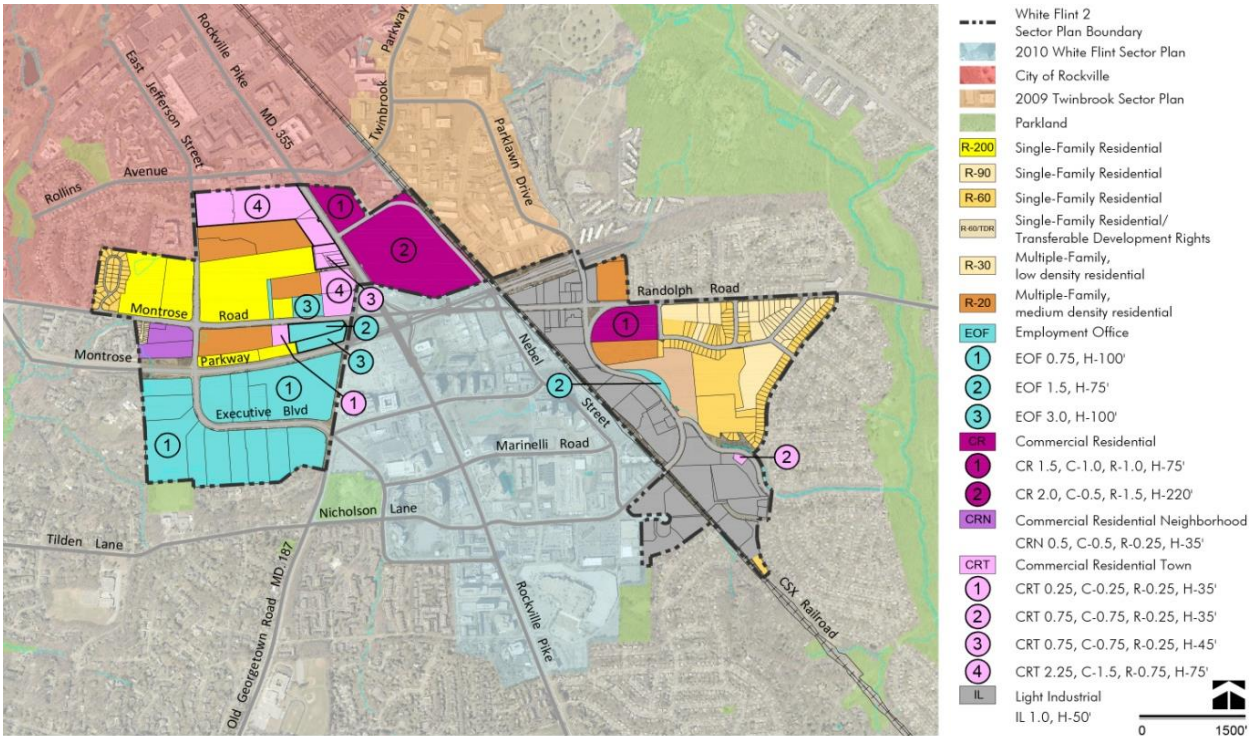
2.0 means the building floor ratio (FAR) is a maximum of two times the size of the lot

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

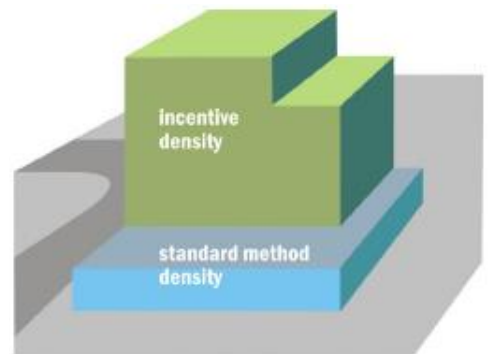
H 60 is the maximum building height—60 feet

- **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

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

Zone	Tract Size or Maximum Total FAR	Public Benefit Points (Min)	Number of Public Benefit Categories
CRT	<10,000 sq.ft. or <1.5 Max FAR	25	2
	>10,000 sq.ft. or >1.5 Max FAR	50	3
CR	<10,000 sq.ft or < 1.5 Max FAR	50	3
	>10,000 sq.ft. or >1.5 FAR	100	4

Building Lot Termination (BLT), which is required in the CR Zone, supports the protection of the Agricultural Reserve.

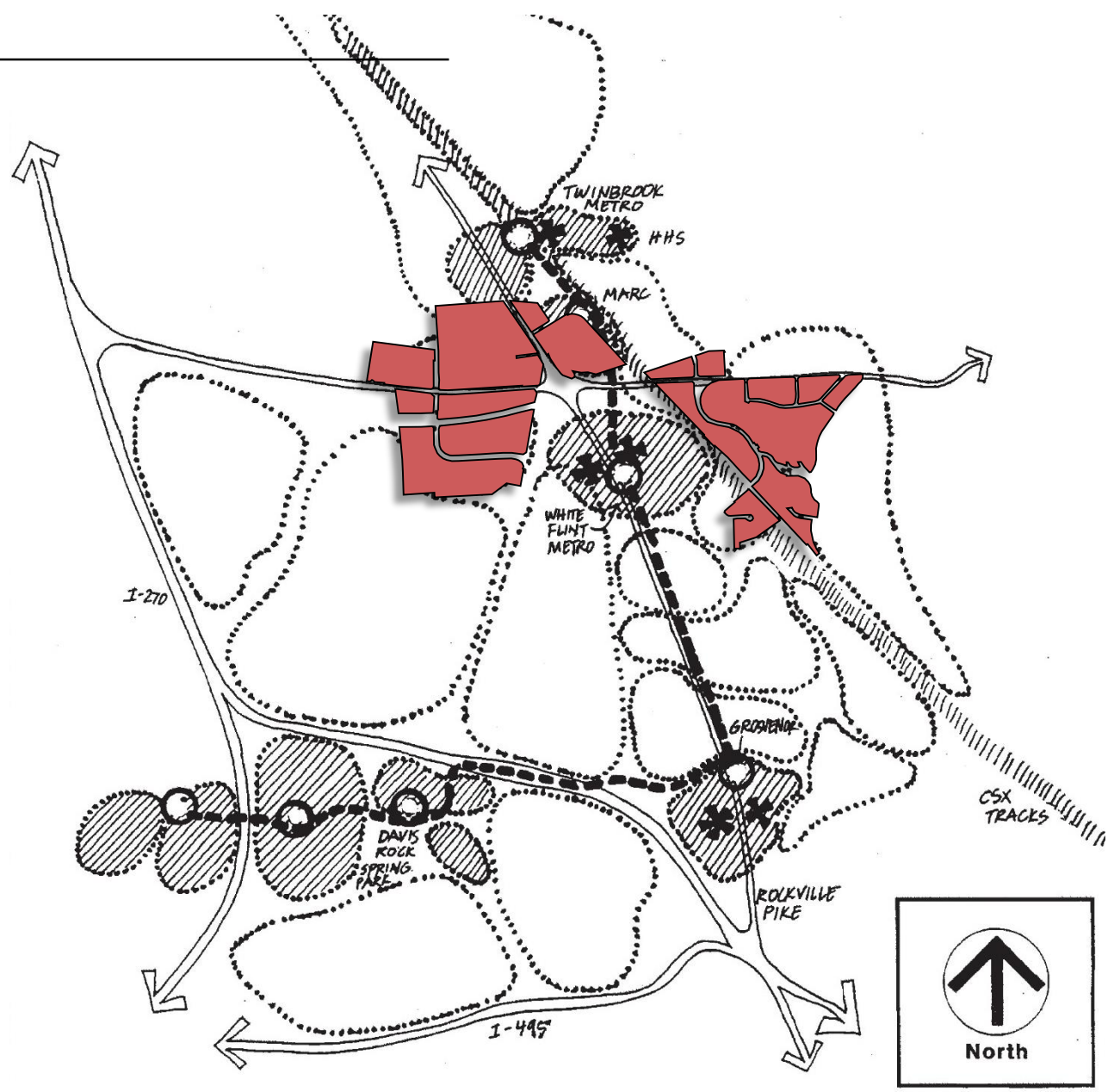


1992 North Bethesda Plan



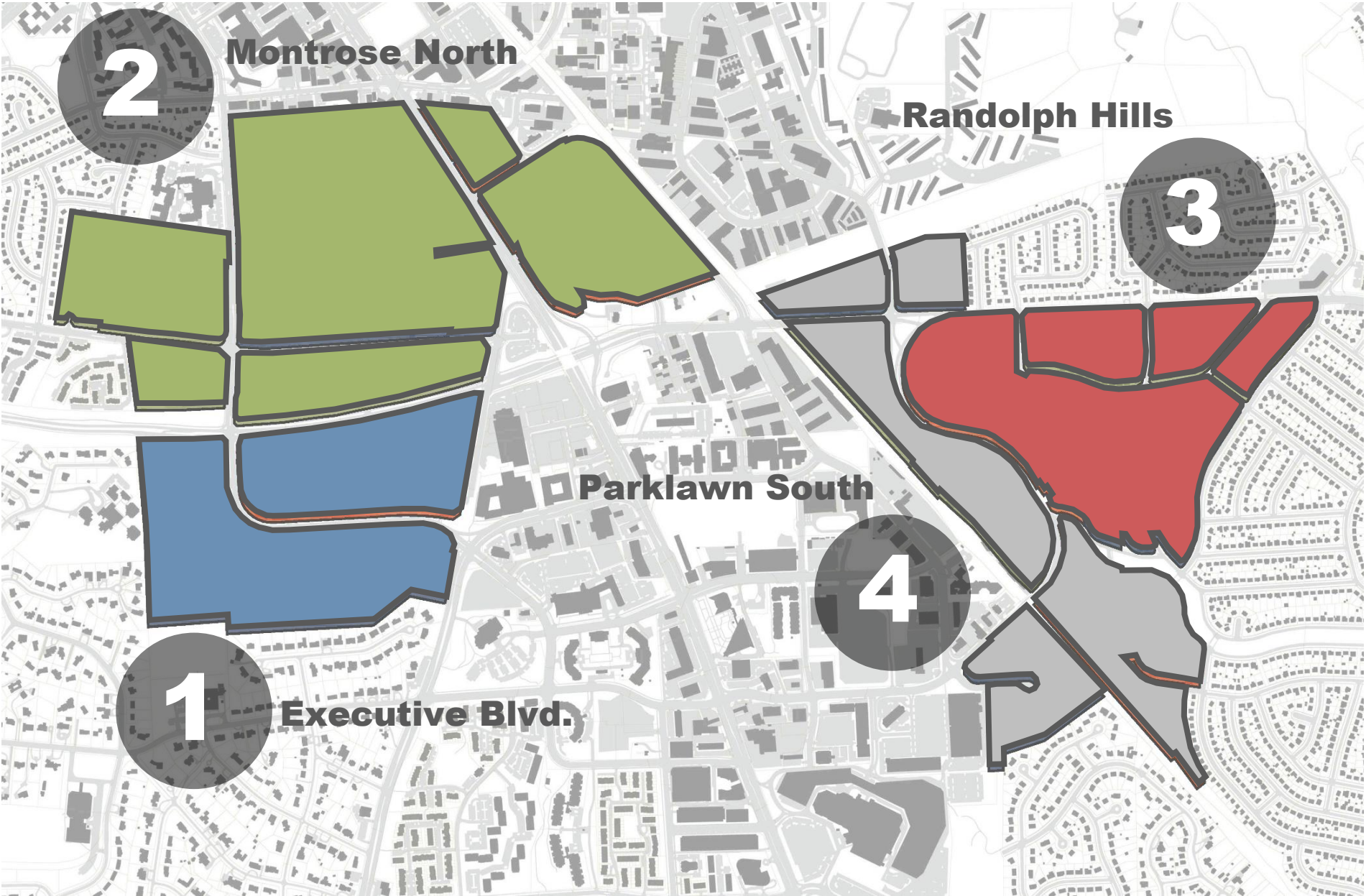
“...new development within **districts** focused around transit nodes....to establish a balance between auto and transit access by designing for non-auto movement within walking distance of transit stops.”

1992 North Bethesda/Garrett Park Master Plan





Overall Districts





Districts





WHITE FLINT **2** SECTOR PLAN  
Concept Framework

CONSOLIDATE  
FRONTAGES TO  
IMPROVE  
PEDESTRIAN AREAS

IMPROVEMENTS  
TO BRIDGE  
PEDESTIAN "GAP"  
BETWEEN NORTH  
AND SOUTH SIDES  
OF MONTROSE  
PKWYS

PEDESTRIAN  
CONNECTION  
THROUGH  
BUFFER

LUXMANOR SCHOOL

REDEVELOPMENT  
TO ANCHOR  
WESTERN  
WORKAROUND

- POTENTIAL MIXED-USE
- POTENTIAL OPEN SPACE
- LIGHT INDUSTRIAL TO REMAIN

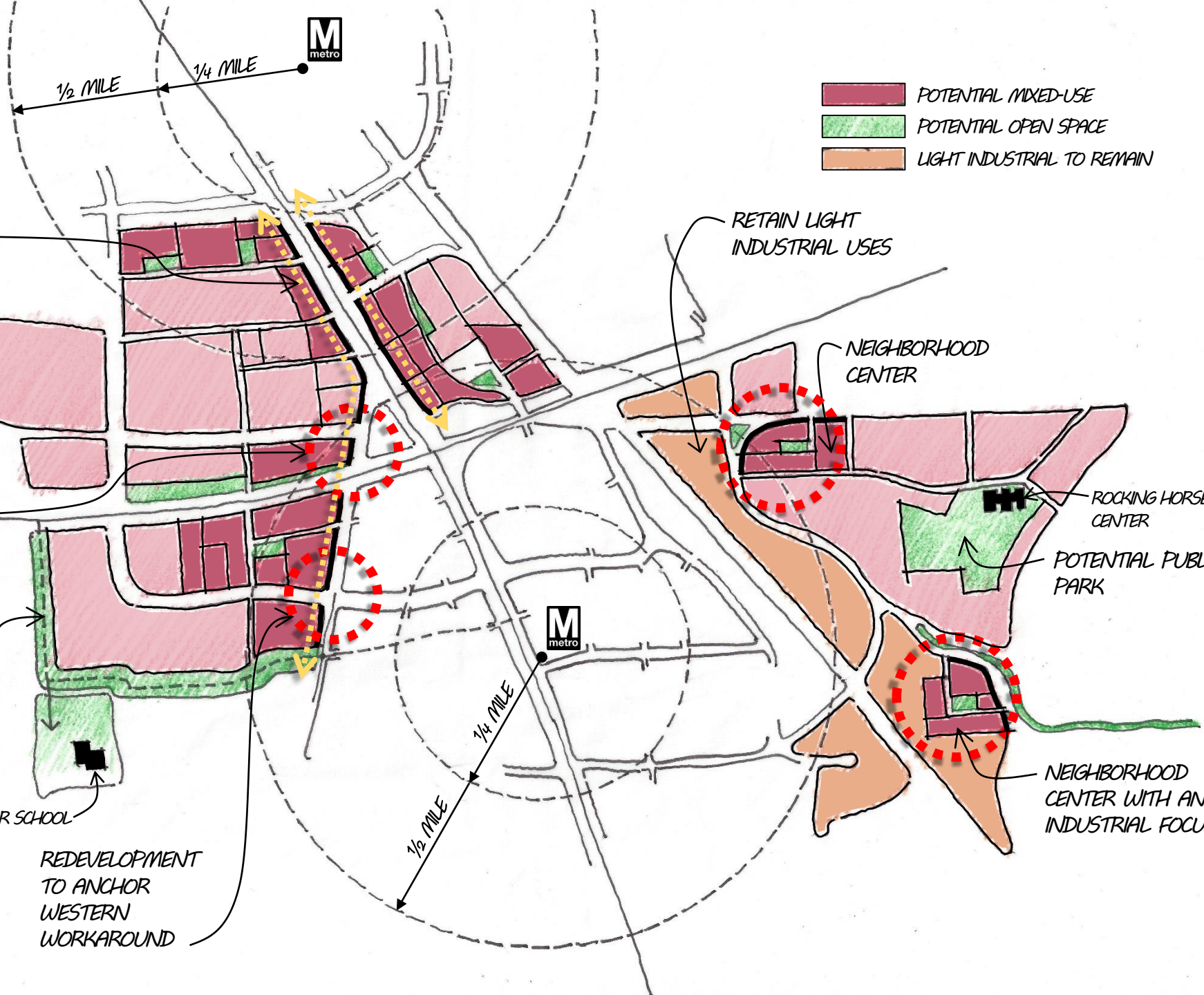
RETAIN LIGHT  
INDUSTRIAL USES

NEIGHBORHOOD  
CENTER

ROCKING HORSE ROAD  
CENTER

POTENTIAL PUBLIC  
PARK

NEIGHBORHOOD  
CENTER WITH AN  
INDUSTRIAL FOCUS





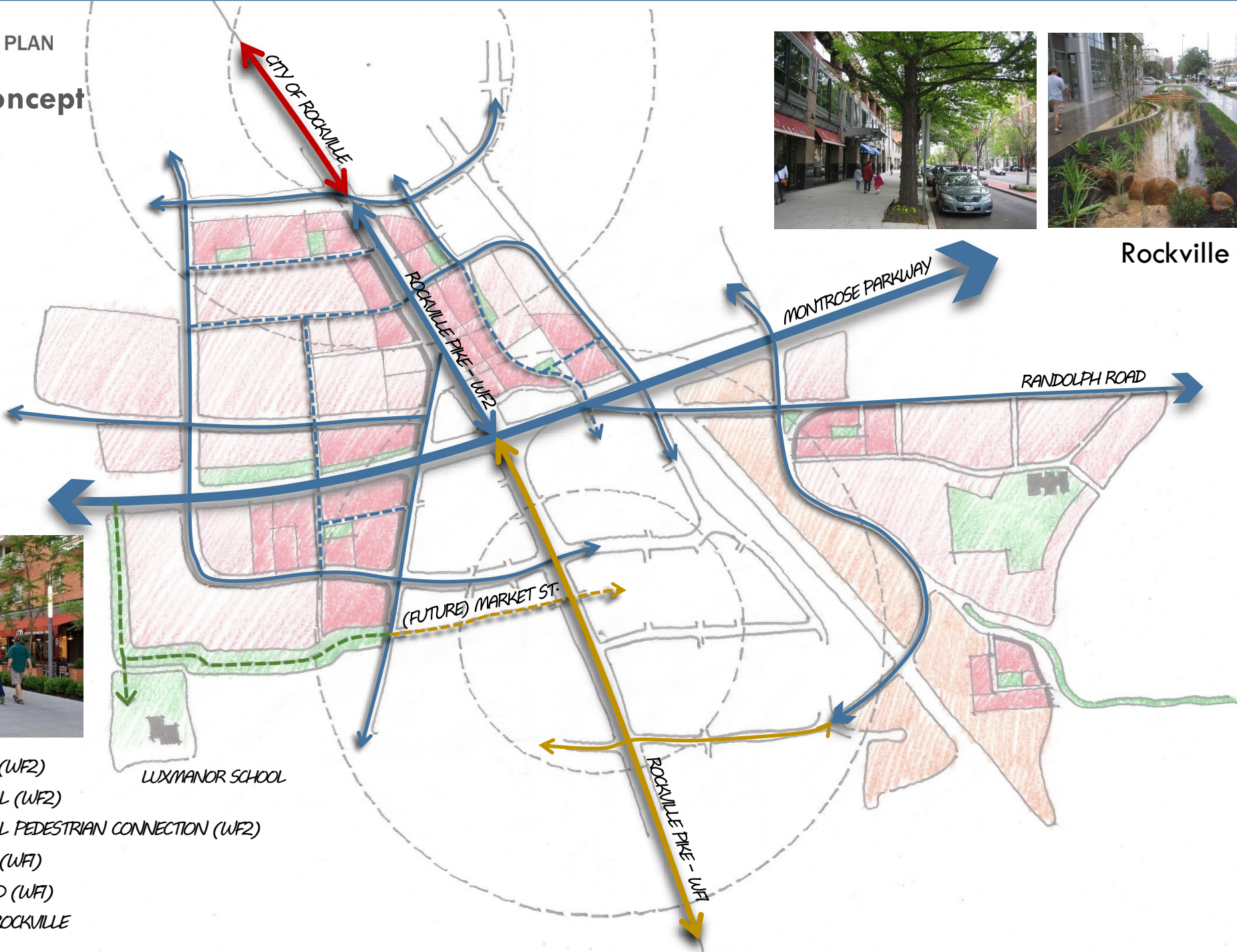
Connectivity Concept

Executive Blvd



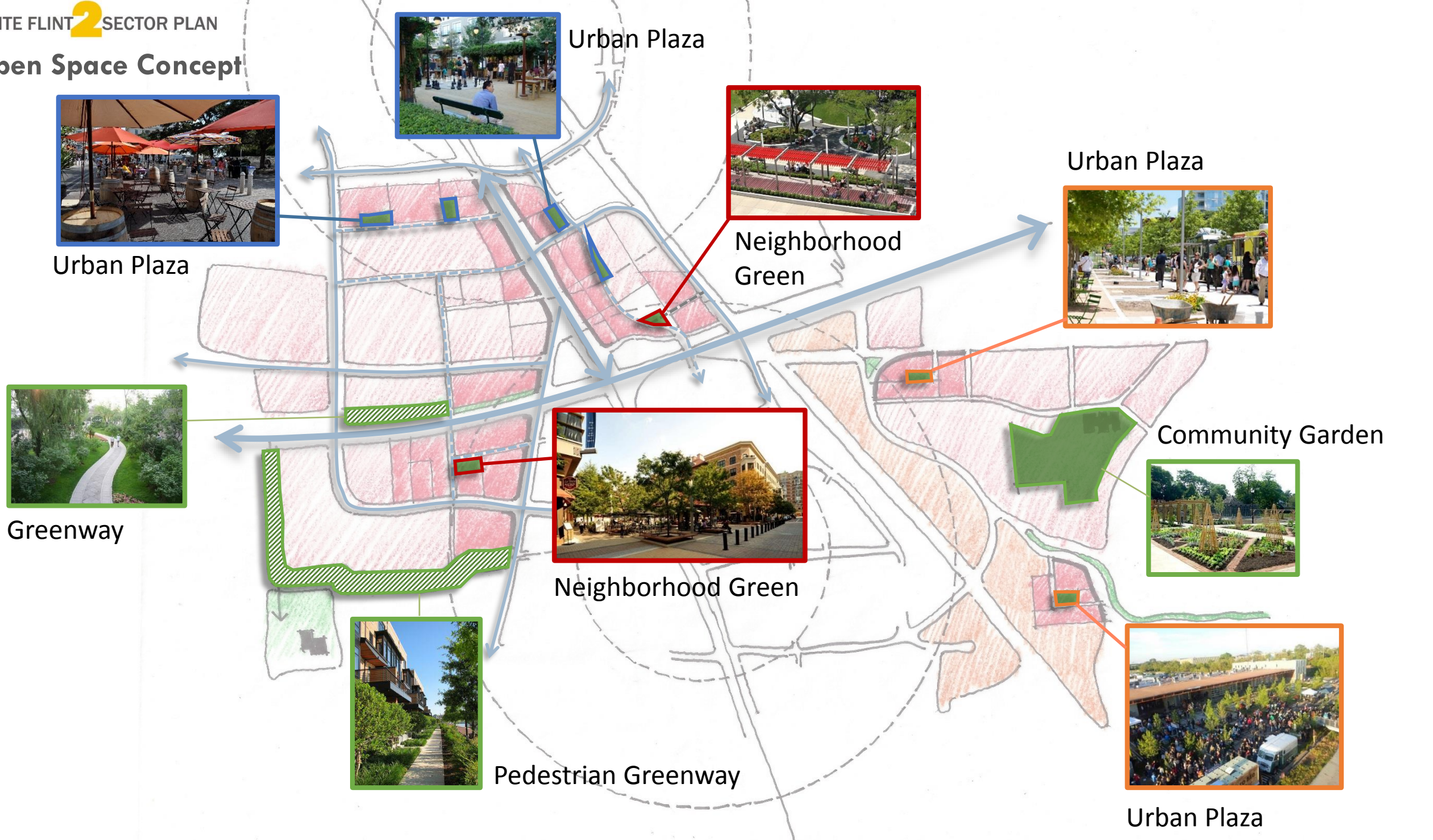
Rockville Pike

- EXISTING (WF2)
- - - POTENTIAL (WF2)
- - - POTENTIAL PEDESTRIAN CONNECTION (WF2)
- EXISTING (WF1)
- - - PROPOSED (WF1)
- CITY OF ROCKVILLE



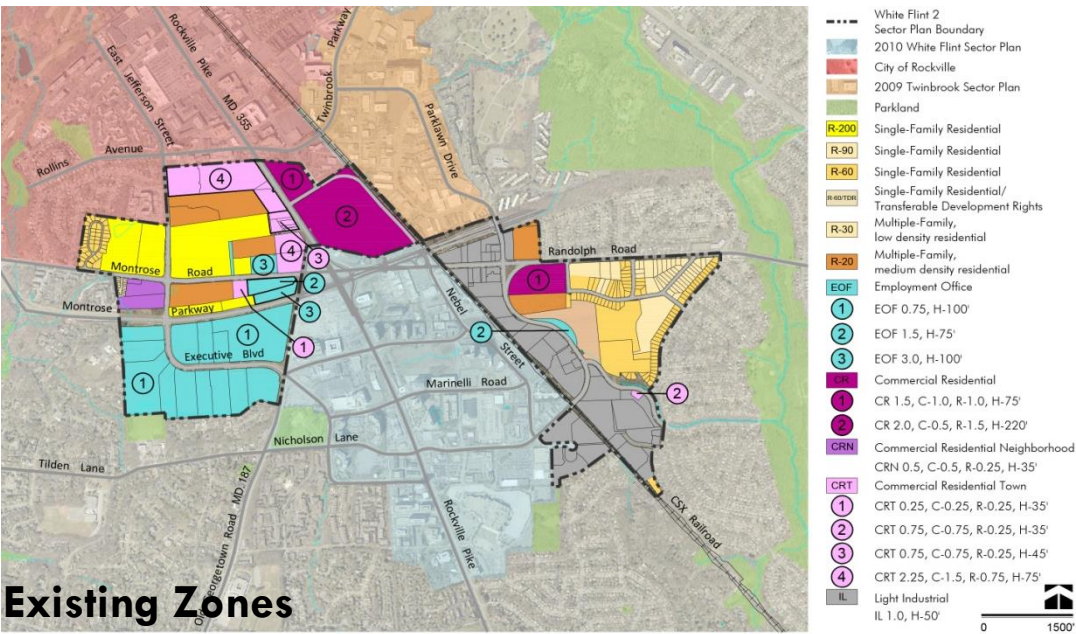
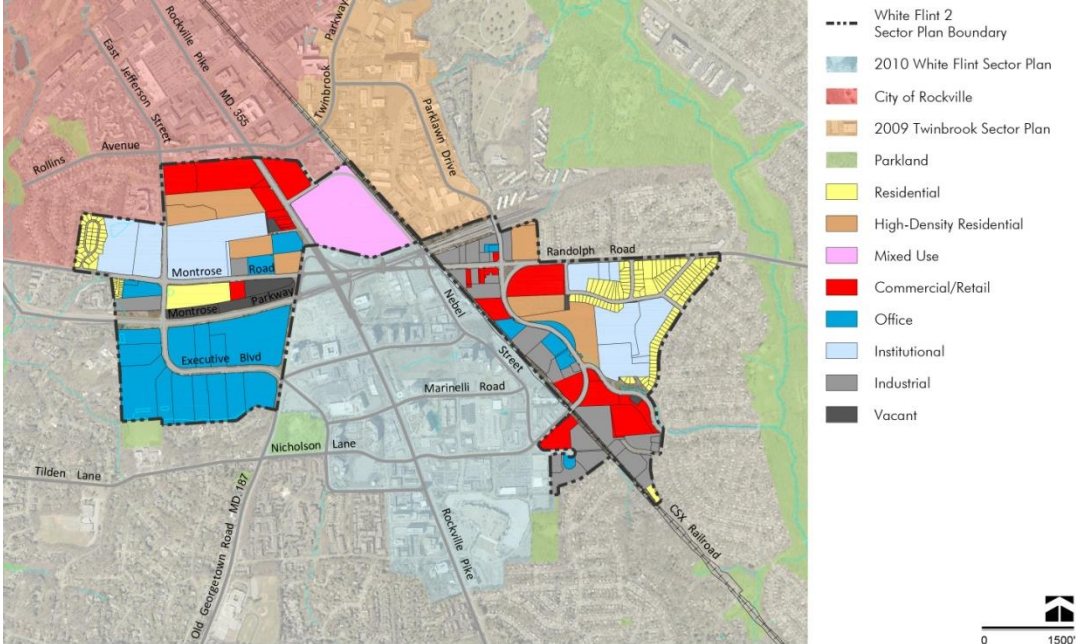


Open Space Concept





Land Use Alternatives



**Purpose:** To establish what are the capacities for the transportation network and public schools impact.

- Long-term in nature (2040)

**Analysis:**

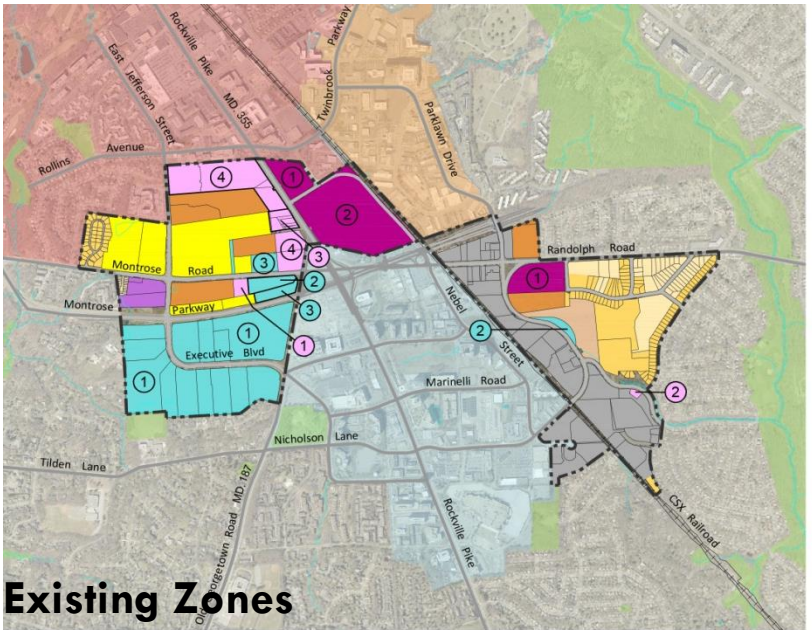
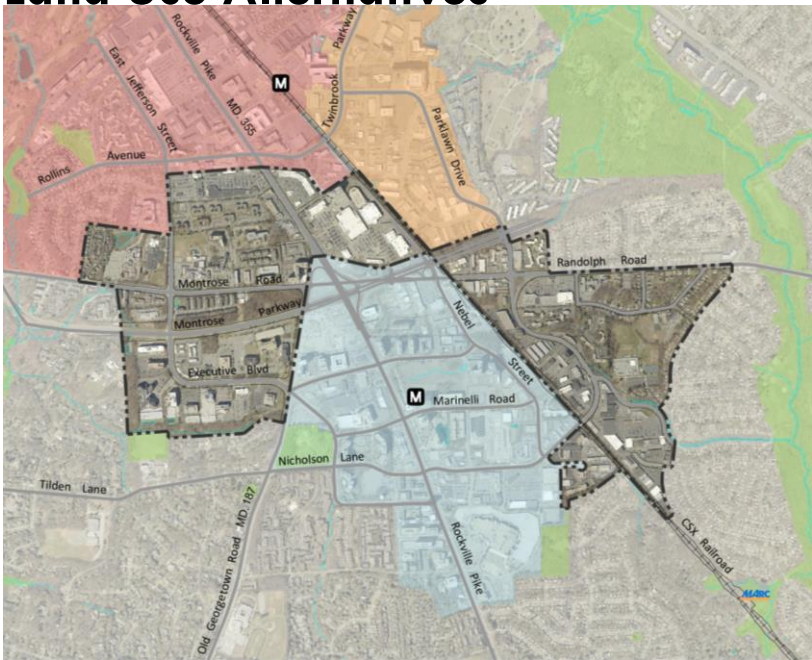
- Block-by-block; district by district
- Existing zoning
- New zones, such as the Commercial Residential (CR) and Employment Office (EOF), do add complexity.
- Approved or Pipeline Development
- Introducing new zones; retaining other zones

**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

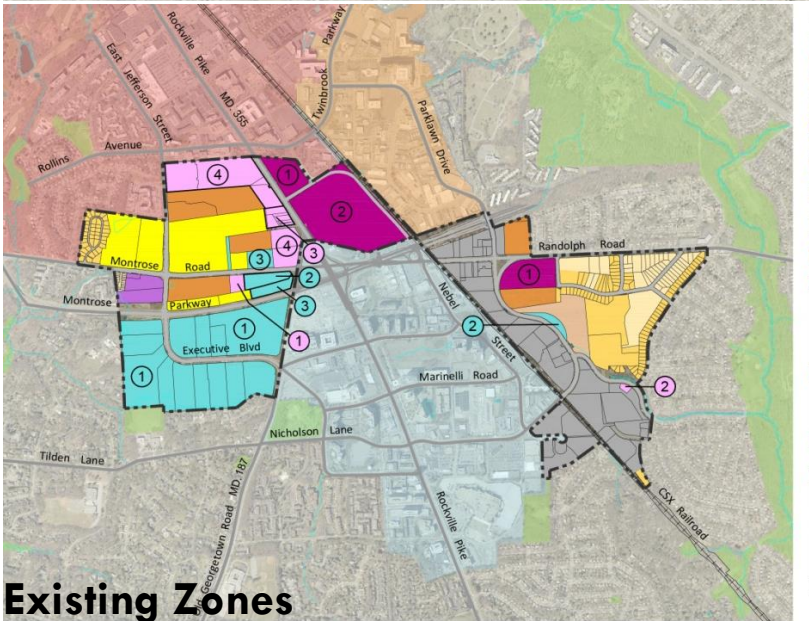
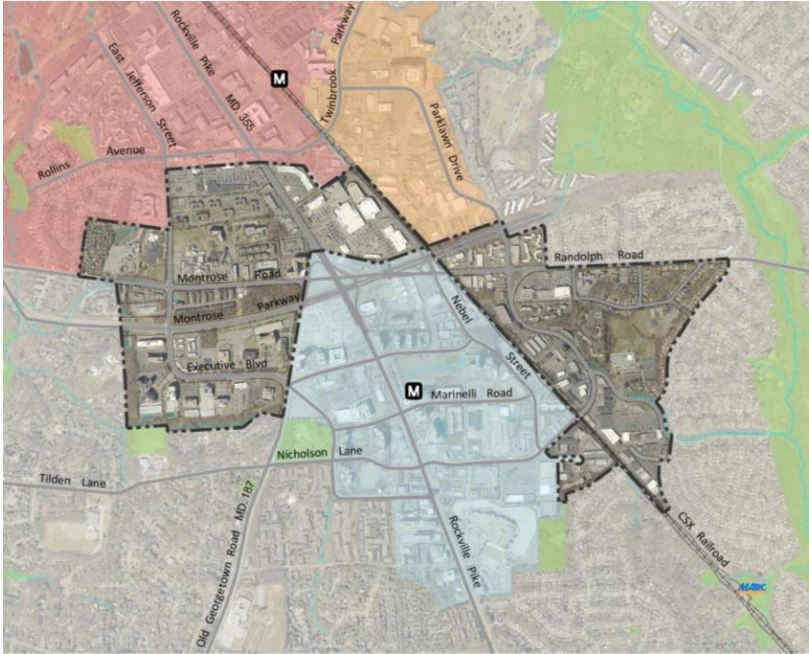
- Not all properties are assumed to redevelop.
- Mix of new development varies by district.
- Utilizes the 30% residential in EOF-new zone and untested-for some Executive Blvd. properties
- Office Retail Industrial Other (ORIO)-varies by district.

Totals

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



Land Use Alternatives



Existing Zones

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.



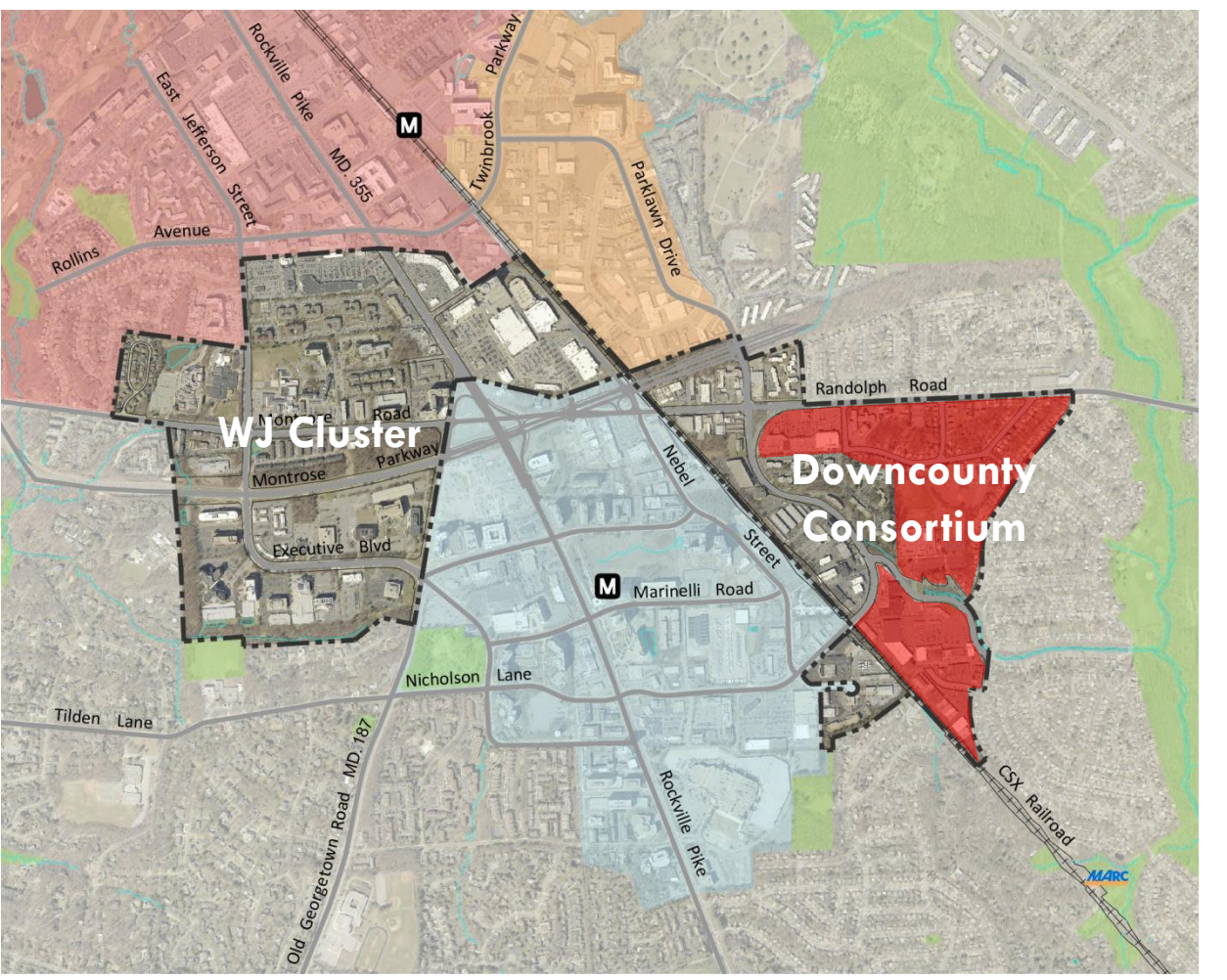
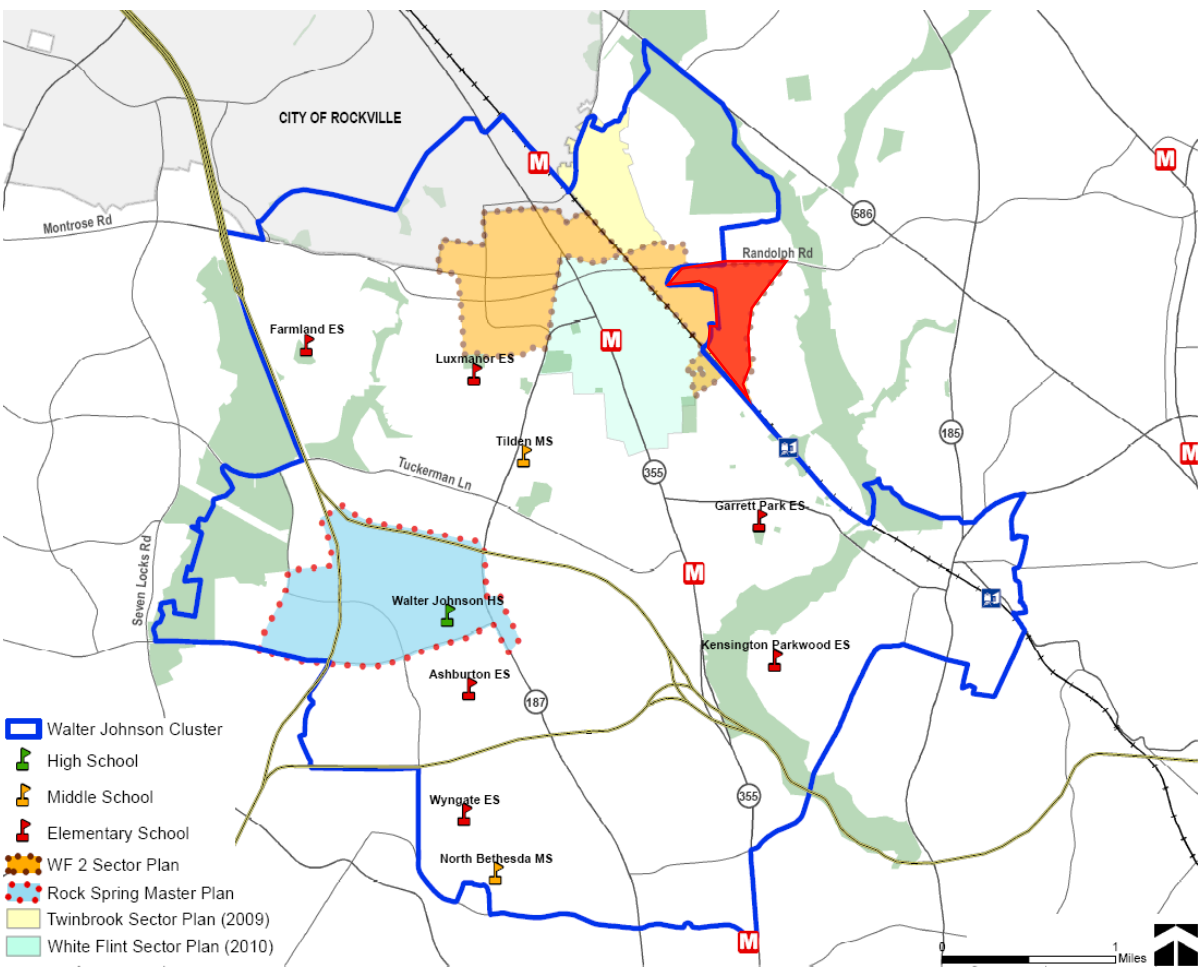
Land Use Alternatives

Scenarios	Residential	Non-Residential
Alternative 1 (Existing Likely)	3,246 dwelling units	2.76 million sq.ft.
Alternative 2	4,841 dwelling units	3.24 million sq.ft.
Alternative 3	5,788 dwelling units	4.87 million sq.ft.

Existing/Built Development	Residential	Non-Residential
	1,904 dwelling units	6.4 million sq.ft



White Flint 2 School Districts

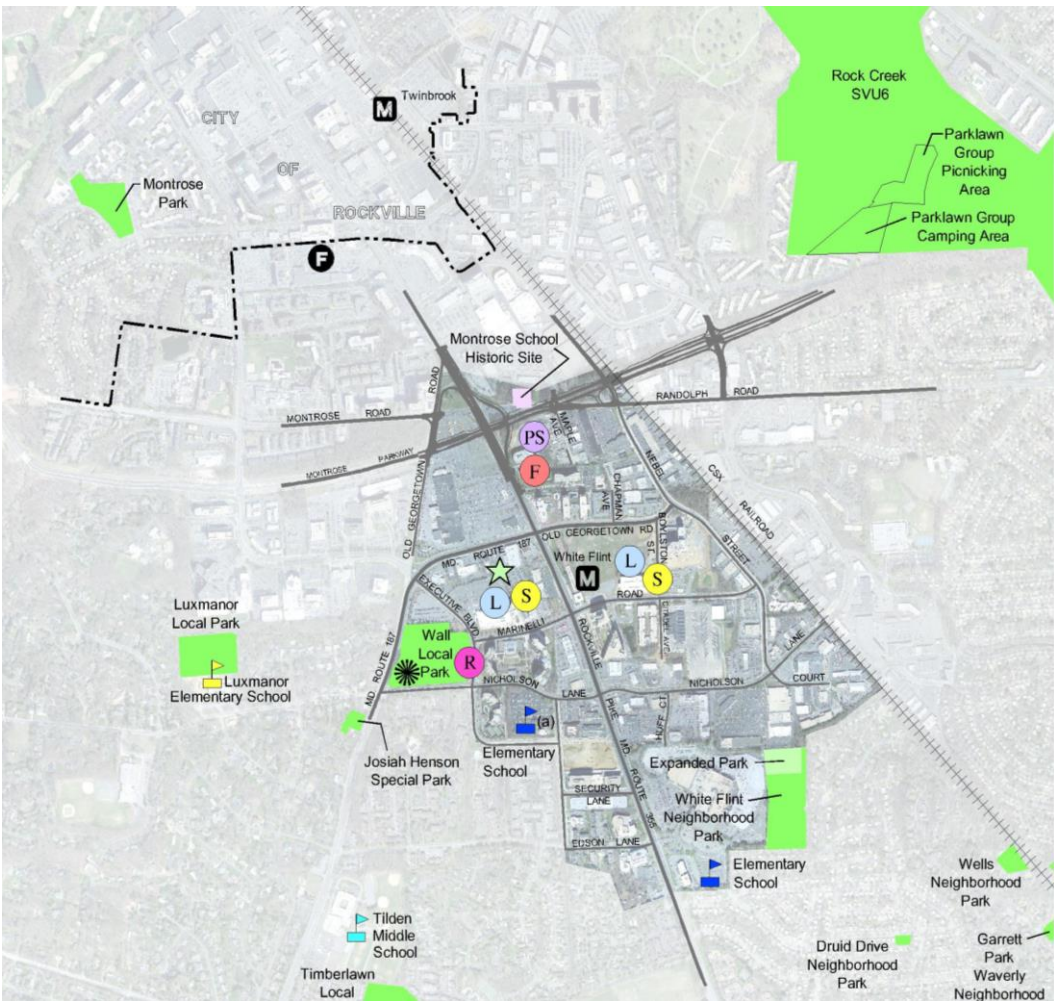
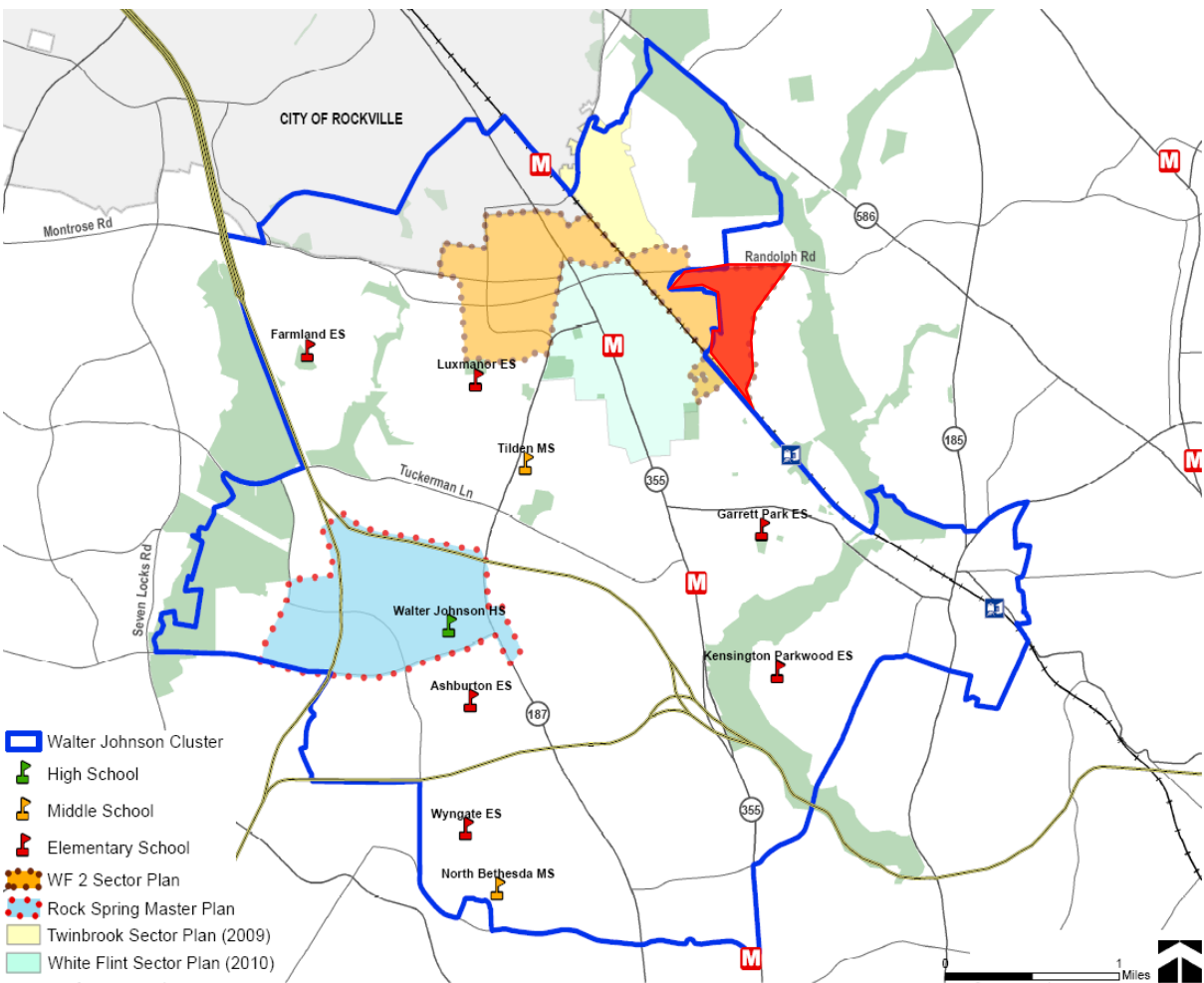


Walter Johnson High School and Downcounty Consortium

The Downcounty Consortium includes Loehman's Plaza, Montrose Church, and Randolph Hills Shopping Center.

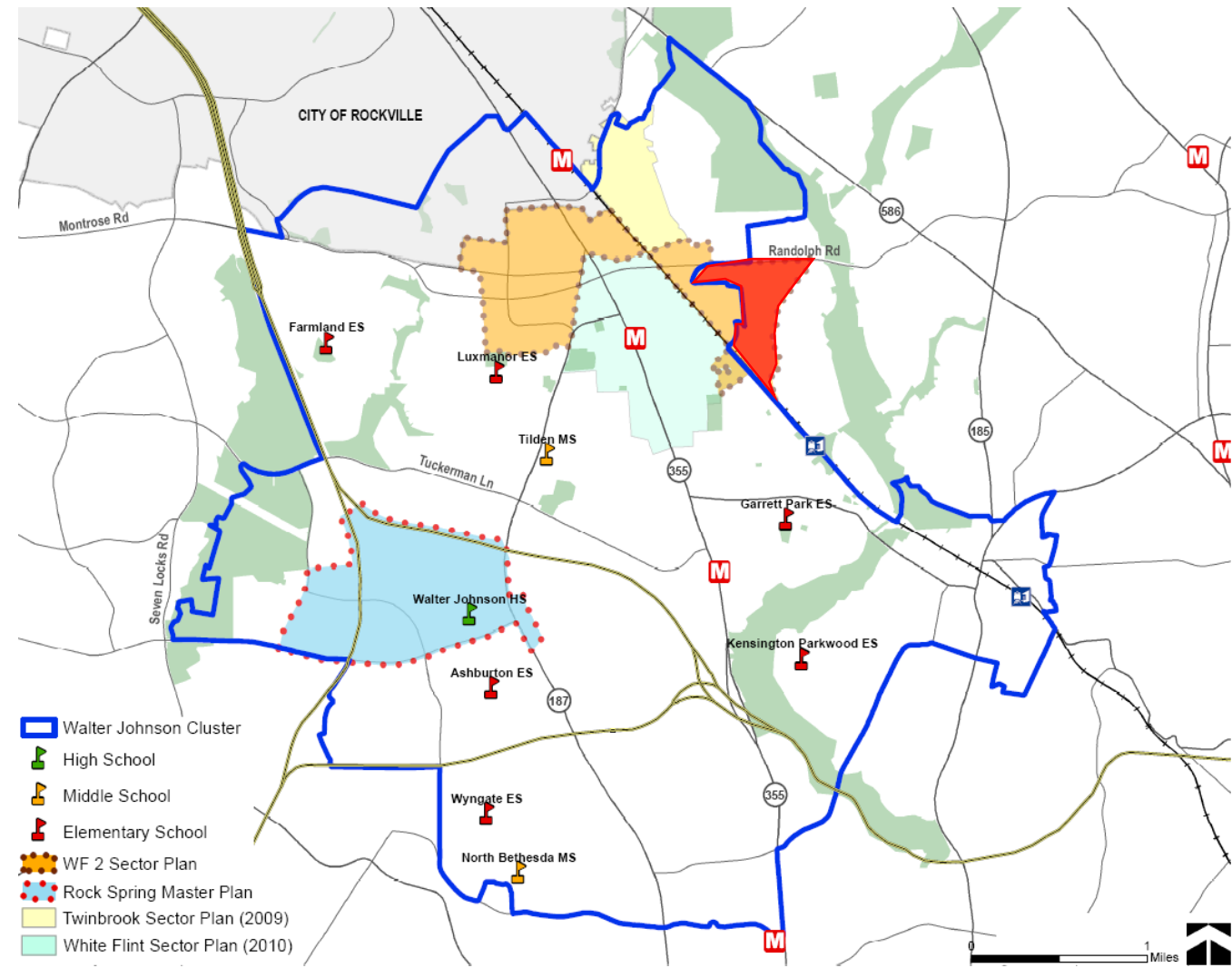


White Flint 2 School Districts





White Flint 2 School Districts



Downcounty Consortium	Dwelling Units
Alternative 1 (Existing Likely)	498
Alternative 2	524
Alternative 3	871

Walter Johnson Cluster	Dwelling Units
Alternative 1 (Existing Likely)	2748
Alternative 2	4318
Alternative 3	4920



Student Generation Rates

Downcounty-East Region			
Housing Type	Elementary	Middle	High
Townhouse	0.169	0.072	0.094
Multifamily High-Rise	0.078	0.031	0.041

Southwest Region-Walter Johnson			
Housing Type	Elementary	Middle	High
Townhouse	0.144	0.064	0.073
Multifamily High-Rise	0.048	0.020	0.026

Source: MCPS Generation Rates (February 2016)



# Student Generation Rates

Downcounty Consortium			
Scenario	Elementary	Middle	High
Alternative 1 (Existing Likely)	43	17	23
Alternative 2	46	18	24
Alternative 3	76	30	40

Walter Johnson Cluster			
Scenario	Elementary	Middle	High
Alternative 1 (Existing Likely)	158	67	84
Alternative 2	249	105	132
Alternative 3	283	120	151

- 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.

Total White Flint 2 Plan Area			
Scenario	Elementary	Middle	High
Alternative 1 (Existing Likely)	201	84	107
Alternative 2	295	123	156
Alternative 3	359	150	191

- 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



## Transportation Analysis

### Discussion Outline:

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

# Focus & Context

## Transportation Analysis Focus and Context

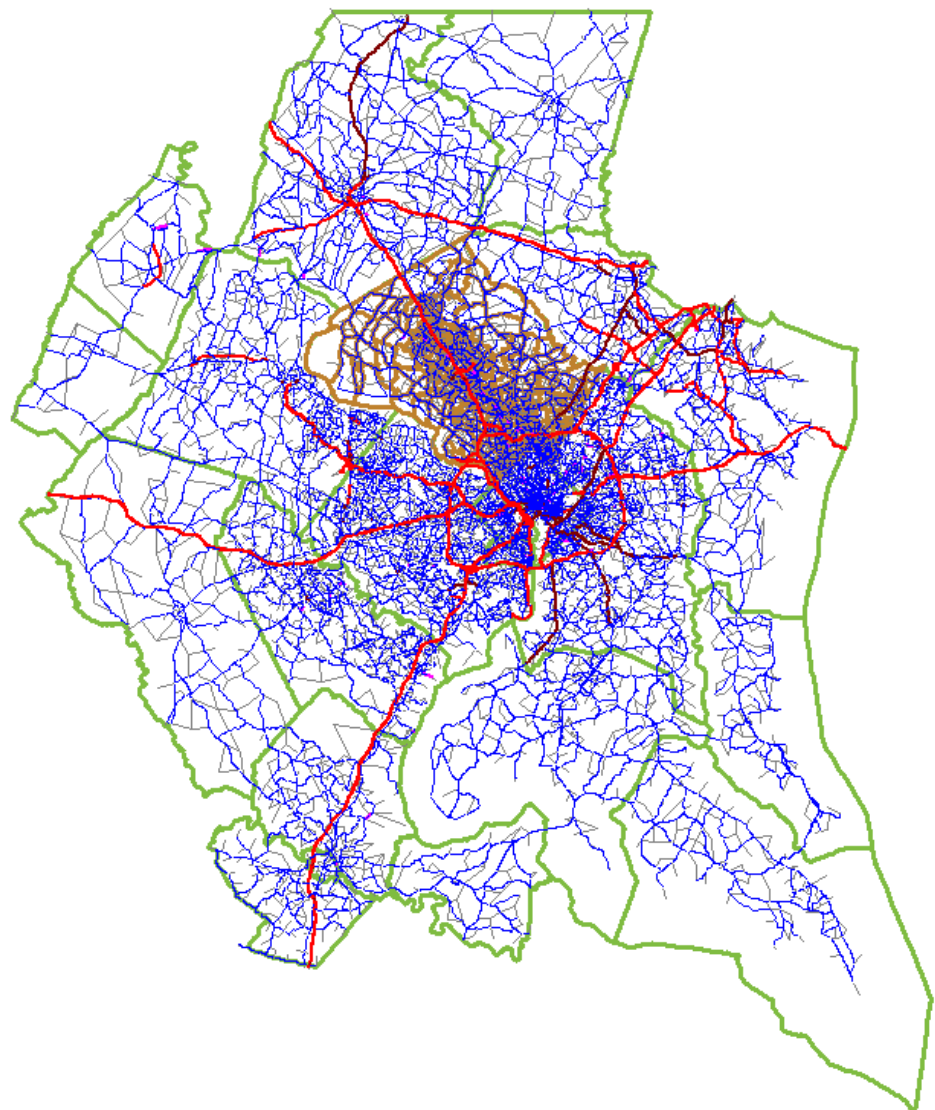
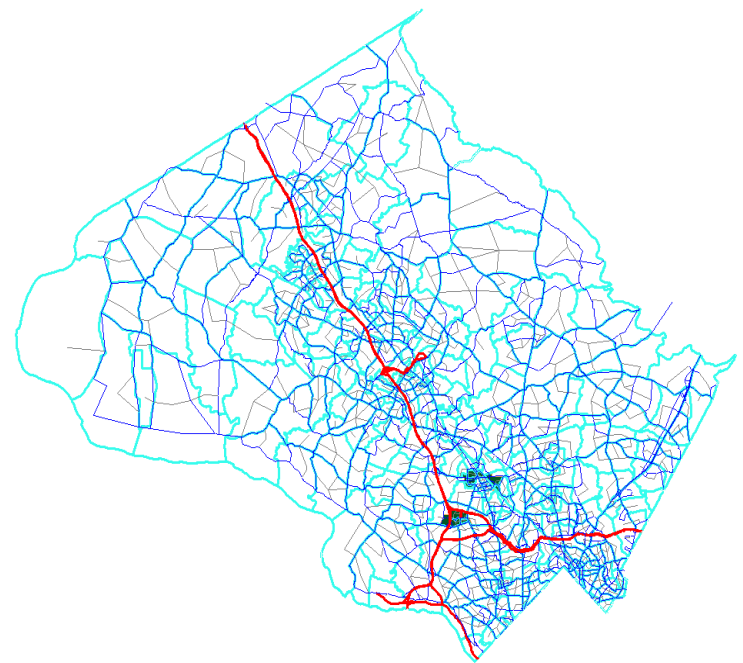
- **Preliminary** Intersection Analysis
- Key Assumptions
  - No geometric/operational intersection improvements
  - No Bus Rapid Transit (BRT)
  - No Non-Auto Driver Mode Share (NADMS) goal/target
- Informs the evaluation of alternative land use scenarios (year 2040 planning horizon)
- White Flint 2 and Rock Spring Scenarios evaluated concurrently
- Additional traffic analyses will follow this preliminary assessment





Transportation Analysis

Montgomery County &  
MWCOCG/TPB Model Region



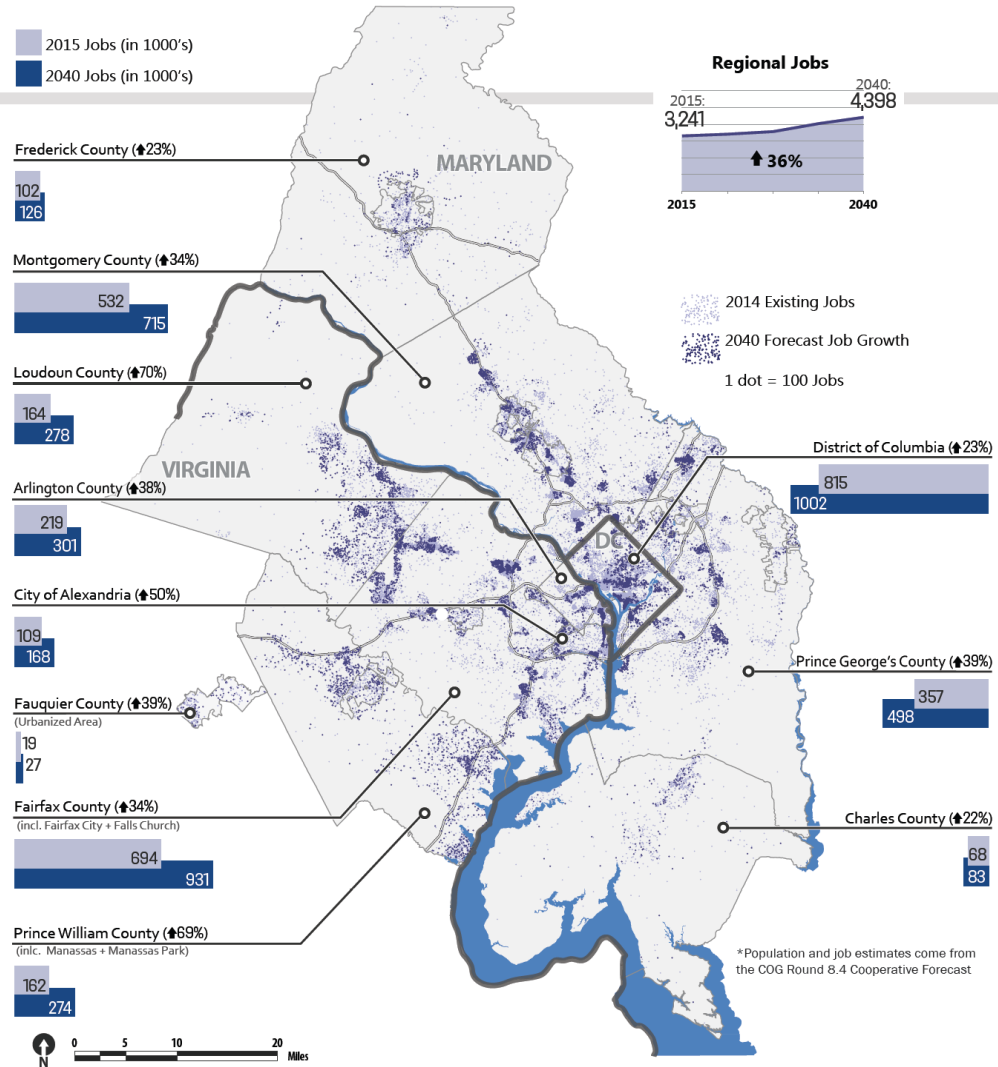
Background

# 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 suburban 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.

<b>Regional Core:</b> District of Columbia Arlington Co. Alexandria	<b>Outer Suburbs:</b> Charles Co. Frederick Co. Loudoun Co. Prince William Co. Manassas Manassas Park Fauquier Co. (Urbanized Area)
<b>Inner Suburbs:</b> Montgomery Co. Prince George's Co. Fairfax Co. Falls Church Fairfax City	



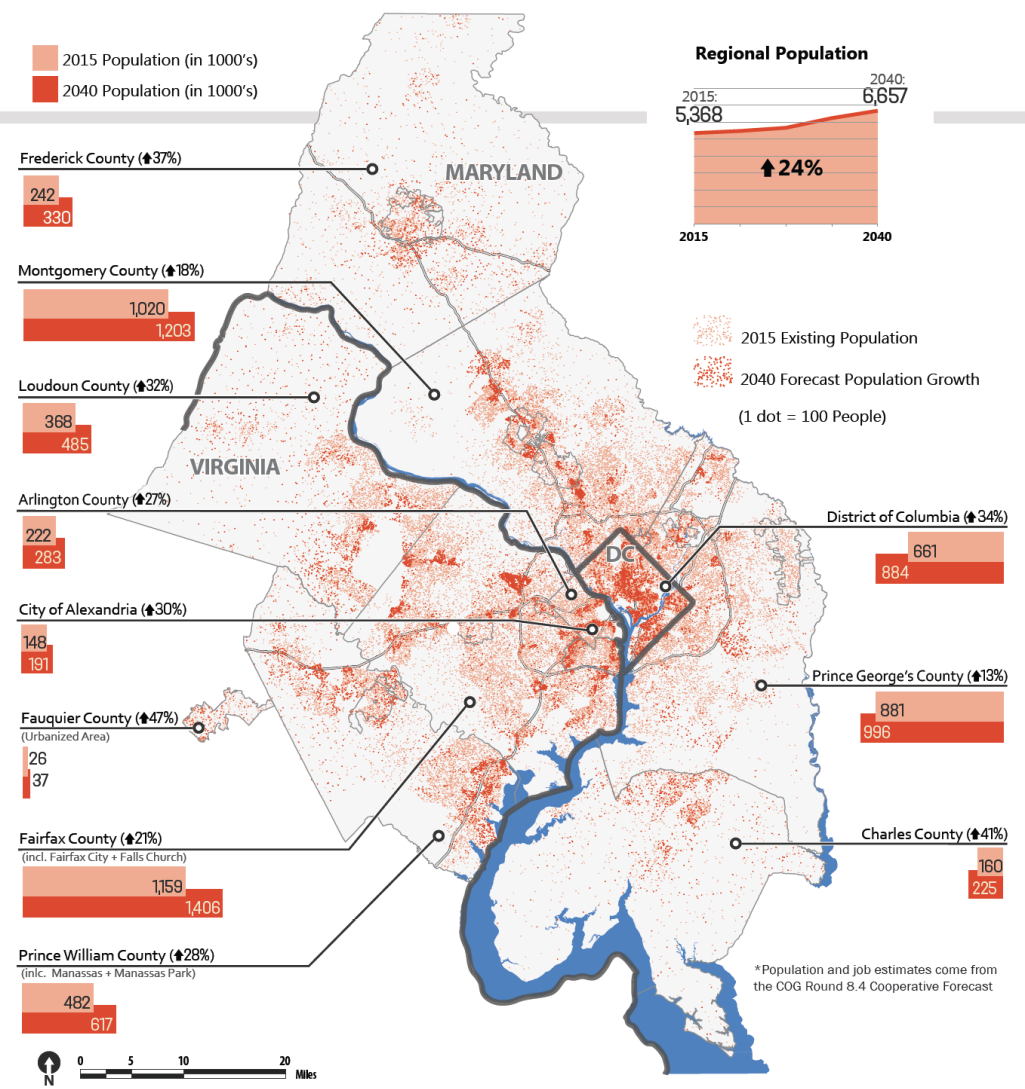


Regional Land Use Assumptions

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.

<b>Regional Core:</b> District of Columbia Arlington Co. Alexandria	<b>Outer Suburbs:</b> Charles Co. Frederick Co. Loudoun Co. Prince William Co. Manassas Manassas Park Fauquier Co. (Urbanized Area)
<b>Inner Suburbs:</b> Montgomery Co. Prince George's Co. Fairfax Co. Falls Church Fairfax City	

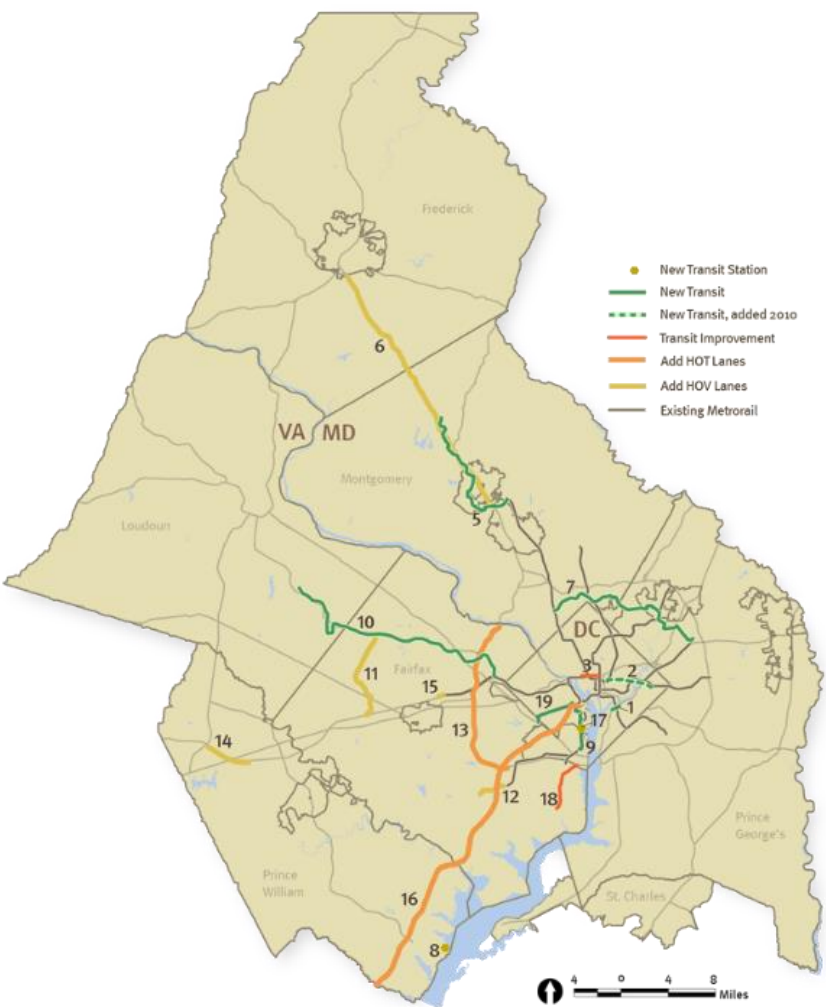


# Transportation Network Assumptions: Constrained Long Range Transportation Plan (CLRP)

Highways



Transit





Local Background Network



Capital Improvements Program

White Flint 1 Transportation Projects

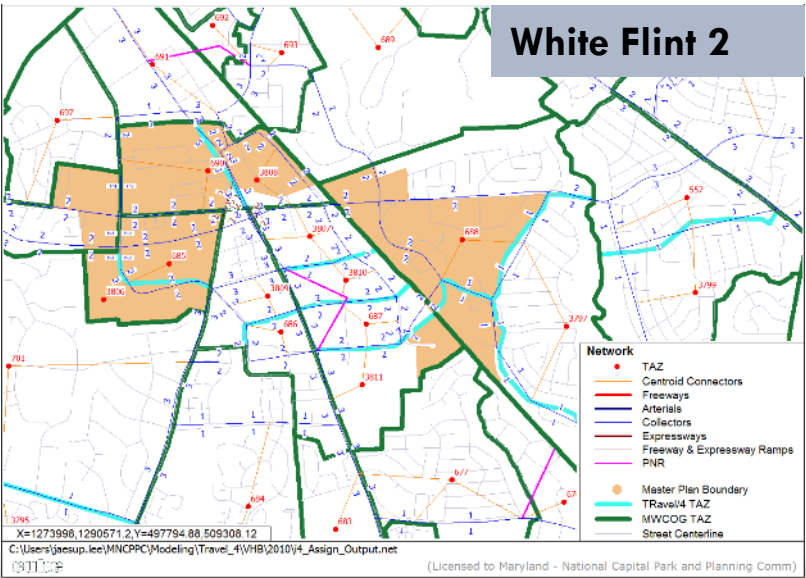
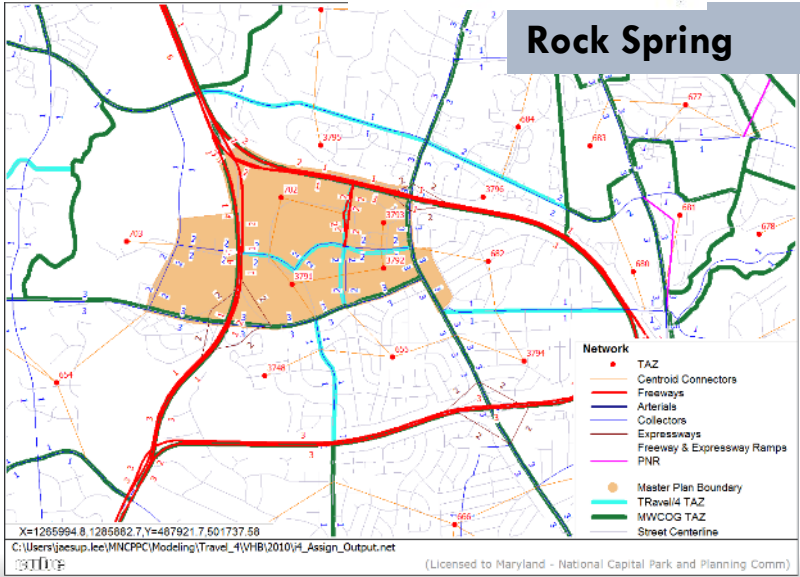
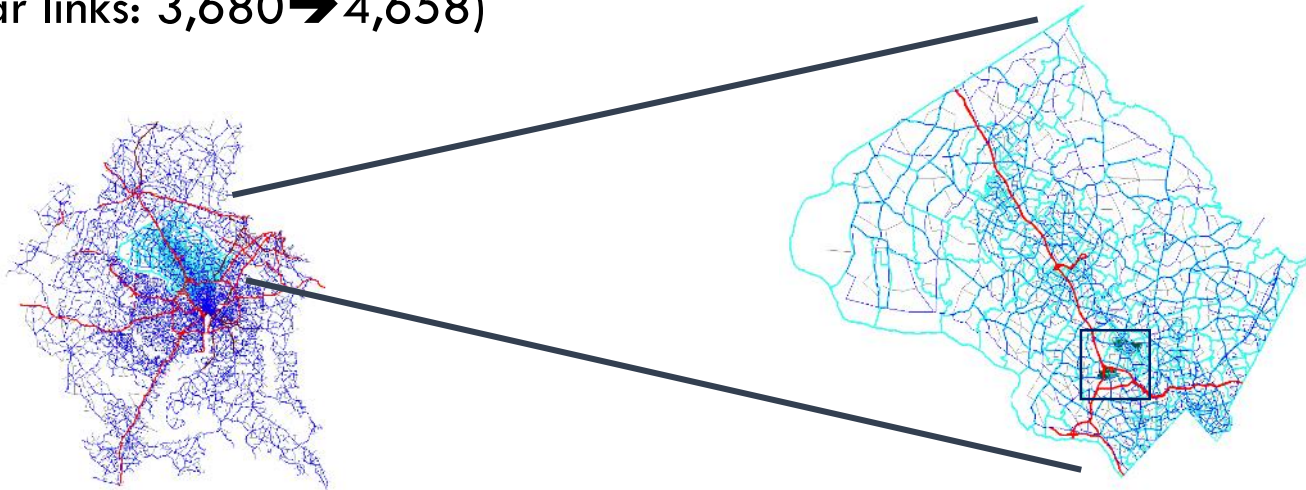
- White Flint District West Workaround (No.501506)
- White Flint West: Transportation (No.501116)
- White Flint District East: Transportation (No.501204)
- White Flint Traffic Analysis and Mitigation (No.501202)

Montrose Parkway East

# Model Revision for Subarea Traffic Analysis

## Windowing and Focusing Approach

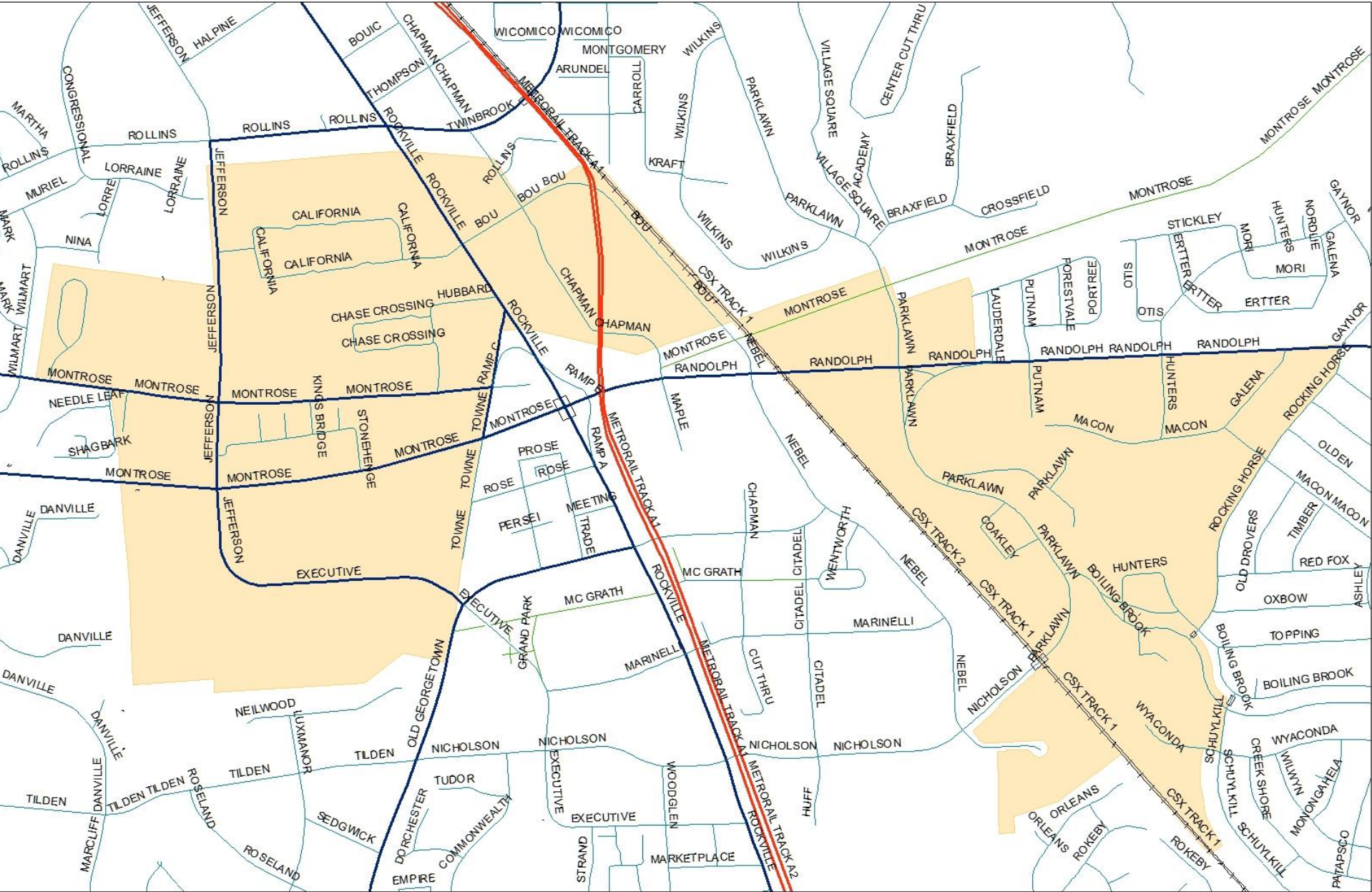
- Network expansion(regular links: 3,680➔4,658)
- TAZ Split (376 ➔466)



# Background



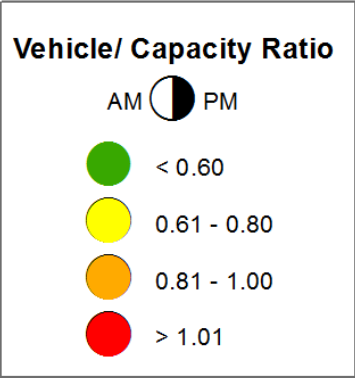
Roadway System



Analysis

## Local Area Transportation Review (LATR) Analysis

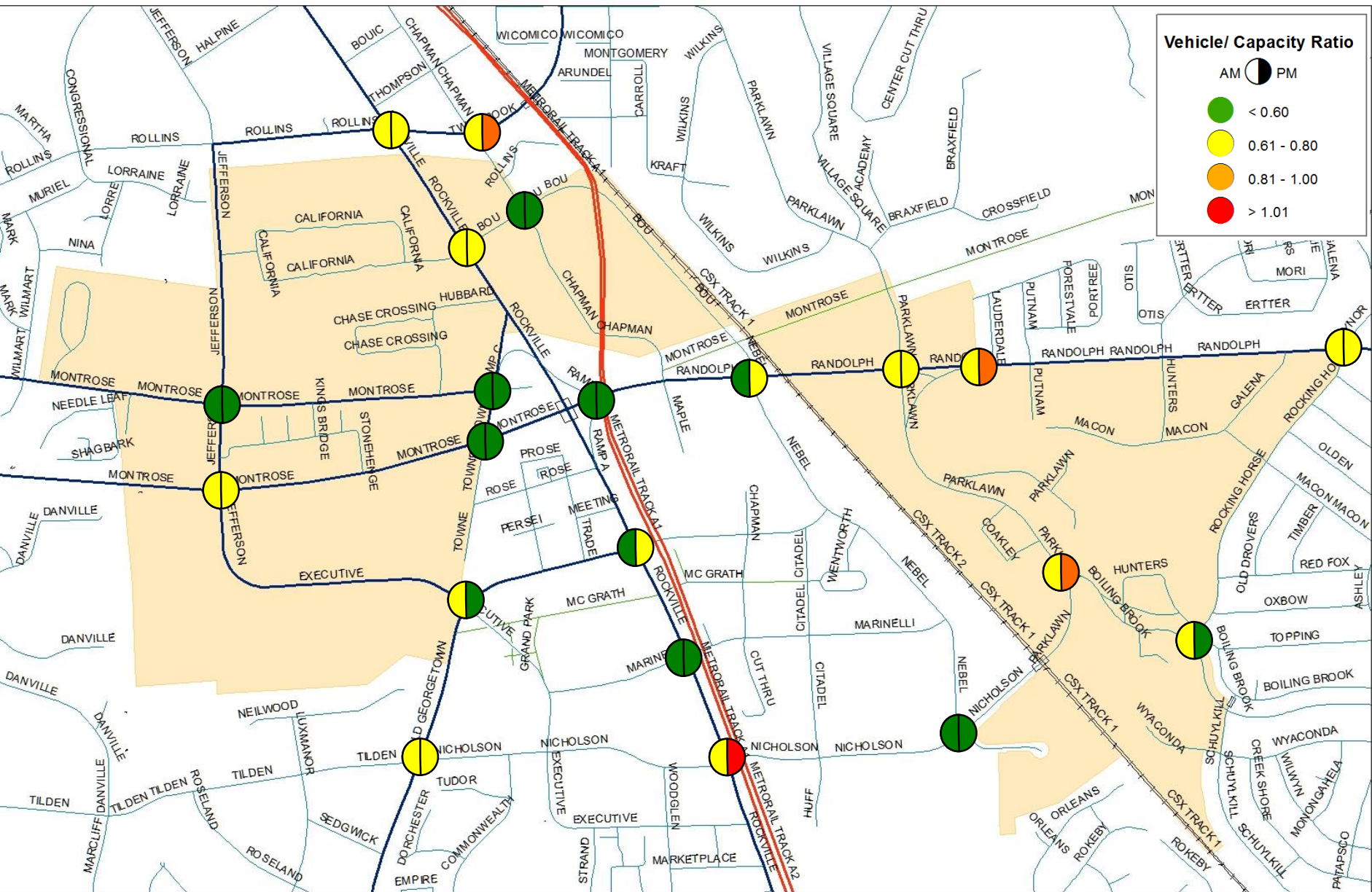
- Critical Lane Volume (CLV) is a measurement of intersection capacity used in the LATR process.
- CLV values converted to V/C ratios by dividing current or forecasted CLV by the applicable congestion standard.
- Congestion standards vary by area
  - North Bethesda – 1550 CLV
  - White Flint MSPA – 1800 CLV
  - Rockville – 1600 CLV
- Sample V/C ratio calculation:



Policy Area Standard	CLV	V/C Ratio	LOS
1,550	1,295	0.84	E

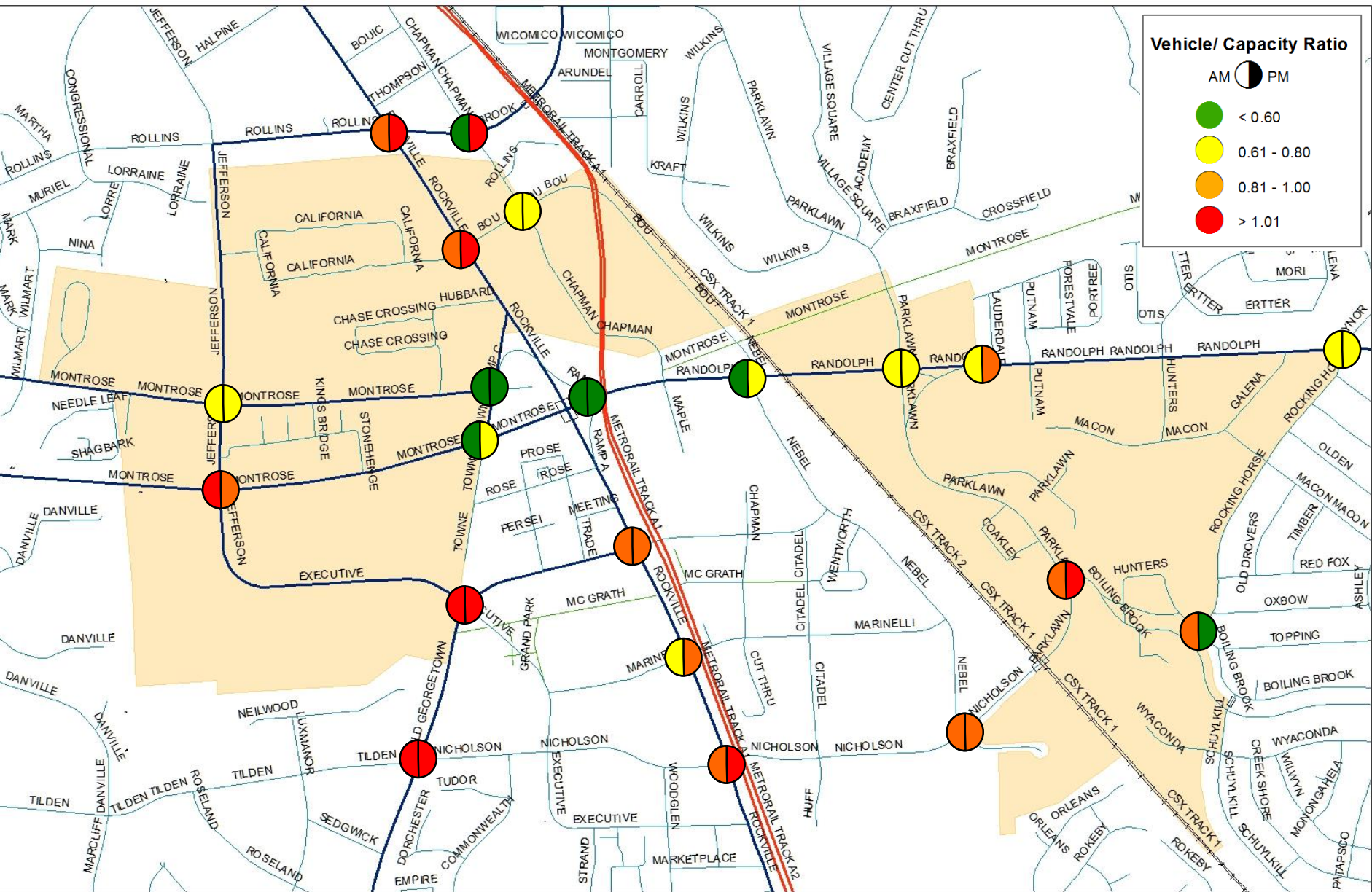


Existing Conditions Traffic (2015)



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

2040 Land Use-Alternative 1 (Existing Likely)

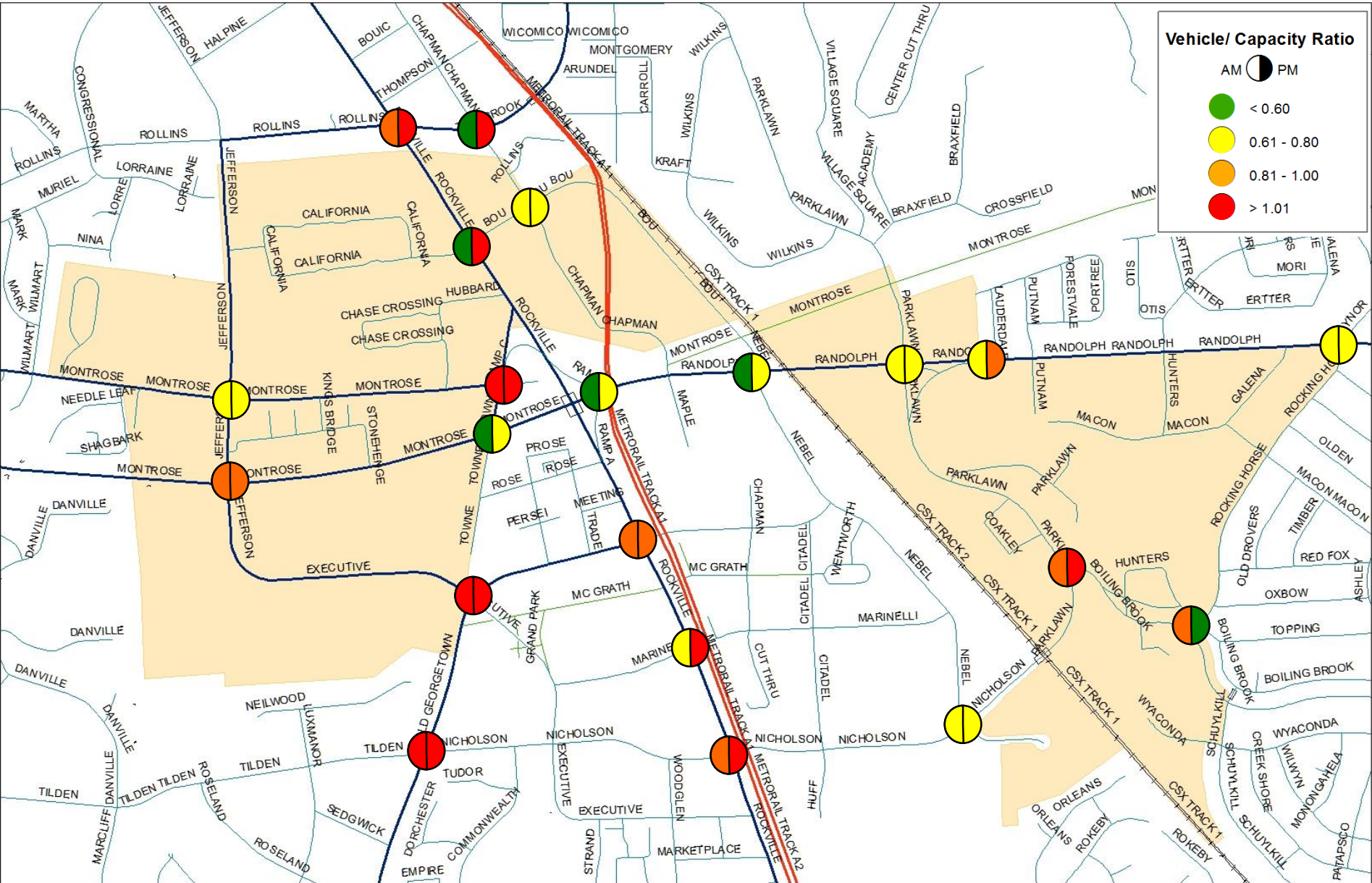


AM: 6 a.m.-9 a.m.  
PM: 3 p.m.-7p.m.

Analysis



2040 Land Use-Alternative 2



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





# Project Schedule and Next Steps

## May

May 16, 2016	Initial concept, land use scenarios, and transportation analysis (Tonight)
May 26, 2016	Planning Board briefing

## June

Early June 2016	Public Meeting: Property owners and Civic/Homeowners-Part II
Late June 2016	Public Meeting: Joint meeting with MCPS and other

## July

Early July 2016	Public Meeting: Preliminary Recommendations
July 28 2016	Planning Board: Preliminary Recommendations presentation

Q&A

