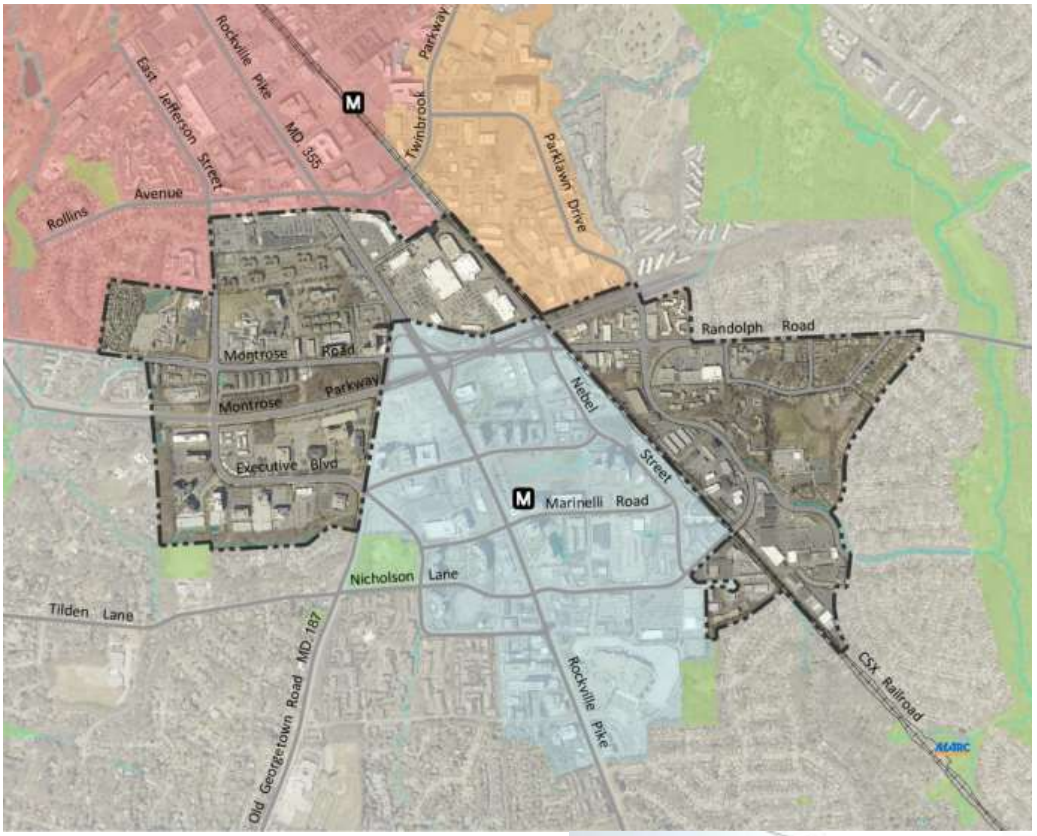
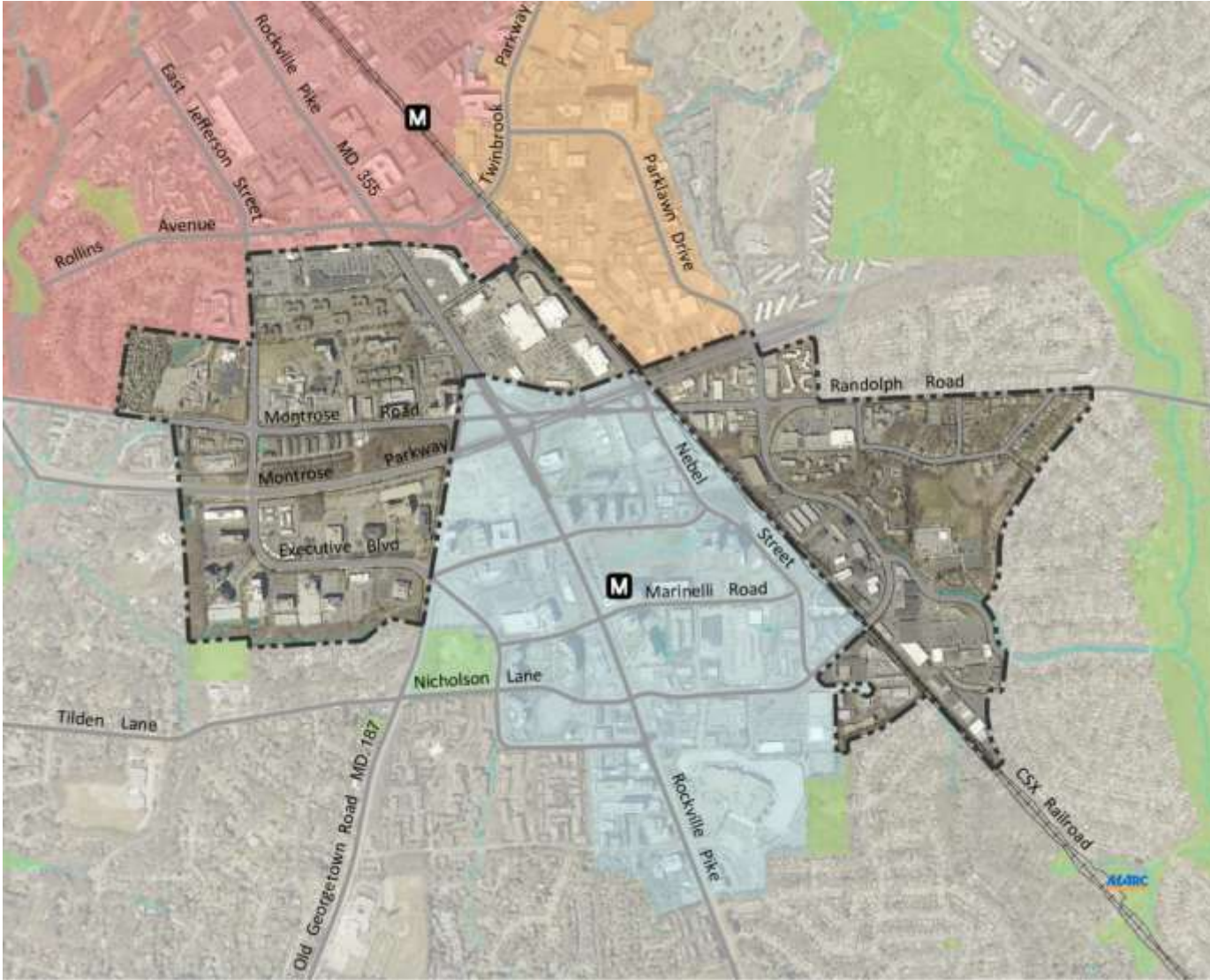


Briefing on Implementation Issues



Topics



Staging

- Alternatives

Finance

- White Flint Special Tax District Update

Schools

- Walter Johnson Cluster Roundtable Update

Staging Background

Staging

Staging of development links new development with the provision of public infrastructure required to support the Plan recommendations. Infrastructure items may include: public facilities, such as parks or schools, and transportation projects, including new streets and bikeways.

There are staging plans within several Master Plans, including the 2010 White Flint Sector Plan, 2006 Shady Grove Sector Plan and the 2010 Great Seneca Science Corridor Master Plan. These and other bolder Master Plans require infrastructure that are long-range in nature, such as the CCT.

The 2010 White Flint Sector Plan established a three-phased staging plan that links new development with required mobility and transportation infrastructure to support new development and to contribute towards creating a new downtown.

	Stage 1 2,540 dus 40% 1,570 jobs 22%	Stage 2 3,540 dus 55% 2,650 jobs 40%	Stage 3 – Remaining Density 6,340 dus 7,000 jobs
Before Stage 1	Before Stage 2	Before Stage 3	Build-out
<ul style="list-style-type: none"> • Adopt zoning and sectional map amendments • Establish TMD 	<ul style="list-style-type: none"> • Evaluate need for new school and ask MCPS to program accordingly • Fund/dedicate one park • Evaluate TMAgs and intersections for conformance to standards • Fund Metro Access Partial Interchange • Fund MD 355/Gude Drive interchange or other improvements to achieve acceptable service level • Planning Board finding to proceed to Stage 2 	<ul style="list-style-type: none"> • Fund library • Construct elementary school unless MCPS has alternative means to serve children • Fund construction of second local park • Review all public facilities and determine whether any changes to the Plan are required • Fund Redland Road and Crabbs Branch Way roadway improvements • Fund pedestrian underpass • Fund area-wide pedestrian and bikeways • Planning Board finding to proceed to Stage 3 	

Shady Grove Sector Plan Staging: County Service Park (CSP) Relocation

Stage 1		
	New Commercial Development Allowed	400,000 square feet
	Total Commercial Development Allowed	11.1 million square feet
	New Residential Development Allowed	2,500 dwelling units
	Total Residential Development Allowed	5,800 dwelling units

Before Stage 2 begins, all of the following must occur:

- Fully fund construction of the CCT from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County's CIP or the State CTP.
- Fully fund relocation of the Public Safety Training Academy from LSC West to a new site.
- Fund the LSC Loop trail in the County's six-year CIP and/or through developer contributions as part of plan approvals.
- Attain an 18 percent non-auto driver mode share (NADMS).

Background: White Flint Staging and Finance

Pre-Staging Briefing

- Create public entities or financing mechanisms necessary to implement the Sector Plan within 6 months of adopting the sectional map amendment.

- Develop a transportation approval mechanism and monitoring program within 12 months of adopting the sectional map amendment.
 - Planning Board must develop biennial monitoring program for the White Flint Sector Plan area.
 - The Planning Board must establish an advisory committee of property owners, residents and interested groups that are stakeholders in the redevelopment of the Sector Plan area, as well as representatives from the Executive Branch.

Background: White Flint Staging and Finance

Finance

The White Flint Special Tax District, enacted in 2011, was established as an *ad valorem* property tax to fund certain transportation infrastructure improvements. The established tax rate is \$0.103 per \$100 of assessed value.

The tax district has collected less money than initially projected during the creation of the district. The exclusion of multifamily residential apartments and condominiums, and the slow pace of new development have also contributed to the reduced tax revenue.

Improvement Description	Estimated Cost
Old Georgetown Road (MD 187): Nicholson La./Tilden La. to Executive Blvd.	\$17,774,000
Old Georgetown Road (MD 187): Hoya St. to Rockville Pike (MD 355)	1,789,000
Hoya Street (formerly Old Old Georgetown Rd.): Executive Blvd. to Montrose Pkwy.	15,344,000
Rockville Pike (MD 355): Flanders Ave. to Hubbard Drive	66,961,000
Nicholson Lane: Old Georgetown Rd. (MD 187) to CSX tracks	12,942,000
Executive Blvd. Ext.: Marinelli Rd. to Old Georgetown Rd (MD 187)	23,500,000
Main St./Market St.: Old Georgetown Rd. (MD 187) to Executive Blvd. Extended (Bikeway)	1,713,000
Main St./Market St.: Old Georgetown Rd. (MD 187) to Executive Blvd. Ext.	4,933,000
Main St./Market St.: Executive Blvd. to Rockville Pike (MD 355)	4,661,000
Market Street from Maryland Route 355 to Station Street	7,200,000
Executive Blvd. Ext. (East): Rockville Pike (MD 355) to Nebel St. Ext. (South)	16,700,000
Nebel St. Ext. (South): Nicholson La. to Executive Blvd. Ext. (East)	8,200,000
TOTAL	181,717,000

White Flint Special Taxing District
Funded Improvements (2011)

Background: White Flint Staging and Finance

Table 6 : Staging Plan

Phase 1 3,000 dwelling units 2 million square feet non-residential	Phase 2 3,000 dwelling units 2 million square feet non-residential	Phase 3 3,800 dwelling units 1.69 million square feet non-residential
<p>Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Contract for construction of Market Street (B-10) in the Conference Center block.</p> <p>Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT and M-NCPPC.</p> <p>Achieve 34 percent non-auto driver mode share for the Plan area.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan’s housing goals.</p>	<p>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Complete realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Construct the portion of Market Street as needed for road capacity.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Explore the potential for expediting portions of Rockville Pike where sufficient right-of-way exists or has been dedicated. It should be constructed once the “work-around” roads are open to traffic.</p> <p>Increase non-auto driver mode to 42 percent.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan’s housing goals.</p> <p>The Planning Board must develop a plan to determine how to bring the mode share to 51 percent NADMS for residents and 50 percent NADMS for employees during Phase 3.</p>	<p>Complete all streetscape improvements, sidewalks, and bikeways outside one-quarter mile from the Metro.</p> <p>Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.</p> <p>Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 percent NADMS for employees.</p>

Background: White Flint Staging and Finance

Phase 1
 3,000 dwelling units
 2 million square feet non-residential

Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.

Contract for construction of Market Street (B-10) in the Conference Center block.

Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.

Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT and M-NCPPC.

Achieve 34 percent non-auto driver mode share for the Plan area.

The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.

Allocated Phase 1 Development

Residential: 861 dwelling units allocated

Non-Residential Square Feet: 212,958

Underway: Phase I of the Western Workaround; does not connect to Old Georgetown Road

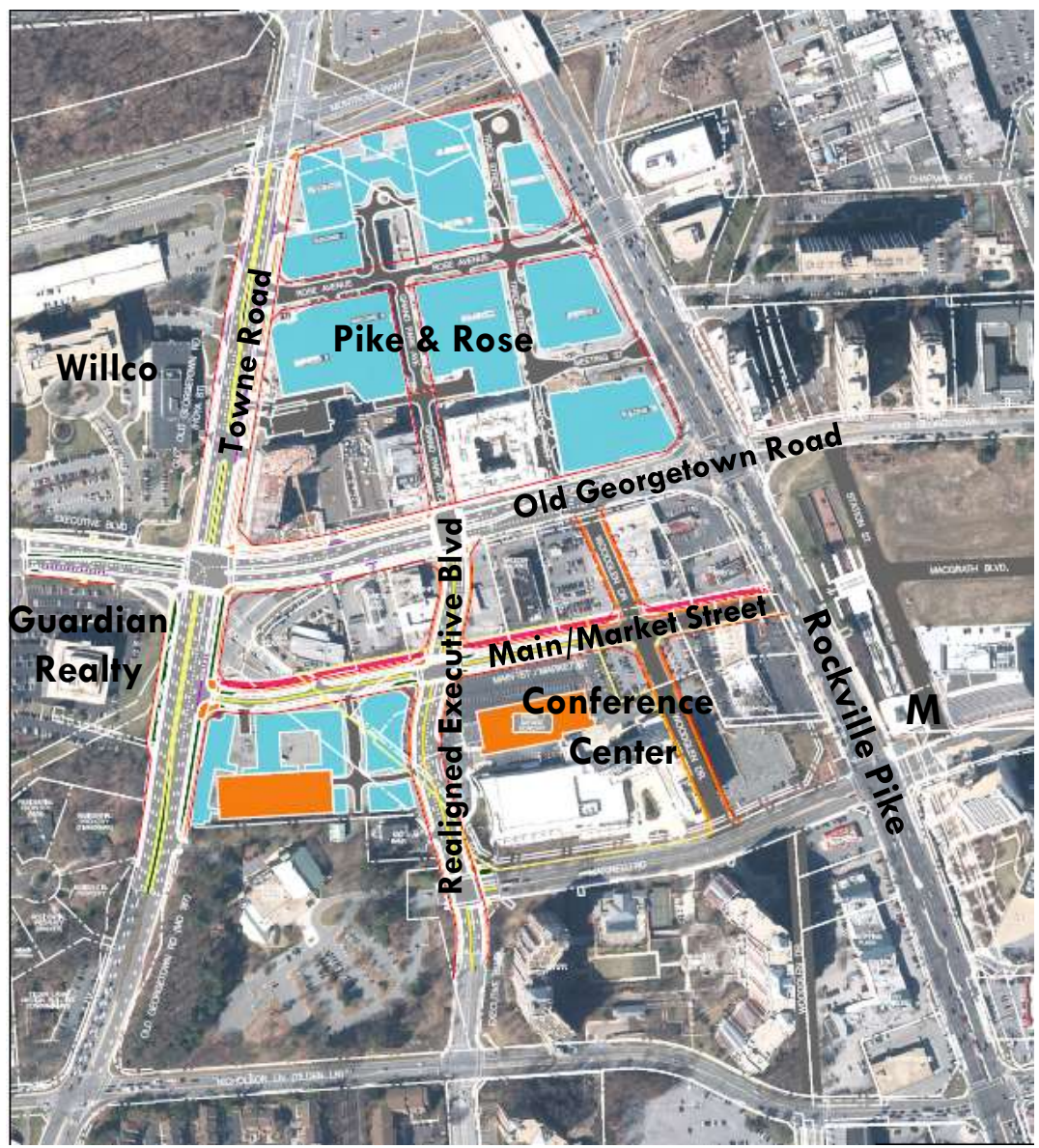
Underway: Only on the Conference Center, part of the Western Workaround

Partial: Bikeway on Marinelli Road, only west of Rockville Pike

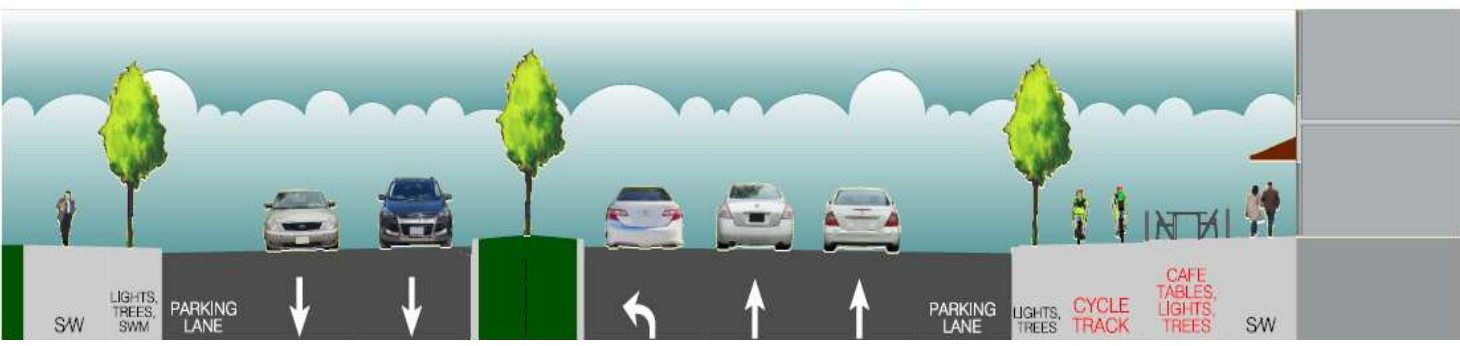
MD 355 BRT study underway; advisory committee meetings through December 2016; Alternatives identified for detailed study (ARDS)-Winter 2017; followed by Local Preferred Alternatives

Latest (2014) commuter survey indicated 31.7 percent NADMS.

Background White Flint: Western Workaround



Realigned Executive Blvd/Grand Park



Towne Road



Main/Market Street

Staging: Framework Principles

- Balancing the infrastructure needs and requirements between both White Flint plan areas.
- Addressing the infrastructure needs for White Flint 2, including public facilities.
- Limiting the ‘free rider’ effect where properties in White Flint 2 benefit from new infrastructure in the 2010 White Flint Sector plan area without contributing or sharing the cost of new infrastructure.
- Development in the core of the 2010 White Flint plan, which is near to the Metro Station and along Rockville Pike, should be prioritized before periphery areas.



Second White Flint Metro Entrance



Protected Bikeways



Rockville Pike BRT



Parks and Open Space



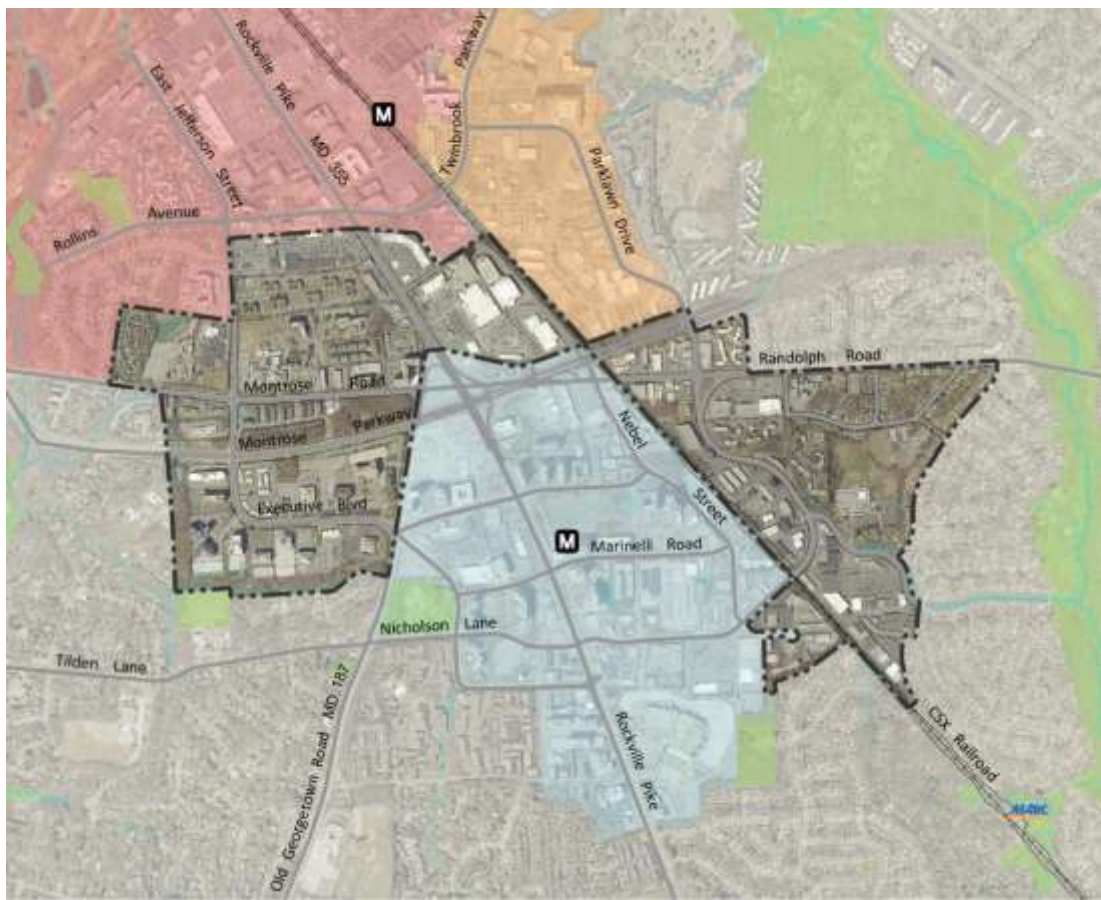
Non-Auto Driver Mode Share



Realignment of Parklawn Drive and Randolph Road

Staging Alternative: No Staging

Follows the Subdivision Staging Policy (SSP) regarding transportation and schools.



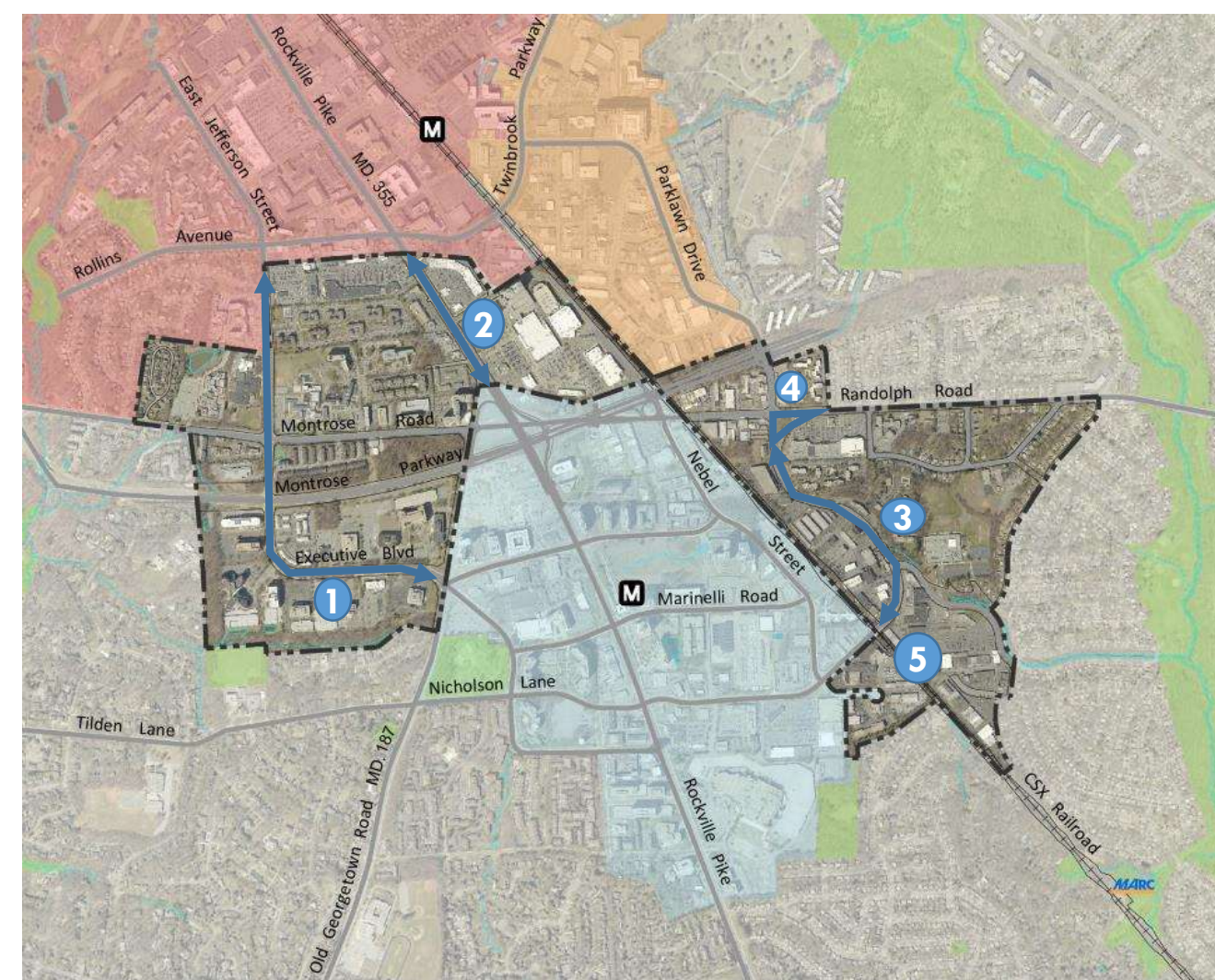
White Flint Sector Plan (2010)	White Flint 2 Sector Plan
No Adequate Public Facilities (APF)	Adequate Public Facilities (APF)
White Flint Special Tax District	No Special Tax District
No Transportation Impact Taxes; Schools impact taxes are applicable	Impact Taxes: schools and transportation
Staging with infrastructure triggers	No staging

Staging Alternative: White Flint 2 Only

This proposed staging alternative pertains only to the proposed White Flint 2 Sector Plan area. It is structured in a similar manner to the 2010 White Flint Plan staging plan where residential and non-residential development is linked with specific public infrastructure identified for three stages. The Rockville Pike BRT is the only infrastructure linkage between both White Flint plan areas.

Phase 1	Phase 2	Phase 3
<p>Residential: 1,800 dwelling units Non-Residential: 1 million sq.ft.</p>	<p>Residential: 1,800 dwelling units Non-Residential: 1 million sq.ft</p>	<p>Residential: 2,000 dwelling units Non-Residential: 1.5 million sq.ft</p>
<p>Achieve 27% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund the Executive Boulevard and East Jefferson protected bikeway.</p> <p>Fund and complete the design study for Rockville Pike Bus Rapid Transit (BRT) that will be coordinated with SHA, MCDOT, M-NCPPC and the City of Rockville.</p> <p>Fund the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>Montgomery County Public Schools (MCPS) must evaluate the need for a new elementary school within the Walter Johnson Cluster and determine how and when a new elementary school will be programmed.</p> <p>Maryland Department of Transportation (MDOT) must conduct a feasibility study for an infill MARC stations along the Brunswick Line and determine if a MARC station should be located in the Plan area.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for this Stage 1 are completed, prior to proceeding to Stage 2.</p>	<p>Achieve 35% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund the acquisition or dedication of a new public park for the Plan area.</p> <p>Fund a shuttle or circulator that serves the Plan area, adjacent residential communities, and Metro station areas.</p> <p>Construct the roadway realignment of Parklawn Drive and Randolph Road.</p> <p>Obtain/achieve a new elementary school within the Walter Johnson Cluster.</p> <p>The Planning Board must assess that the Sector Plan is achieving its goals and that all the infrastructure items for Stage 2 are completed, prior to proceeding to Stage 3.</p>	<p>Achieve 42% Non-Automotive Driver Mode Share (NADMS) for the Plan area.</p> <p>Fund and construct the Parklawn Drive protected bikeway.</p> <p>Montgomery County Public Schools (MCPS) must construct an elementary school for the Walter Johnson Cluster or determine how elementary school needs will be addressed for the Cluster.</p> <p>Construct a new MARC station, if MDOT determines that a MARC station will be located in the White Flint 2 Sector Plan area.</p>

Staging Alternative: White Flint 2 Only



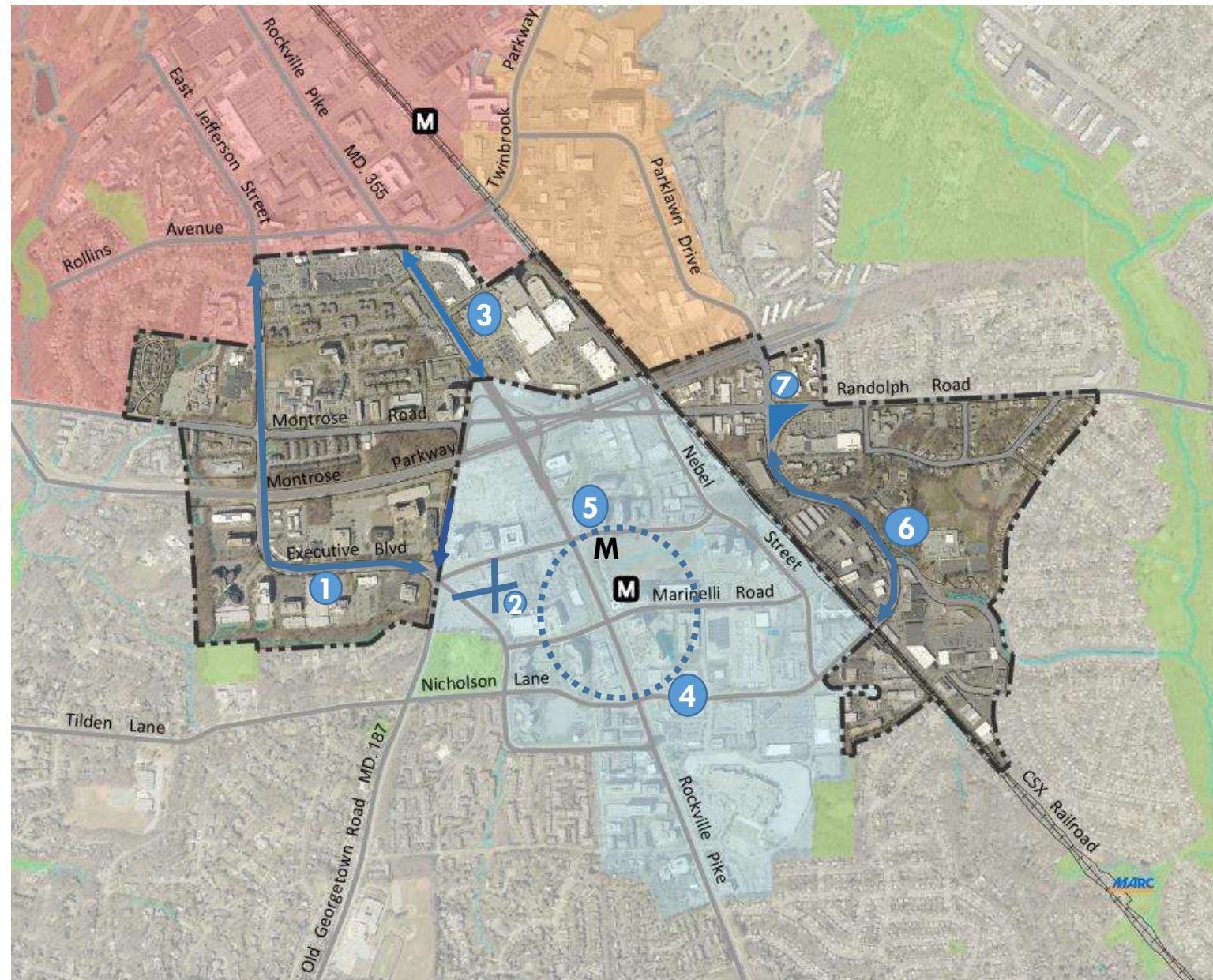
Key Transportation Infrastructure Triggers

1. Executive Boulevard/East Jefferson Protected Bikeway
2. Rockville Pike BRT
3. Parklawn Protected Bikeway/Shared Use Path
4. Roadway realignment of Parklawn Drive and Randolph Road
5. MARC station study

Key Public Facilities Triggers

1. Fund the acquisition or dedication of a new park
2. New elementary school within the WJ Cluster

Staging Alternative: Combination of key transportation recommendations from the 2010 White Flint Plan



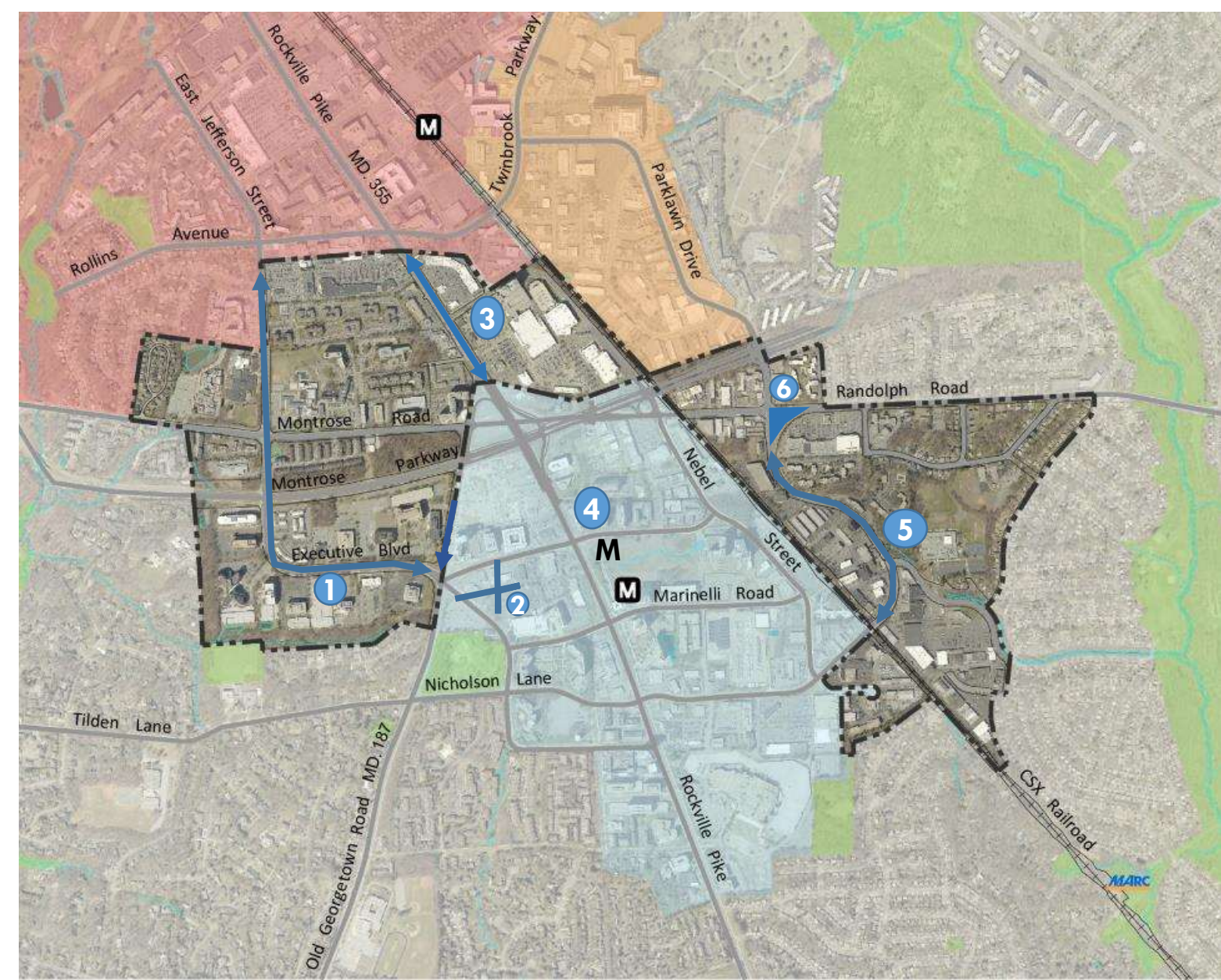
Key Transportation Triggers

1. Executive Boulevard/East Jefferson Protected Bikeway
2. *Western Workaround*
3. Rockville Pike BRT
4. *Fund streetscape improvements within 1/4 of the Metro Station for Old Georgetown Road, Marinelli Road and Nicholson Lane*
5. *Second Metro Station Entrance*
6. Parklawn Protected Bikeway/Shared Use Path
7. Roadway realignment of Parklawn Drive and Randolph Road
8. Fund shuttle or circulator

Key Public Facilities Triggers

1. Fund the acquisition or dedication of a new park
2. New elementary school within the WJ Cluster

Staging Alternative: Combination of key transportation recommendations from the 2010 White Flint Plan



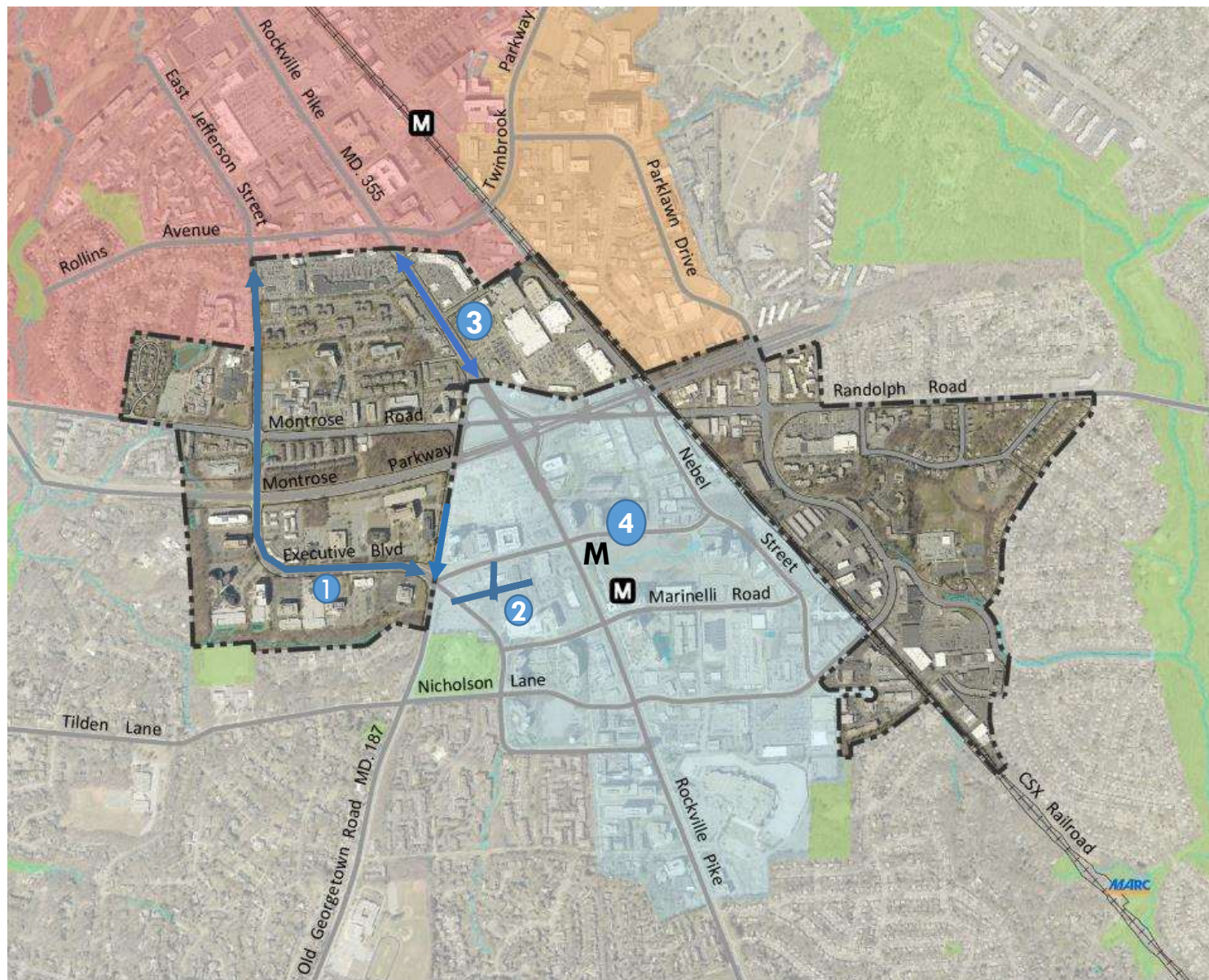
Key Transportation Triggers

1. Executive Boulevard/East Jefferson Protected Bikeway
2. *Western Workaround*
3. Rockville Pike BRT
4. *Second Metro Station Entrance*
5. Parklawn Protected Bikeway/Shared Use Path
6. Roadway realignment of Parklawn Drive and Randolph Road
7. Fund shuttle or circulator

Key Public Facilities Triggers

1. Fund the acquisition or dedication of a new park
2. New elementary school within the WJ Cluster

Staging: North and West Focus



Key Transportation Triggers

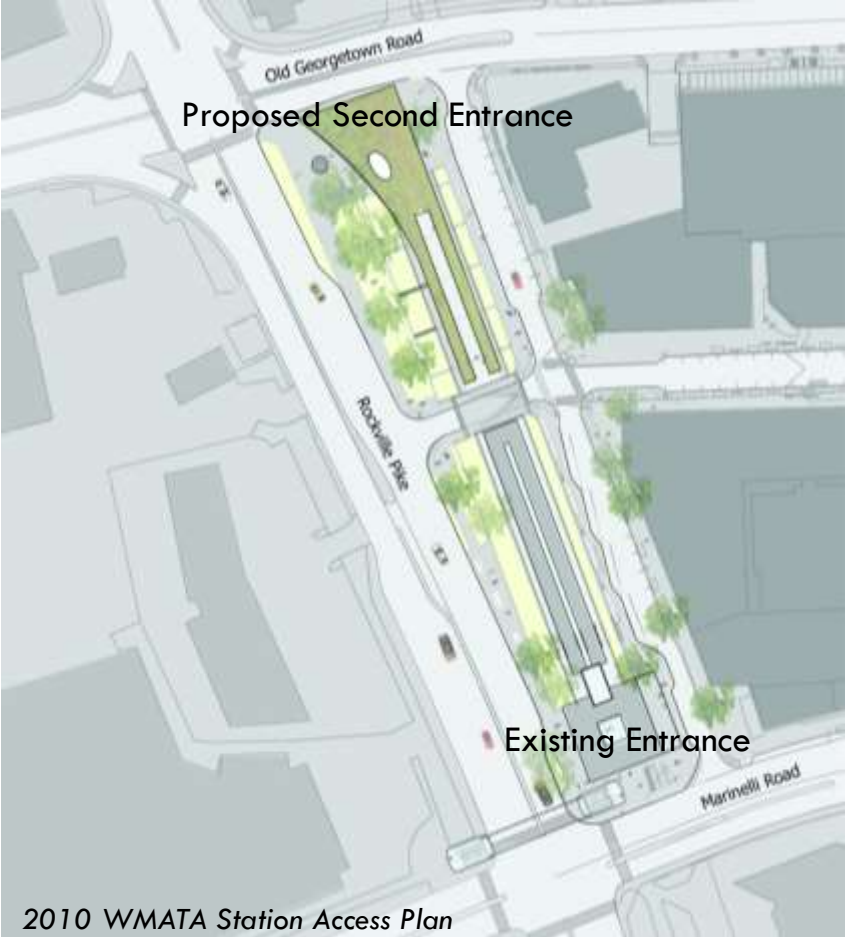
1. Executive Boulevard/East Jefferson Protected Bikeway
2. *Western Workaround*
3. Rockville Pike BRT
4. *Second Metro Station Entrance*
5. Fund shuttle or circulator

Key Public Facilities Triggers

1. Fund the acquisition or dedication of a new park
2. New elementary school within the WJ Cluster

Staging: North and West Focus

- M** Metro Station
- M** Proposed Metro Station Entrance



2010 WMATA Station Access Plan

Walter Johnson Cluster Roundtable

To address the growth in the WJ Cluster, Montgomery County Public Schools (MCPS), along with PTA representatives and other stakeholders, created the Walter Johnson Cluster Roundtable Discussion Group. Between 2007 to 2012, more than 1,200 students have entered the WJ Cluster schools.

A variety of approaches for elementary schools include:

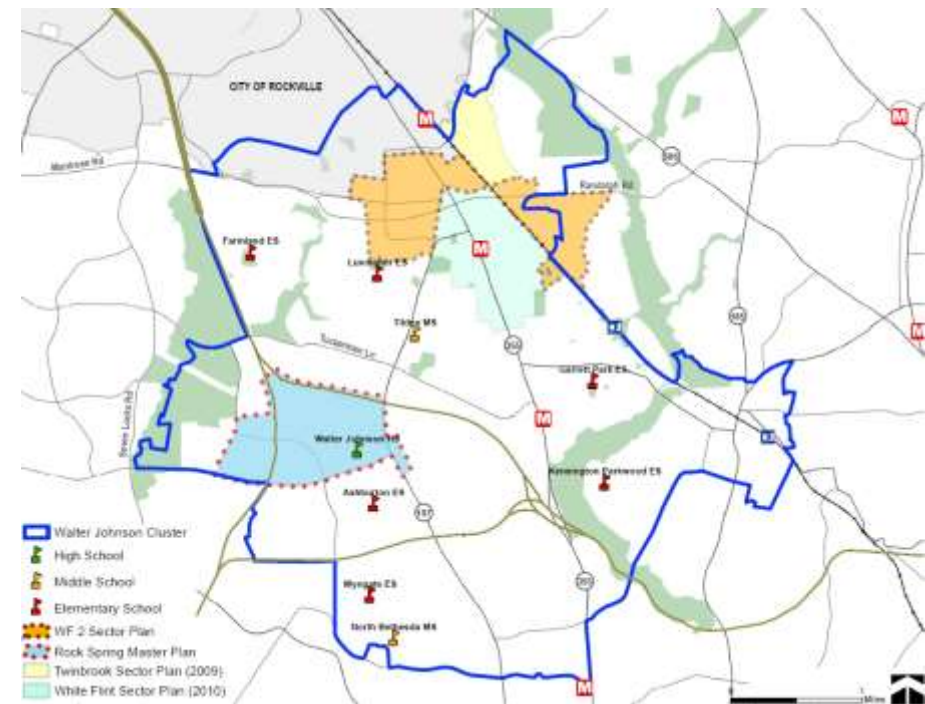
- Reopen a closed school or open a new elementary school.
- Reorganize elementary schools for Grades K-4; middle schools for Grades 5-7; reopen Woodward as a Grades 8-9 school; and reorganize Walter Johnson High School for Grades 10-12.
- Expand elementary schools core capacity to 850-890.
- Open an early child hold center for prekindergarten and kindergarten students.

A variety of high school and middle school approaches include:

- Construct additions to middle and high schools.
- Reopen Woodward as a high school or middle school.
- Utilize commercial or office development (Grade 9 or 10).
- Alternative schedule (extend operating hours).
- Online education (12th grade students to take half of their courses online).
- Purchase site for a middle school and high school.

MCPS long-range forecast indicate additional enrollment deficits when all approved (White Flint, Kensington etc.) plans, as well as approved or pending development, are included. The long-range forecast does not include pending plans: White Flint 2 Sector Plan, Rock Spring Master Plan, and Grosvenor-Strathmore Minor Amendment.

The MCPS Superintendent is expected to deliver his recommendations for the Walter Johnson Cluster by October 12, 2016, and the Board of Education should render its decision by the end of this year.



Walter Johnson Cluster

Public Comments on Staging

Friends of White Flint

- Staging may be the most important aspect of the White Flint 2 Plan
- Leap frogging of development
- Relationship of the Taxing District with both plan areas

Properties: Willco and Guardian Realty

- Prospect of staging could limit development and staging is not justified since the development incentives are lower than 2010 White Flint Sector Plan
- If the tax district is extended into the White Flint 2, then the development incentives should be the same as the 2010 Plan area

Next Steps

Staff/Working Draft: November 10, 2016

Public Hearing: December 15, 2016