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August 15, 2014

Mr. Geoffrey Morgan, VP, Expanded Access
Washington Adventist Hospital
12041 Bournefield Way, Suite B
Silver Spring, Maryland 20904

Re: White Oak Science Gateway Master Plan

Dear Geoff:

Enclosed please find a copy of District Council Resolution No. 17-1204, approving, with revisions, the White Oak Science Gateway Master Plan. This is the final signed version of the Resolution.

The Resolution was accompanied by an amendment to the Subdivision Staging Policy ("SSP") to create a new transportation policy area for White Oak, and renaming the remainder of the area as Fairland/Colesville. The SSP sets the congestion levels and CLV values for each of these new policy areas. The SSP Amendment Resolution, No. 17-1203, is lengthy and has relatively few actual changes. If you would like a copy, please let me know. It is also available from the County Council's website.

Please let me know if you have any questions on this matter.

Very truly yours,

LERCH, EARLY & BREWER, CHARTERED

Bill.

William Kominers

WK/paj
Enclosure
cc: Mr. Marc Bloom
Mr. Phil Perrine

Clerk's Note: Underlining of new language Council added to page 36 of the Plan (page 5 of this resolution).

Resolution No.: 17-1204
Introduced: July 29, 2014
Adopted: July 29, 2014

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

SUBJECT: Approval of December 2013 Updated Version Planning Board Draft White Oak Science Gateway Master Plan

1. On September 20, 2013, the Montgomery County Planning Board transmitted to the County Executive and the County Council the September 2013 Planning Board Draft White Oak Science Gateway Master Plan, and on December 20, 2013, the Montgomery County Planning Board transmitted to the County Executive and the County Council revisions to the September 2013 Plan (the December 2013 Updated Version).

2. The December 2013 Planning Board Draft White Oak Science Gateway Master Plan amends portions of the Approved and Adopted 1997 Fairland Master Plan and portions of the Approved and Adopted 1997 White Oak Master Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan for Historic Preservation, as amended; the Master Plan of Highways within Montgomery County, as amended; the Countywide Bikeways Functional Master Plan, as amended; and the Countywide Transit Corridors Functional Master Plan.

3. On February 24, 2014, the County Executive transmitted to the County Council the Economic Impact Analysis and on February 25, 2014, the County Executive transmitted to the County Council the Fiscal Impact Statement for the December 2013 Planning Board Draft White Oak Science Gateway Master Plan.

4. On February 4, 2014, the County Council held a public hearing on the December 2013 Updated Version Planning Board Draft White Oak Science Gateway Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.

5. On July 1, July 7, and July 16, 2014, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the December 2013 Planning Board Draft White Oak Science Gateway Master Plan.

6. On July 22, 2014, the County Council reviewed the Planning Board Draft White Oak Science Gateway Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft White Oak Science Gateway Master Plan, dated December 2013 Updated Version, is approved with revisions. County Council revisions to the Planning Board Draft White Oak Science Gateway Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2013 Updated Version of the Planning Board Draft Plan.

Page 1: Revise the first sentence of the Abstract as follows:

This Plan contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted 1997 *White Oak Master Plan* and portions of the approved and adopted 1997 *Fairland Master Plan*, as amended. It also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties,* as amended; *Master Plan of Highways within Montgomery County,* as amended; the *Countywide Bikeways Functional Master Plan,* as amended; *the Countywide Transit Corridors Functional Master Plan,* as amended; and the 1979 *Master Plan for Historic Preservation in Montgomery County, Maryland*, as amended.

Page 23: Add a new paragraph before the last paragraph and revise the last paragraph as follows:

The Plan contemplates having the Life Sciences/FDA Village Center provide a focal point or Town Center for the broader community. Mixed-use zoning at this location will encourage a combination of commercial, residential, and retail uses within a compact walkable center. The recommended civic green and other elements described in this Plan should draw residents from the entire White Oak community.

Reshaping and redeveloping [these] the two older shopping centers into sustainable, complete communities is both challenging and necessary. The Plan seeks to change and transform these areas over time, with the support of a future BRT system. Mixed-use developments [encourage the combination of commercial, residential, and retail within compact,] with walkable centers that bring employment, housing, and shopping opportunities together are desirable for these centers as well. It is especially important that the redevelopment of these sites not result in the long term loss of retail uses that serve the community, and new commercial office uses would also be particularly desirable. This

Plan's zoning and infrastructure recommendations strive to encourage the private sector to redesign, redevelop, and reinvest in older centers.

Page 26: Add the following sentence at the end of the second paragraph:

The Plan recommends removing narrow bands of "buffer strips" that are in the RE-2, I-4, and R-90 zones and applying the CR zoning that is recommended for the adjacent properties to these buffer strip areas.

Page 26: Amend the last paragraph as follows:

All properties zoned R-H and R-20 (with the exception of the National Labor College site) are recommended to retain these zones. [Some properties that are currently in the medium-density multi-family zone (R-20) are recommended to be rezoned to a CR Zone that increases potential density but continues to emphasize housing as the primary use. For properties currently zoned R-H, all of which are developed, the Plan recommends retaining this zone.]

Page 26: Revise the first footnote for Table 1 as follows:

*Reflects densities from February 2012 traffic modeling; does not reflect the maximum potential densities allowed by the Plan's full recommended zoning except for the Percontee/Site 2 properties, where maximum densities are assumed.

Page 26: Revise the heading on the fourth column of the table and add a related footnote as follows:

[2040 COG adjusted] 1997 Master Plan Scenario**
** Estimated build out of the 1997 Master Plans, based on an adjusted 2040 COG forecast; assumes existing centers will not redevelop with existing zoning.

Page 27: Revise the table to reflect Council changes.

Page 29: Revise the map to reflect Council changes.

Page 32: Add the following to the last paragraph on the page (describing the White Oak Shopping Center):

The Plan's long term vision is for a mixed-use walkable center at this important location. An urban plaza and neighborhood park and pedestrian and bicycle connections to surrounding neighborhoods will create an inviting destination for new and existing residents. The Plan's goals for the plaza, park and paths are described in the section of the Plan that presents recommendations related to parks (pages 87-88). Significant residential FAR has been included to allow for mixed-use development and to create the greatest incentive for redevelopment, but redevelopment that does not include a significant commercial component would not be consistent with the Plan. At a minimum, any redevelopment should continue to

provide a significant amount of retail, restaurant, and neighborhood services at street level, and additional commercial development is strongly encouraged.

Page 34: Revise the fourth paragraph on the page as follows:

[One of the critical issues in this area is whether i] Increasing density and/or changing the zoning from R-20 (a single-use, medium density, multi-family zone) to a mixed-use/CR zone poses a risk that potential redevelopment will result in rent increases that reduce or eliminate the number of units that are currently market affordable and will result in displacement. Therefore, the Plan recommends deferring any change in zoning until the Planning Department has completed a comprehensive Countywide study of how to best preserve existing affordable housing in older multi-family housing. [The Plan's challenge for this area is to protect its affordability while also providing incentives for property owners to reinvest in these older buildings. To achieve this, the Plan recommends higher density than what is there today while encouraging more MPDUs than the required minimum. If there is redevelopment, owners of the existing garden apartments should, where possible, utilize strategies that achieve an orderly, phased replacement of older buildings with upgraded multi-family communities while minimizing, if not eliminating, dislocation of current residents. This Plan strongly encourages owners and developers to create opportunities and incentives that allow existing tenants to remain and reside in new units, once constructed.]

Page 35: Revise the first sentence of the first bullet as follows:

- Rezone approximately 7 acres of commercial properties west of New Hampshire Avenue and south of Lockwood Drive from C-2, C-O, and R-90 to CRT-1.5, C-1.5, [R-0.75] R-0.25, H-60 (see number 2 on Map 7).

Page 35: Revise the first sentence of the second bullet as follows:

- Rezone approximately 12 acres of commercial property, including the Dow Jones and Bank of America sites, from I-3 and C-O to CR-1.0, C-1.0, [R-0.75] R-0.25, H-65 (see number 3 on Map 7).

Page 35: Delete the third bullet and replace it as follows:

- [Rezone properties in the R-20 Zone to CR-1.5, C-0.25, R-1.5, H-75 (see number 4 on Map 7) to emphasize residential as the primary use, with the possibility of some supportive retail within the area.]

- Retain the R-20 zone for the residential communities along Lockwood Drive, Stewart Lane, and April Lane.

Page 35: Add the following bullet after the last bullet:

- Retain the existing RE-2 zone for the 622-acre Federal Research Center, home of the FDA and other federal government activities.

Page 35: Add the following sentence after the last full sentence of the last paragraph on the page as follows:

The property is currently for sale. To ensure that future development is compatible with the existing single-family neighborhood along the western and northern edges of the property, the existing tree buffer should be preserved to the extent feasible and attention should be paid to appropriate housing types and related land planning efforts.

Page 36: Add the following to the last paragraph on the page:

Redevelopment of the Hillandale Shopping Center would provide the opportunity to create an urban plaza and an attractive environment for those who live or work there or in the surrounding neighborhoods. The urban plaza is addressed on page 88 in the section of the Plan that presents recommendations related to parks.

It is particularly important that redevelopment of the Shopping Center not result in a loss of commercial uses that serve the surrounding community. Significant residential FAR has been included to allow for mixed-use development and to create the greatest incentive for redevelopment, but redevelopment that does not include a significant commercial component would not be consistent with the Plan. At a minimum, any redevelopment should continue to provide a significant amount of retail, restaurant, and neighborhood services at street level, and additional commercial development is strongly encouraged.

Page 37: Revise the second bullet as follows:

- Rezone the I-1, C-O, and C-T properties (on Elton Road on the east side of New Hampshire Avenue) to CRT-1.0, C-0.75, [R-0.75] R-0.25, H-45 (see number 8 on Map 7). These properties, which include a Coca-Cola plant and two office buildings, are not likely to redevelop in the near-term; therefore, the proposed CR Zone is comparable to the existing zoning. Redevelopment should provide an appropriate transition to the adjacent residential neighborhood.

Page 37: Revise the first sentence of the third bullet as follows:

- Rezone the eastern portion of the National Labor College site from R-90 to CRT-1.5, C-1.0, [R-1.0] R-0.75, H-75 (see number 5 on Map 7) to allow for a potential mixed-use redevelopment.

Page 38: Revise the first bullet as follows:

- Rezone the R-20 Holly Hall property [from R-20] and the adjacent O-M property to CRT-1.75, C-0.5, R-1.5, H-85 (see number 5a on Map 7) to increase future redevelopment opportunities, which would include replacement of the 96-units of senior housing.

Page 38: Revise the second bullet as follows:

- Rezone the C-T property (on the west side of New Hampshire Avenue) to CRN-1.0, [C-0.75] C-1.0, [R-0.75] R-0, H-45 (see number 7 on Map 7). If the existing commercial use redevelops, it should continue to be a commercial use.

Page 38: Revise the fourth bullet as follows:

- Rezone the C-1 properties (on the east side of New Hampshire Avenue, north of Powder Mill Road) to [CRT-1.0, C-0.75, R-0.75, H-45] Neighborhood Retail (NR)-0.75, H-45 (see number 8 on Map 7). Ensure compatibility with adjacent single-family lots through building setback and articulation. [Redevelopment of the properties currently zoned C-1 is unlikely because they consist of separately owned small lots, including three gas stations.]

Page 38: Revise the last bullet on the page as follows:

- [Retain the C-O Zone for] Rezone the M-NCPPC Hillandale Park Office Building at 10611 New Hampshire Avenue from C-O to Employment Office at an FAR of 0.75 with a height of 45 feet (EOF-0.75, H-45).

Page 43: Add the following text before the "Mobility" section:

Town Center on Percontee/Site 2

This Plan recommends that the Site II/Percontee properties (Area 9, Map 7) include a prominent civic promenade that can serve as a community focal point or Town Center, not just for the Life Sciences/FDA Village Center, but also for the broader Eastern Montgomery County area as well. The Town Center should include community-gathering attractions and features such as (but not necessarily specifically prescribed) entertainment venues, shops, restaurants, wide sidewalks for outdoor dining and merchandising, a civic green and streetscape that could accommodate community festivals and/or holiday celebrations, and other urban features that would encourage outdoor community activities (especially serving children and families). The street layout and signage should help attract visitors from other neighborhoods surrounding the property.

This Plan further recommends that the County consider locating a prominent County resource center or agency (such as a library and/or one or more County offices or County agency facilities) that would further activate this civic promenade. Because this civic promenade would be in such close proximity to the gates of the U.S. FDA Headquarters and Federal Research Center, this Plan further recommends the County seek potential collaborations with State, Federal, and/or International agencies or institutions to locate one or more prominent State, Federal, and/or International biomedical or bioscience facilities or programs proximate to this proposed civic promenade, which would further activate this East County community-gathering place.

Given the size of the property and the vision for this new community, the developer of the 300-acre Percontee/Site 2 properties should prepare one overall sketch plan for approval by the Planning Board through the CR zone regulatory process that demonstrates how the new community will achieve the vision of the Master Plan and reflect the themes described below.

Development in the Town Center shall include:

- Uses likely to create an active town center, including a complementary mix of uses.
- A central public space in the town center for community gatherings, supplemented by smaller public spaces or public squares in the various neighborhoods to encourage social interaction and recreation.
- Connections to the surrounding communities.
- Development scale that concentrates the tallest buildings near the existing water tower or at the center of the community along the main streets (Industrial Parkway extended and FDA Boulevard) to lower scale buildings at the edges of the community.

Throughout the entire 300 acre property, the design should encourage a pedestrian-oriented development with appropriate open space:

- A mix of uses, such as academic, research and clinical facilities, office, hotel, retail, and residential uses.
- Integrated active and passive recreational uses through the creation of formal and informal open spaces and parks, pedestrian trails linked to the street network and bicycle paths and lanes. See pages 89-90 for a complete list of open space and park recommendations for these properties.
- Integration with the surrounding community and uses, specifically by extending Industrial Parkway into the site and connecting it with FDA Boulevard.
- A hierarchical street grid network that focuses activities, defines circulation, and is integral with a series of public use spaces.
- Structured parking that is located at the back of lots or lined with residential or office uses to enhance the pedestrian quality of the entire community.
- Tree-lined streets and open spaces that form green links to the various uses and open spaces.
- Integrated multi-modal transportation featuring elements that may include shuttles, buses, cars and car sharing, bicycles, and extensive pedestrian sidewalks and trails so that visitors can park once and then use other forms of transportation.

Pages 44-45: Revise the fourth bullet as follows:

- Rezone the five parcels owned by AHC and proposed for Washington Adventist Hospital from I-1 and I-3 to the Life Sciences Center Zone, to promote research, academic and clinical facilities that advance the life sciences, health care services and applied technologies. The LSC Zone allows hospitals by right and has been successfully used by Shady Grove Adventist Hospital in the *Great Seneca Science Corridor Master Plan* area. [This zoning recommendation may be revisited if the hospital does not receive a Certificate of Need from the State.] If development of the Hospital does not occur, it

would be appropriate to retain the LSC zone to encourage life science and medical service uses. Alternatively, rezoning to the CR or CR floating (CRF) zone (at a density of 1.0 FAR) would also be appropriate to permit development comparable to the adjacent CR-zoned properties.

Pages 48-50: Delete text from the start of Page 48 through the third bullet on Page 50.

Page 50: After the third bullet on Page 50, revise as follows:

Transportation Standards

This Plan recommends that in light of the County's economic objectives and its ownership interest in the Life Sciences property, the Plan area be considered an economic opportunity center, similar in form and function to areas around a Metro Station or a central business district with an ultimately urban character, and that the roadway and transit adequacy standards used in the Subdivision Staging Policy for areas that are currently designated as Urban be applied to the Plan area. Currently the Urban roadway standard is a minimum 40 percent ratio of forecast speed to uncongested speed (the borderline between Levels of Service "D" and "E") averaged over all arterials and roads of higher classifications.

This Plan recommends the Local Area Transportation Review (LATR) standard be raised from 1475 critical lane volume (CLV) to 1600 CLV (1.00 volume/capacity) within the Plan area. [This recommendation is in recognition of the potential for significantly enhanced transit service in the area which will likely be encouraged by the proposed new TPAR transit adequacy test recommended by this Plan.] The rationale for a 1600 CLV (1.00 volume/capacity) standard stems from the Plan-recommended BRT network that would serve the area and offer a viable alternative to automobile travel. This is consistent with the County's policy of accepting greater levels of roadway congestion in areas where high quality transit options are available.

Pages 50-51: Replace the last two paragraphs on Page 50 and all of Page 51 with the following:

This Plan includes the following intersection improvements:

- Cherry Hill Road at Broadbirch Drive/Calverton Boulevard: on Broadbirch Drive, add an eastbound left-turn lane and an eastbound through lane; on Calverton Boulevard, change the westbound right-turn lane to a westbound right-turn and through lane; and on Cherry Hill Road, add a northbound left-turn lane and a southbound right-turn lane.
- MD 650 at Powder Mill Road: from Holly Hall, add an eastbound left-turn lane; on Powder Mill Road, add a westbound right-turn lane; and on MD 650, add a southbound left-turn lane.
- MD 650 at Lockwood Drive: on Lockwood Drive, add an eastbound left-turn lane.
- Powder Mill Road at Riggs Road: on Powder Mill Road, add a second eastbound left-turn lane.
- Old Columbia Pike at Musgrove Road: on Old Columbia Pike, add a southbound left-turn lane; and on Musgrove Road, add a westbound right-turn lane.

These specific improvements are a guide to right-of-way reservations at these intersections. The need for each intersection improvement will be revisited as part of specific development plan LATR reviews.

Pages 53-55: Delete.

Page 56: Delete the first paragraph as follows:

[Horizontal dotted orange lines are shown to depict the adequacy standards (LOS) for the Rural, Suburban and Urban (with Metrorail) Policy Areas, from left to right, which graphically corresponds to the Standards of Adequacy depicted in the table above. These standards are established in the Subdivision Staging Policy.]

Page 56: Revise the second sentence in the third paragraph as follows:

This Plan recommends that the Old Columbia Pike bridge over the Paint Branch stream valley be rebuilt and reopened to vehicular traffic, and that Old Columbia Pike be reconstructed as a four-lane arterial between Industrial Parkway and Stewart Lane, which would improve connectivity in the area and provide an option to US 29 for local travel. Should widening Old Columbia Pike and reopening the bridge over Paint Branch precede the US 29/Stewart Lane interchange, then the intersection of Stewart Lane with Old Columbia Pike, US 29, and Milestone Drive likely will need to be reconstructed.

Page 56: After the third paragraph, add the following:

To further improve circulation between the White Oak Center and Life Sciences/FDA Village, the County should work with the General Services Administration to identify a route and funding for public access on a four-lane roadway between New Hampshire Avenue and FDA Boulevard that would also maintain the security of FDA's campus.

The Plan recommends extending Old Columbia Pike as a four-lane arterial from Stewart Lane near the edge of or through the White Oak Shopping Center property, terminating at Lockwood Drive near New Hampshire Avenue. This extension will relieve some of the traffic that would otherwise be on Lockwood Drive and Stewart Lane through the multi-family residential area east of the shopping center.

Page 56: Revise the first two sentences of the fourth paragraph as follows:

In the Life Sciences/FDA Village Center, the Plan recommends that Industrial Parkway, Tech Road (between US 29 and Industrial Parkway), FDA Boulevard, and Prosperity Drive be classified as four-lane arterials. The Plan also recommends that Broadbirch Drive[,] and Plum Orchard Drive be reclassified from Industrial Roads to Business District Streets.

Page 57: Add as a fourth bullet to the first paragraph as follows:

- Reconstructed interchange at US 29 and New Hampshire Avenue to provide three continuous southbound lanes through the interchange

Page 57: Revise the first bullet in the fourth paragraph as follows:

- Extend Industrial Parkway through Site 2/Percontee to connect with FDA Boulevard and designate as [a Business District Street] four-lane arterials.

Pages 57-58: Revise Table 4 as follows:

- For the Columbia Pike segment between Paint Branch Stream Valley and New Hampshire Avenue, add this footnote: Reclassified as a freeway when the grade separated interchanges at Stewart Lane, Industrial Parkway/Tech Road, and Fairland Road/Musgrove Road are completed.
- Replace the two segments of Old Columbia Pike with one segment, from Lockwood Drive to Industrial Parkway, as arterial A-105 with a minimum right-of-way of 80 feet, 4 through travel lanes, and 2004.08 as the design standard.
- Move Industrial Parkway and Industrial Parkway Extended to the Arterial category, with Master Plan of Highways number A-106, a minimum right-of-way of 100 feet, 4 through travel lanes, and 2004.08 modified as the design standard.
- Move Tech Road between Columbia Pike (US 29) and Industrial Parkway to the Arterial category, with Master Plan of Highways number A-107, a minimum right-of-way of 100 feet, 4 through travel lanes, and 2004.08 modified as the design standard.
- Add in the Business District Streets category Tech Road from Industrial Parkway to 1,600 feet southwest of Industrial Parkway with Master Plan of Highways number B-11, a minimum right-of-way of 100 feet, 4 through travel lanes, and 2005.03 modified as the design standard.
- Move Prosperity Drive from the Business District Streets category to the Arterial category, with Master Plan of Highways number A-108, a minimum right-of-way of 80 feet, 4 through travel lanes, and 2004.08 as the design standard.
- Move Broadbirch Drive and Plum Orchard Drive from the Industrial Roads category to the Business District Streets category.
- Delete the Industrial Roads category.
- Add to Footnote 4 that the private street would have a cross-section of 60 feet.

Page 59: Revise Map 12 to reflect Council changes.

Page 60: Delete all text after the first paragraph as follows:

[A grant from the Metropolitan Washington Council of Governments (MWCOG) and the Transportation Planning Board's Transportation Land Use Connection (TLC) technical assistance program provided a broad, sketch level analysis that examined the potential

development required to support various forms of fixed guideway transit service in the Plan area (see the Appendix). The study found that:

- Metrorail was cost prohibitive and would require a significant amount of additional development that would likely overwhelm the remaining infrastructure.
- Bus Rapid Transit and Light Rail Transit offered the most compatible match between transit and land use with BRT being preferable from a cost and timing standpoint.
- Current land use (reflecting current zoning) suggests the New Hampshire Avenue corridor would initially have higher ridership than US 29.
- Extensions to serve Konterra and the Muirkirk MARC station in Prince George's County would be as cost effective as the other corridors and should be considered.

Based on the results of this study, this Plan focuses on the BRT option as a potentially feasible transit solution to address the traffic congestion in this area.

The Montgomery County Department of Transportation (MCDOT) conducted a feasibility study of BRT corridors that included US 29 and New Hampshire Avenue. This study also included a route on Randolph Road from the White Flint Metrorail to the Glenmont Metrorail station. (The study initially examined a route on Randolph Road/Cherry Hill Road that extended east of the Glenmont Metrorail to the Prince George's County line, but the segment east of Glenmont was not carried forward to the final set of routes because the future estimates of population and employment densities were lower in eastern County than other areas).

The July 2013 Planning Board Draft Countywide Transit Corridors Functional Master Plan identifies the minimum master plan right-of-way necessary to implement a Countywide BRT in selected corridors.

North of New Hampshire Avenue, US 29 is classified as a controlled major highway, with interchanges possibly replacing all existing at-grade intersections. This northern segment of US 29 has a wide median and four existing interchanges (at Randolph Road/Cherry Hill Road, Briggs Chaney Road, the ICC, and Spencerville Road/MD 198) that can accommodate a median busway. South of New Hampshire Avenue, US 29 is classified as a major highway and has a very different character, passing through congested areas such as Four Corners, with limited opportunities to expand the right-of-way.]

Page 61: Revise the first paragraph as follows:

The [recommendations for the] overall BRT network to serve the Plan area (see map 13) generally is described in the Countywide Transit Corridors Functional Master Plan. That network consists of the following corridors:

- US 29
- New Hampshire Avenue
- Randolph Road[/Cherry Hill Road]

This Plan includes an extension of the Randolph Road BRT from its current planned terminus at US 29/Randolph Road east along Cherry Hill Road to FDA Boulevard, with the

potential to extend further into Prince George's County. It also includes a spur off of the mainline US 29 BRT route into Life Sciences/FDA Village via Tech Road/Industrial Parkway. In both cases, BRT would run in mixed traffic with no dedicated lanes, no added transit lanes, and no widening beyond the otherwise planned right-of-way. One or more stations should be planned for Life Sciences/FDA Village.

Page 61: Delete all text after the first paragraph as follows:

[The July 2013 Planning Board Draft Countywide Transit Corridors Functional Master Plan recommends the following for the proposed US 29 BRT:

- Along US 29 from MD 198 to Stewart Lane, a two-lane busway in the median.
- Along Stewart Lane and Lockwood Drive, a mixed traffic operation. (A mixed traffic operation is recommended along Stewart Lane and Lockwood Drive, but this recommendation is not intended to inhibit the continuation of express bus service along US 29 through the New Hampshire Avenue interchange.)
- Along US 29 from Lockwood Drive to Southwood Avenue, curb lanes via lane-repurposing.
- Along US 29 from Southwood Avenue to Sligo Creek Parkway, a mixed traffic operation. (A mixed traffic operation is recommended in this segment because of potential operational problems with curb bus lanes in the vicinity of the I-495 interchange, however, the extension of dedicated lanes through this segment should be considered during facility planning.)
- Along US 29 from Sligo Creek Parkway to Georgia Avenue, managed lanes via lane-repurposing in the peak-hour peak-direction.
- Along US 29 from Georgia Avenue to Sixteenth Street, curb lanes via lane-repurposing.

The July 2013 Planning Board Draft Countywide Transit Corridors Functional Master Plan recommends the following for the proposed New Hampshire Avenue BRT:

- From Colesville Park and Ride Station to Lockwood Drive, a mixed traffic transitway.
- From Lockwood Drive to University Boulevard, a reversible one-lane median transitway.

Two other possible BRT corridors within Prince George's County are:

- Life Sciences/FDA Village Center to Konterra/Muirkirk MARC Station via Powder Mill Road/Ammendale Road
- Hillandale Center to Greenbelt Metro via I-495]

Page 65: Revise the first sentence of the first paragraph as follows:

This Plan recommends a 25 percent Non-Auto-Driver Mode Share (NADMS) goal [for employees and residents] for all new development, residential and commercial, in the White Oak Center and Hillandale Center of the Plan area based on the area's future transit service (assuming BRT) and connectivity opportunities.

Page 71: Map 16 Watersheds and Streams: Remove the stream notation on the Labor College site and replace it with a dashed line to indicate that the stream is currently piped.

Page 72: Delete the fourth bullet under "Recommendations" in the "Air Quality/Climate Protection" section as follows:

- [Maximize use of renewable energy systems to supply a portion or all of a building's energy demand. Alternative energy systems may include:
  - Solar power
  - Wind power
  - Geothermal]

Page 72: Add the following new section after "Water and Sewer Service" and before "Specific Property Recommendations" as follows:

Carbon Footprint

Montgomery County Bill number 32-07 establishes a goal to stop increasing greenhouse gas emissions by the year 2010 and to reduce emissions to 20 percent of 2005 levels by the year 2050. There are three main components to greenhouse gas emissions: embodied emissions, building energy emissions, and transportation emissions. Embodied emissions are emissions that are created through the extraction, processing, transportation, construction, and disposal of building materials, as well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building, including lighting, heating, cooling, and ventilation, and operation of computers and appliances. Transportation emissions are released by the operation of motorized vehicles such as cars, trucks, buses, and motorcycles.

The embodied emissions contribution to total greenhouse gas emissions will increase, due to the demolition of existing structures and construction of new structures. However, both the building energy emissions and transportation emissions will decrease on a per capita basis. Newly developed buildings have decreased energy emissions due to substantial advances in energy efficiency. Total transportation emissions will decrease with increases in fuel efficiency and reductions of vehicle miles traveled. The proposed mixed-use development will have a lower carbon footprint than the redevelopment of the existing development under current zoning due to the reduction of single-function automobile trips.

Page 74: Revise the two bullets under "National Labor College" as follows:

- Future development of the site should investigate options for possibly daylighting the piped stream, which may be compromised by existing utilities and natural conditions. [Investigate options for daylighting and restoring the stream running through the center of the property.]
- Retain existing trees that serve [Maximize and enhance forest retention] as a buffer to surrounding single-family communities to the extent feasible.

Page 88: Modify the last two sentences of the "Hillandale Community" paragraph as follows:

While removal of the Park Activity Building provides opportunities to redesign the park, the site has little or no room for [new fields] reconfigured parking and additional needed facilities. This Plan recommends exploring opportunities with the FRC and the adjacent Hillandale Volunteer Fire Station for possible expansion of Hillandale Local Park's land area to allow for additional facilities to meet community needs.

Page 88: Modify the second and third bullets under "Recommendations" for the "Hillandale Community" section and add two new bullets as follows:

- Remove the Park Activity Building in Hillandale Local Park and repurpose parkland with facilities that are in demand, such as community open space and reconfigured play areas. The final program and park design will be determined through the currently funded Facility Plan.
- The paper street adjacent to Hillandale Local Park, Edgewater Parkway, should become part of the Park via abandonment, easement, or other agreement between M-NCPPC and the County.
- Pursue acquisition of the Hillandale Volunteer Fire Station site for purposes of expanding the area of Hillandale Local Park if the Fire Station relocates to a larger site and there is a willing seller.
- Consider acquiring land or an easement from the FRC property adjacent to Hillandale Local Park to allow for needed facilities such as an adult rectangular field.

Page 91: Add a new sentence at the end of the paragraph under the heading "Recommendation" as follows:

Explore co-locating a child care center with the new elementary school.

Page 91: Modify the fourth sentence of the first paragraph under the heading "Libraries" as follows:

[There are currently no plans for expansion or renovation of] The County Council encourages exploration of options to renovate or refurbish the White Oak Library.

Page 93: Add the following to the end of the page:

Cyber-infrastructure

An important component of the infrastructure and community facilities for the White Oak Science Gateway will be a high speed, highly reliable, highly secure communications fiber network connecting buildings inside the district and then connecting the district itself to major research centers in the region, across the country, and internationally.

Page 95: Delete the last paragraph in the "Overview" section as follows:

[In order to achieve the BRT service needed to support the development recommended in this Plan, all transportation impact taxes, TPAR transportation mitigation payments, and Transportation Management District (TMD) fees collected in this area should be utilized to implement BRT in the Fairland/White Oak and White Oak policy areas until the BRT routes are operational.]

Page 95: Insert after the section entitled "Sectional Map Amendment":

White Oak Redevelopment Office

This Plan recommends the creation of a redevelopment office or similar entity, which will work in coordination with the East County Regional Services Center.

The redevelopment office or similar entity would be tasked with branding, marketing, and recruitment for the new, unique opportunities this Plan is creating in White Oak to public and private sector entities across the country and around the world.

Pages 95-96: Replace the section on "Public Benefits in the CR Zone" as follows:

[Public Benefits in the CR Zone
The CR Zone has two development methods: standard and optional. The standard method allows up to 0.5 FAR in the CR Zone and up to 1.0 FAR in the CRT Zone and requires compliance with a specific set of development standards. The optional method allows for greater density and height but requires projects to provide public benefits to achieve the incentive density above the standard method density. The additional optional method density may be achieved through a series of incentive increases that can be combined to achieve the maximum allowable density. Public benefits provided under the optional method are drawn from among seven categories outlined in the Zoning Ordinance.

The following list of public benefits should be considered priorities during project development and review of optional method projects in the CR Zone within the boundaries of this Plan. This list is not mandatory nor does it preclude consideration of other benefits listed in the CR Zone to achieve the maximum permitted FAR. The requested benefits should be analyzed to make sure that they are the most suitable for a particular location, are consistent with the Plan's vision, and that they will satisfy the changing needs of the area over time. When selecting these benefits, the Planning Board should consider community needs as a determining factor.

- Major public facilities
  - Bus Rapid Transit
  - Bus circulator to connect centers to BRT stations
  - Elementary school
  - Parks and Trails
- Transit proximity
- Connectivity between uses, activities, and mobility options

- Trip mitigation
- Neighborhood Services
- Streetscape
- Way-finding

- Diversity of uses and activities
  - Affordable Housing
  - Dwelling Unit Mix
  - Care Centers
- Quality building and site design
  - Structured Parking
  - Public Open Space
- Protection and Enhancement of the Natural Environment
  - Energy Conservation and Generation
  - Tree Canopy]

Public Benefits in the CR Zone

The CR and CRT Zones have two development methods: standard and optional. The standard method allows a total density of up to 0.5 FAR in the CR zone and a total density of up to 1.0 FAR in the CRT zone and requires compliance with a specific set of development standards. The optional method allows for greater density and height, but requires projects to provide public benefits to achieve the incentive density above the standard method density. The additional optional method density may be achieved through a series of incentive increases that can be combined to achieve the maximum allowable density, subject to Planning Board approval.

Public benefits provided under the optional method must be drawn from among seven categories outlined in the Zoning Ordinance. Depending upon the zone and the proposed FAR, applicants must provide public benefits in a minimum number of the seven categories. While applicants for the optional method of development may propose any of the thirty-six (36) public benefits listed in Section 4.7.2 of the Zoning Ordinance, there are certain benefits that should be prioritized for this Plan area. These include the following:

- Provision of major public facilities, including but not limited to: Bus Rapid Transit; a bus circulator to connect centers and/or transit; conveyance of an acceptable site for (or construction of) a new public elementary school, fire station or library; and dedication of land for parks and trails.
- Connectivity and mobility, including but not limited to: transit access improvement and trip mitigation.
- Diversity of Uses and Activities, particularly care centers and affordable housing, including workforce housing.
- Quality building and site design, including but not limited to: structured parking, exceptional design, and the amenities listed on pages 89-90 to the extent they exceed the requirements of the zone.

This list of priorities does not preclude consideration of other public benefits, as listed in the Zoning Ordinance, to achieve the maximum permitted FAR. All public benefits requested by the developer will be analyzed to make sure they are the most suitable for the Plan area, that they are consistent with the Plan's vision, and that they satisfy the changing needs of the area over time.

Page 96: Add the following language before the "County Capital Improvements Program" section:

Trip Reduction Agreements

Through the 1990 *Trip Reduction Amendment to the 1981 Eastern Montgomery County Master Plan,* trip reduction restrictions were placed on certain properties in the Cherry Hill Road Employment Area. This Plan supports the removal of those restrictions so these property owners are not at a disadvantage relative to other developers in the area. Property owners who executed voluntary trip reduction agreements with the Planning Board may take action to have these restrictions removed from the land records.

Transportation Management District

A Transportation Management District (TMD) that matches the boundaries of this Plan should be created and funded as soon as practicable after the adoption of this Plan. A TMD would be the focus of programs and marketing to reduce the demand for roads and to promote pedestrian and bicycle access and safety. By so doing, this will help to reduce vehicular emissions, energy consumption, and noise levels. The TMD would also monitor transportation trends in White Oak, including the level of congestion on road links and intersections, transit ridership, residential cut-through traffic, and the progress in achieving the Plan's non-auto-driver mode share goals.

A White Oak TMD Advisory Committee comprised of residents and businesspersons—and staff as non-voting members—would meet regularly to provide input and feedback on programs addressing these goals. It would report its findings to the Executive and Council biennially. Should there appear to be a risk that the Plan's non-auto-driver mode share goals will not be met, the Executive and the White Oak TMD Advisory Committee must identify strategies to improve mode share or otherwise address traffic issues.

Page 96: Add the following text after the first paragraph under the "County Capital Improvements Program" section:

This Plan anticipates the development of a Bus Rapid Transit system to facilitate movement of people and provide alternatives to the automobile. The BRT system is expected to become operational on a time frame concurrent with the development in the Plan, facilitating a reduction in automobile traffic that would otherwise result from the new jobs and housing.

This Plan recommends that County and State agencies explore the full range of tools that might be available to fund the transportation infrastructure--especially the proposed BRT

routes that would serve the Plan area--needed to implement this Plan. Possible funding mechanisms that should be explored include Federal and State aid, a development district, a higher transportation impact tax, a special benefit assessment, or other innovative financing mechanisms, along with general obligation bond financing. This Plan anticipates that the Executive Branch will make recommendations to the County Council within 24 months following the adoption of this Plan, proposing one or more options in a comprehensive capital financing plan that could fund the full buildout of the Plan's transportation infrastructure.

Pages 96-97: Amend the paragraph that starts at the bottom as follows:

In the Plan area, priority should be given to [the following] these other CIP projects as well:

- [bus rapid transit]
- reconstructing the Old Columbia Pike bridge over the Paint Branch
- a new elementary school, if needed
- routes and facilities in the proposed bike and trail network, particularly the shared use loops in the Life Sciences/FDA Village Center and in the White Oak Center, including the proposed connection to FDA.

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft White Oak Science Gateway Master Plan (December 2013 Updated Version). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised to be consistent with the text.

This is a correct copy of Council action.

Linda M. Lauer

Linda M. Lauer, Clerk of the Council

County Council Presentation

White Oak Science Gateway Planning Board Draft Master Plan June 17, 2014

http://montgomeryplanning.org/community/wosg/index.shtm

Nancy Sturgeon, Lead Planner
www.nancy.sturgeon@montgomeryplanning.org

SEPTEMBER 2013

White Oak Science Gateway Master Plan

PLANNING BOARD DRAFT

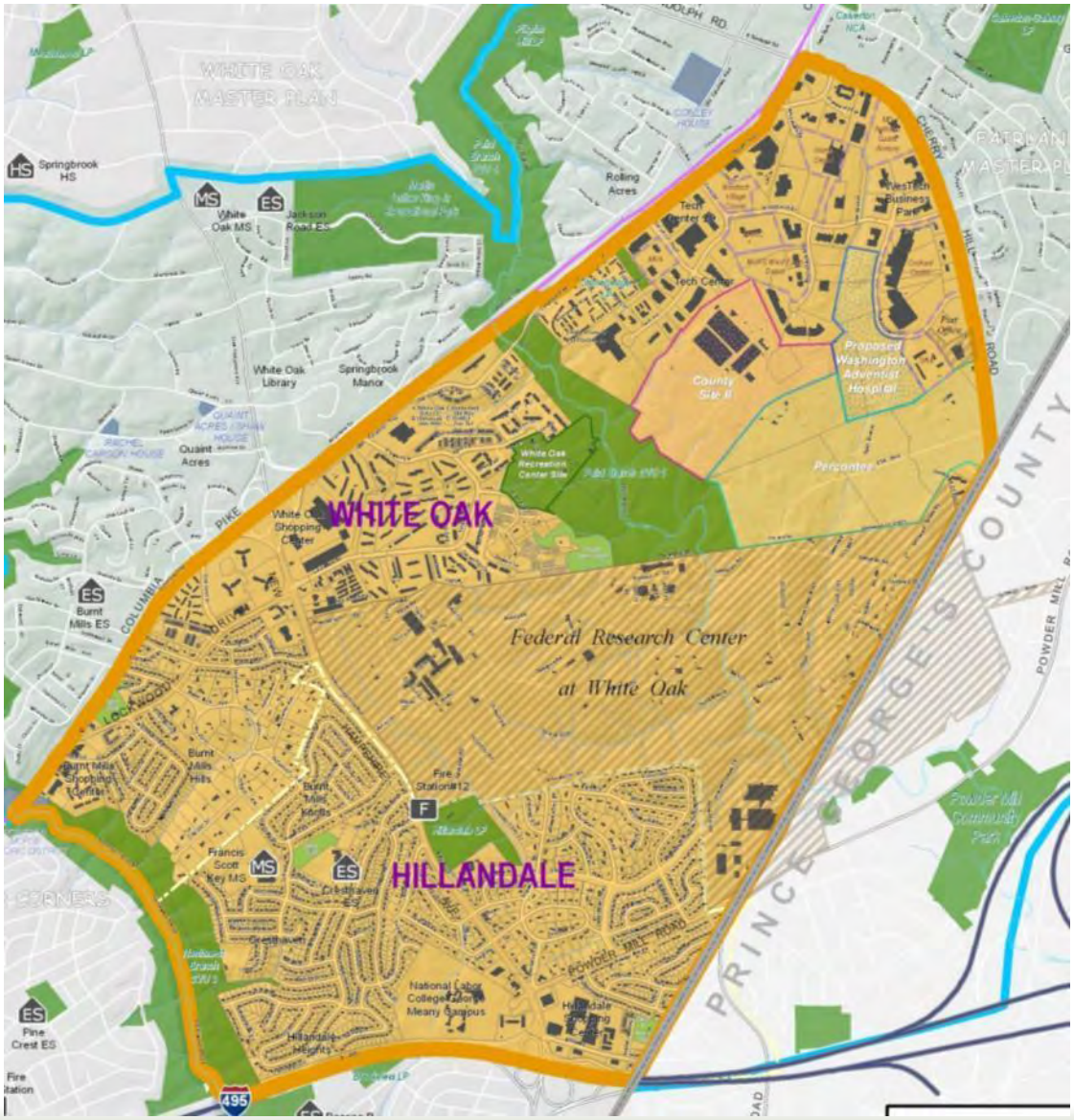
MONTGOMERY COUNTY PLANNING DEPARTMENT

White Oak Science Gateway Planning Board Draft Master Plan

Regional Context

White Oak Science Gateway Planning Board Draft Master Plan

Master Plan Boundaries



White Oak Science Gateway Planning Board Draft Master Plan

Overview of Master Plan Milestones

2011 - 2012

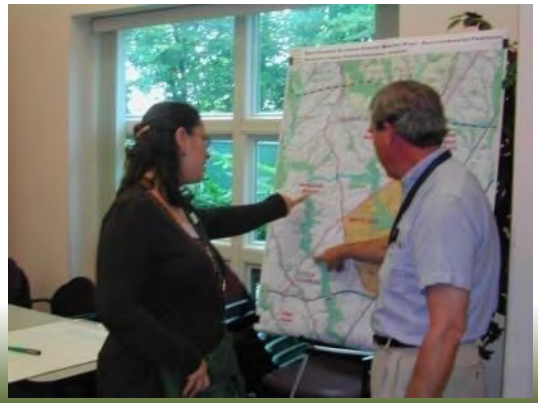
Scope of Work; Community Outreach: CAC Meetings, Forums
PAMR Transportation Modeling
Preliminary Recommendations Prepared and Presented

2013 TPAR Transportation Modeling
Staff Draft; Public Hearing Draft
Planning Board Draft Transmitted - September 2013
Planning Board Reconsideration/Worksessions
Revised Planning Board Draft Transmitted - December 2013

2014 Supplemental Transportation Modeling
Council Review; Zoning Implementation

White Oak Science Gateway Planning Board Draft Master Plan
Community Outreach

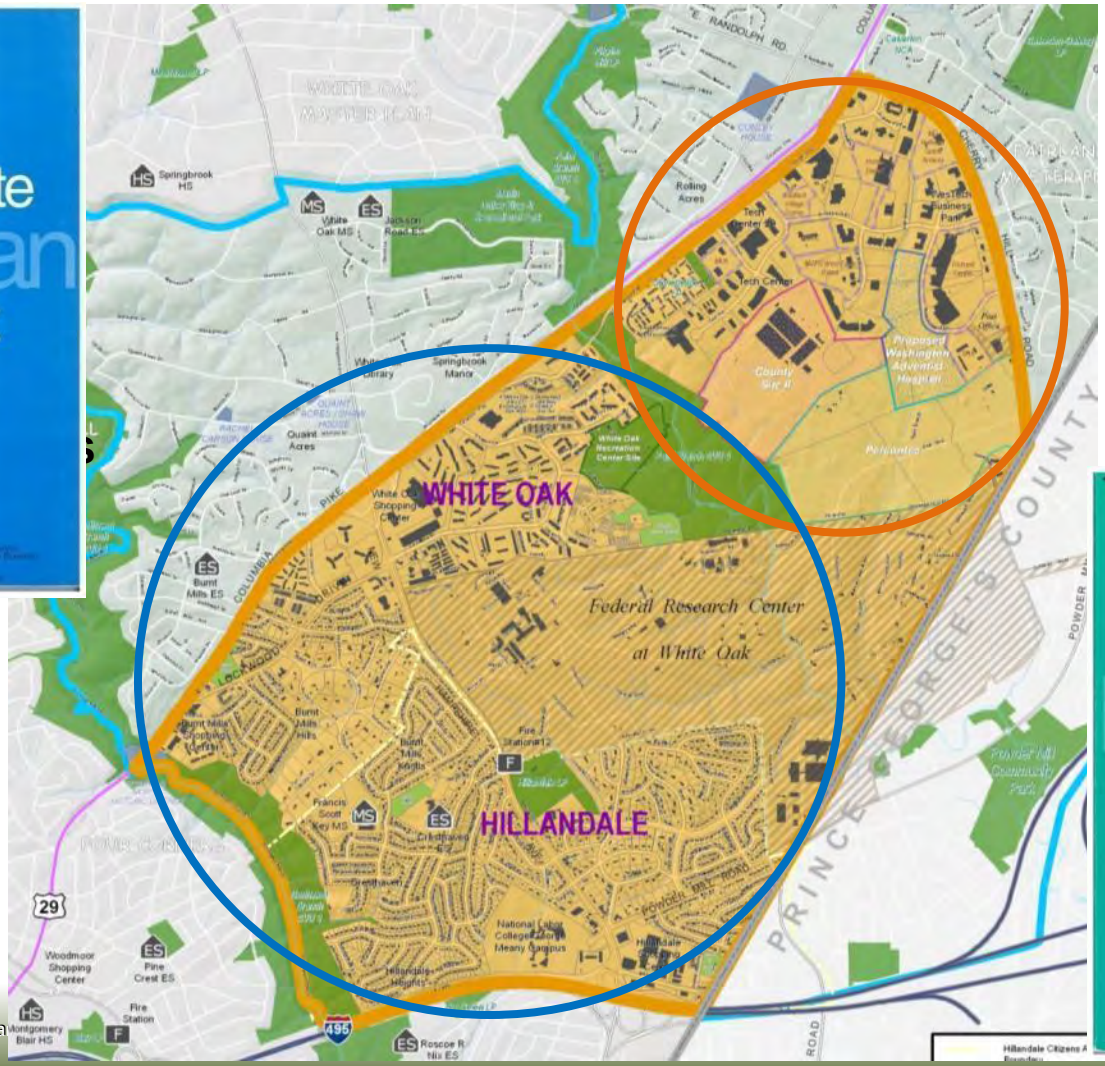
- 12 Citizens Advisory Committee (CAC) Meetings April 2011 - July 2012
- 25 meetings with Civic Associations/Organizations
- 4 Community Forums
- Planning Board Public Hearing and 10 worksessions
- Questionnaire to solicit community input
- Inform community of meetings and information via e-mail contact list
- Post Plan progress and information on our website:
  http://montgomeryplanning.org/community/wosg/index.shtm



White Oak Science Gateway Planning Board Draft Master Plan

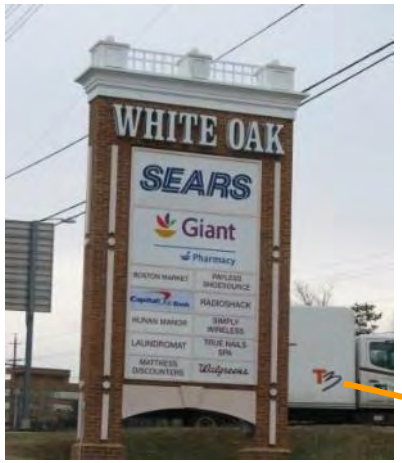
1997 Master Plans

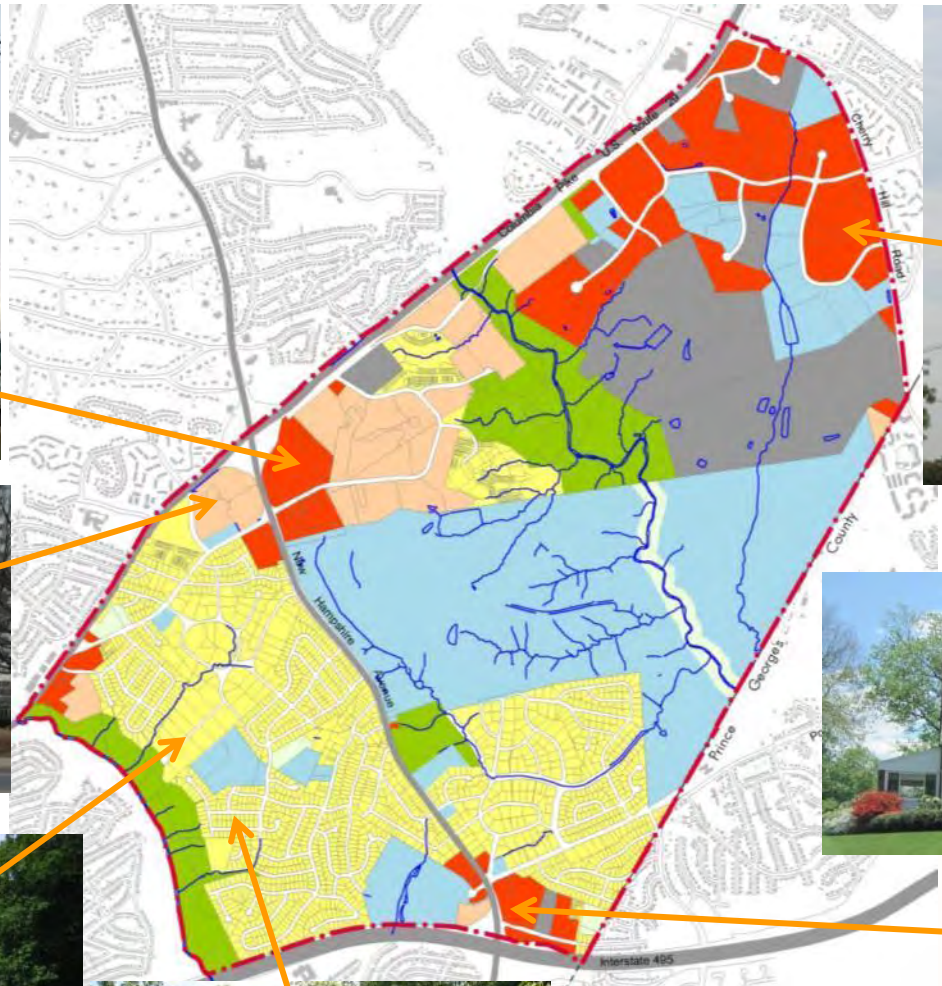
WOSG Master Plan covers 3,000 acres

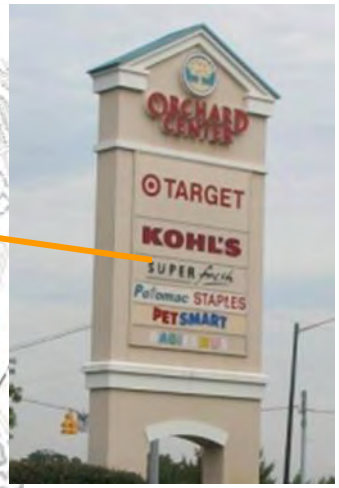


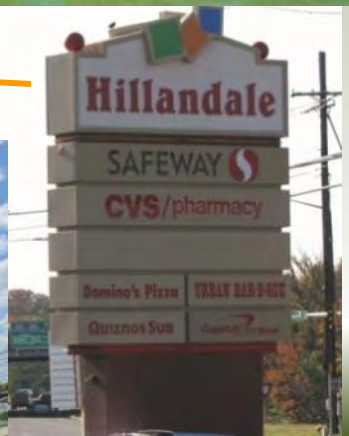
White Oak Science Gateway Planning Board Draft Master Plan

Existing Land Uses









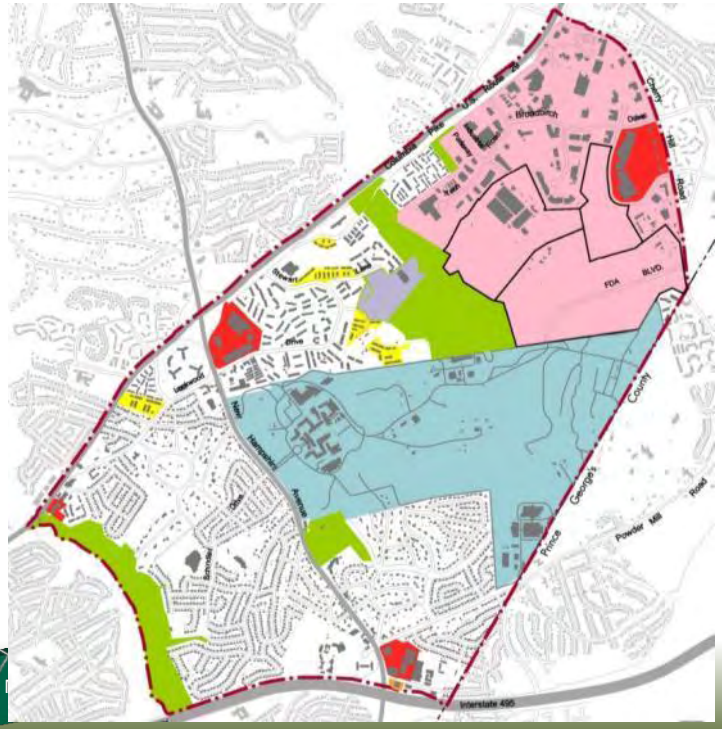
White Oak Science Gateway Planning Board Draft Master Plan

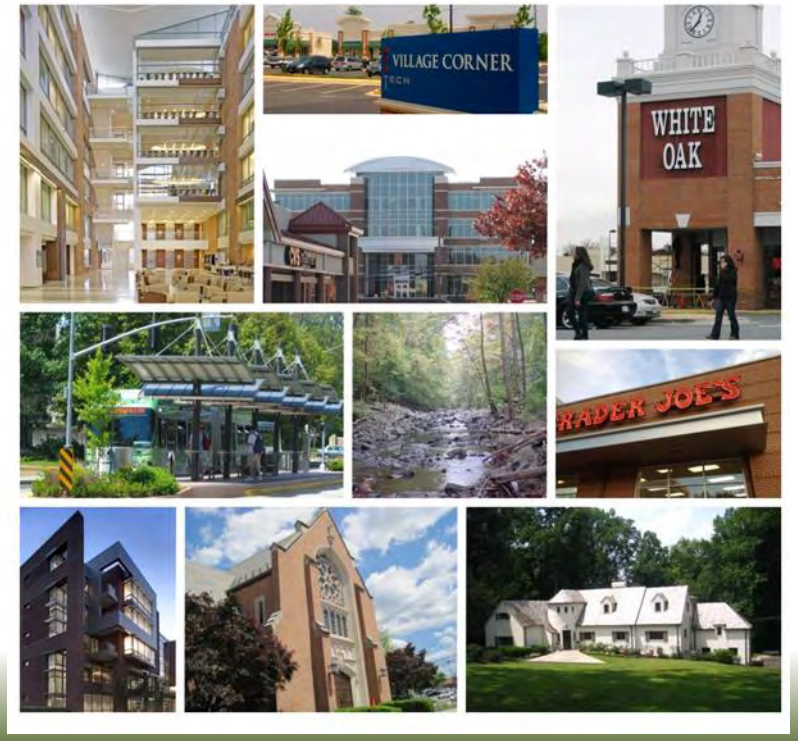
Development Activity

White Oak Science Gateway Planning Board Draft Master Plan

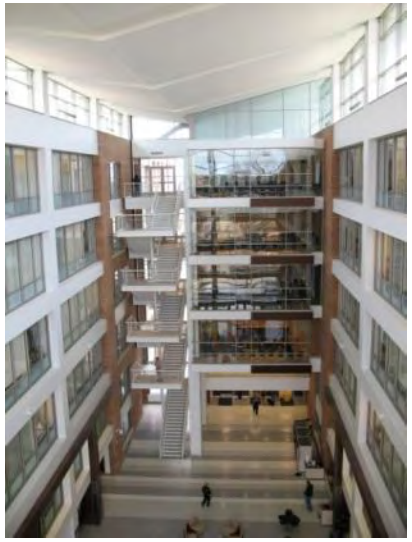
Reasons for Doing this Plan

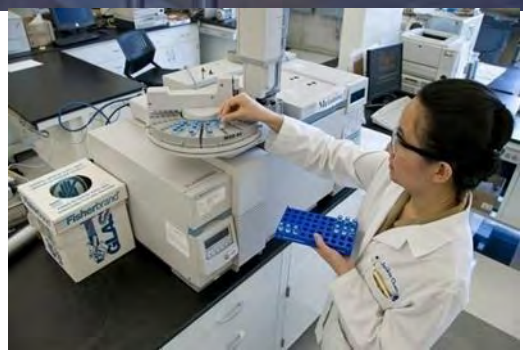
- FDA - catalyst for new development
- Synergies between FDA, Washington Adventist Hospital, others
- Provide more employment opportunities in the Eastern County
- Implement the County's vision to create an East County Life Sciences Center
- Revitalize older centers into new mixed use developments





White Oak Science Gateway Planning Board Draft Master Plan
FDA Headquarters at White Oak Federal Research Center





White Oak Science Gateway Planning Board Draft Master Plan
FDA Headquarters at White Oak Federal Research Center

MONTGO

Construction Started in 2001

Campus has 4.5 million square feet
Planned for 6 million square feet

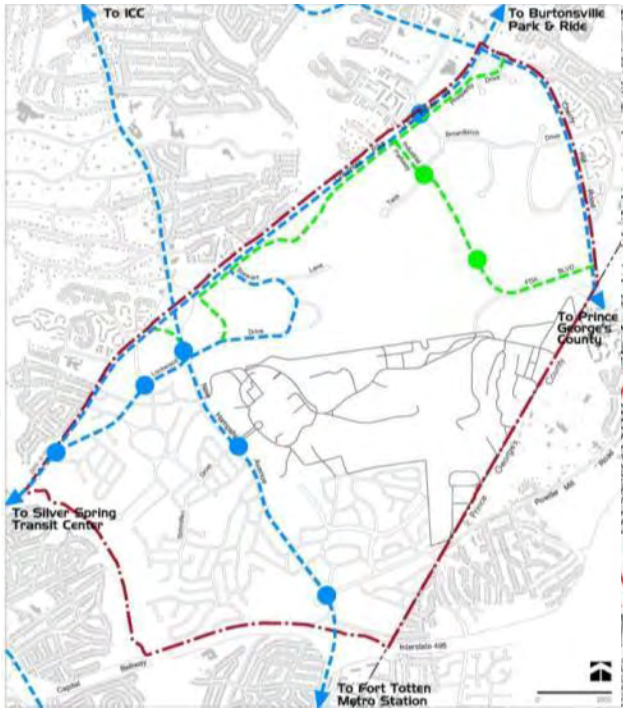
5,500 employees currently
2,600 employees in May 2014
8,100

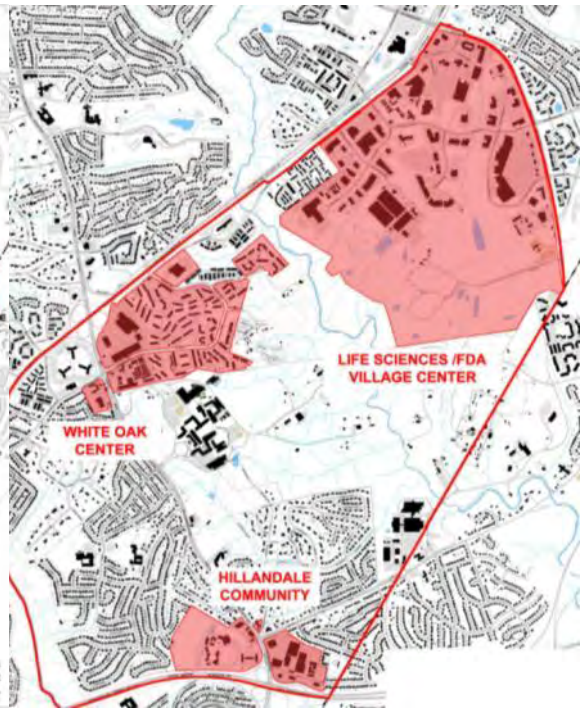
9,000 employees at build-out per
FDA Campus Master Plan

White Oak Science Gateway Planning Board Draft Master Plan

Development of the Master Plan

- Worked with CAC and larger community to envision the future
- Focused on three centers: Life Sciences/FDA Village, White Oak, Hillandale
- Asked commercial property owners – what will work for reinvestment?
- Devised land use scenario based on stakeholder input
- Assumed BRT as critical to Plan's Implementation



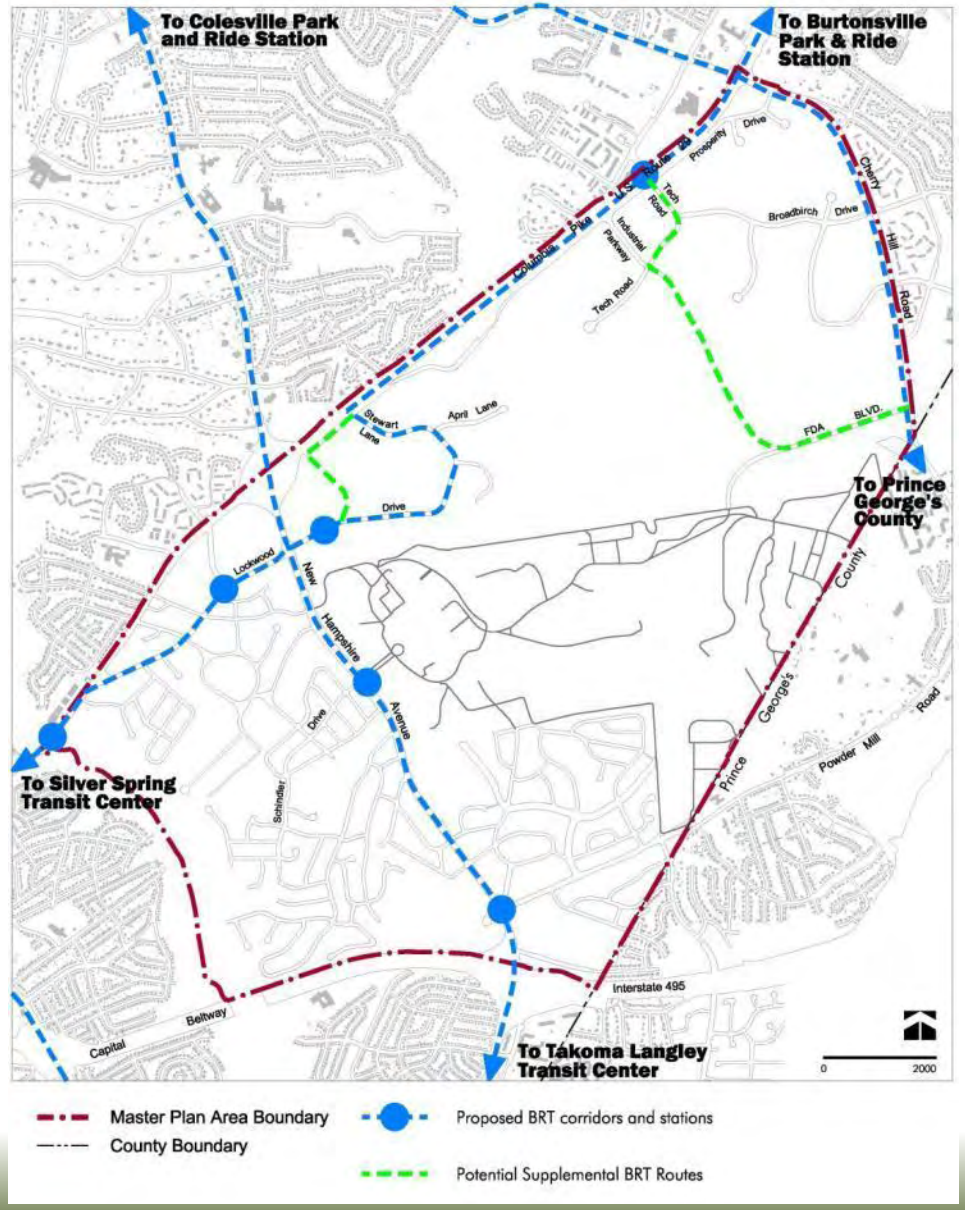


White Oak Science Gateway Planning Board Draft Master Plan

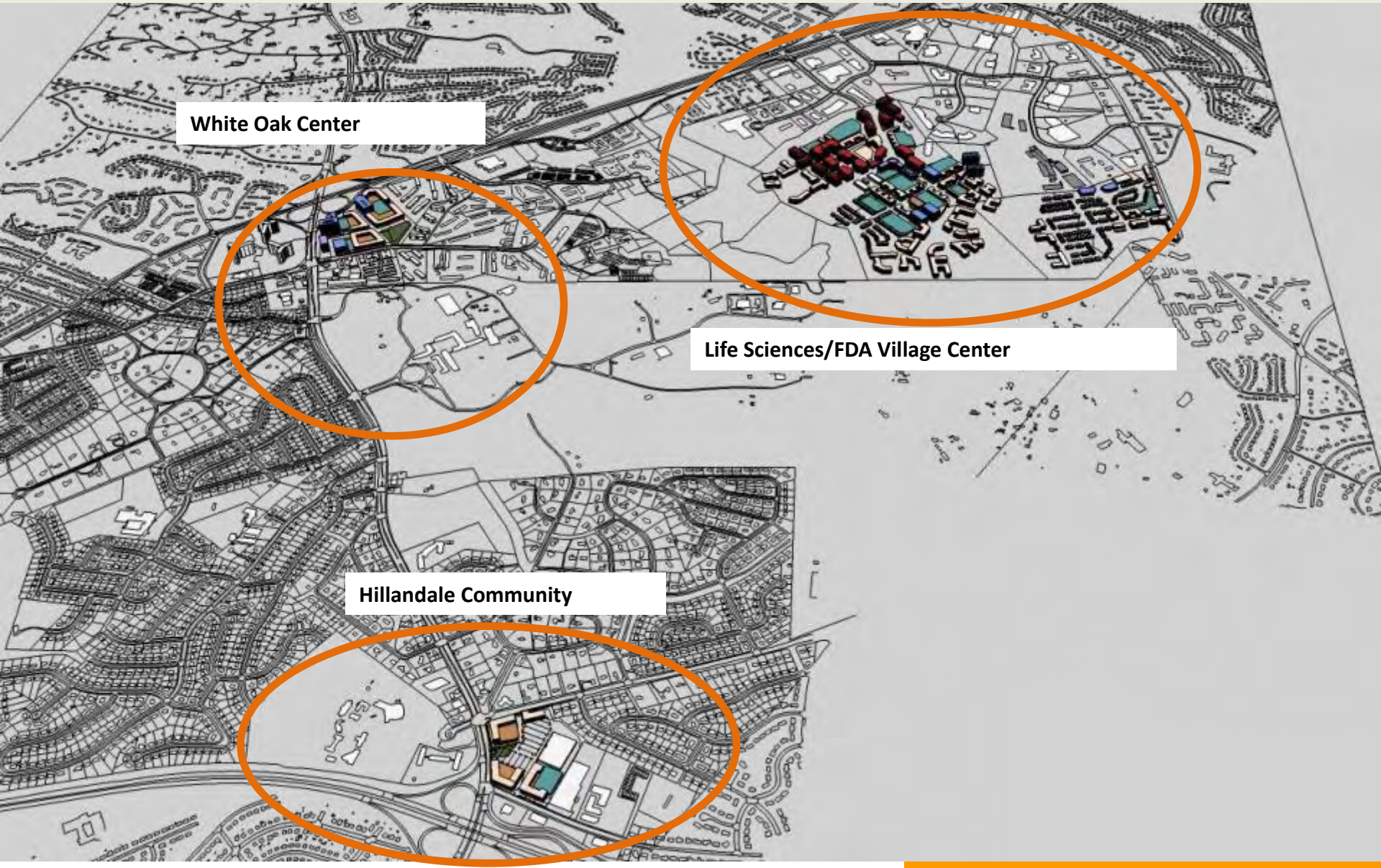
Bus Rapid Transit Corridors

A Bus Rapid Transit system is essential to achieve the vision of this Master Plan.

Improving transit service within existing corridors is intended to reduce congestion and reliance on automobiles while improving transportation capacity and meeting demands for existing and future land uses.
(WOSG Master Plan, page 20)



White Oak Science Gateway Planning Board Draft Master Plan

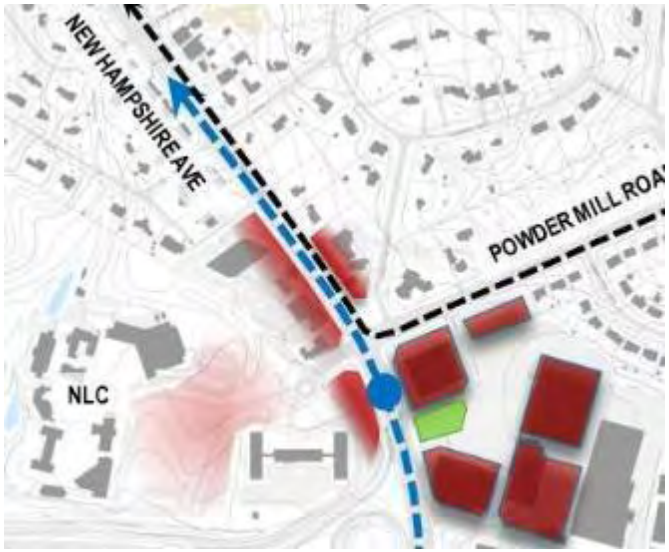


overall illustrative

** illustratives are for analysis only – **not** intended as development recommendations*

White Oak Science Gateway Planning Board Draft Master Plan

White Oak/FDA Center



Hillandale Community

North White Oak/Cherry Hill Center

Image: Mixed-use Business Center

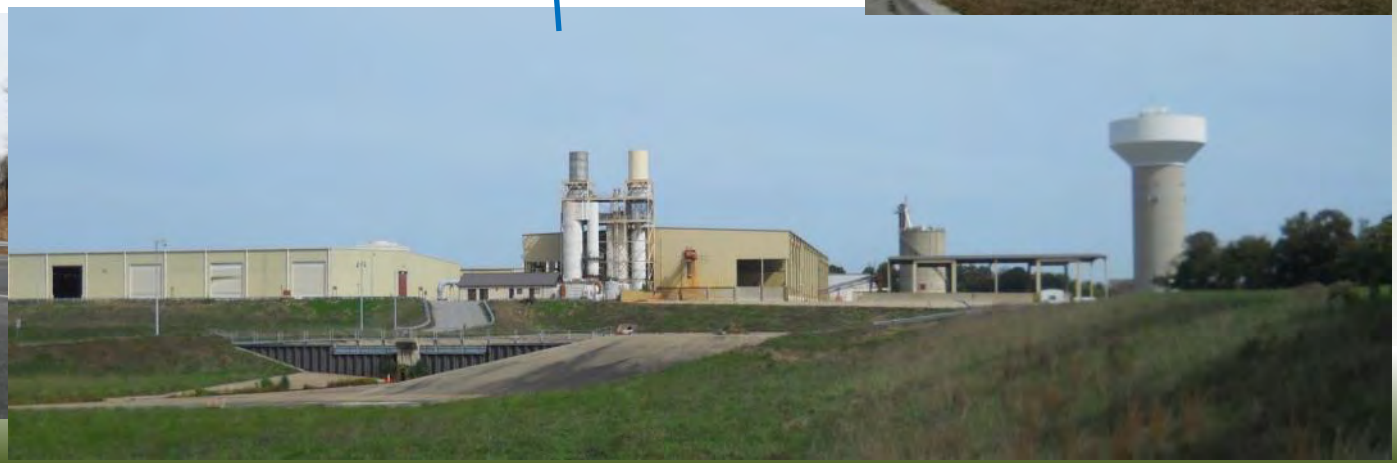
Image: Village Center

Image: Mixed-Use Science Campus

** Illustrative is for analysis only – **not** intended as development recommendations*

White Oak Science Gateway Planning Board Draft Master Plan

New Development Potential:
Site 2, Percontee, Washington Adventist Hospital



White Oak Science Gateway Planning Board Draft Master Plan

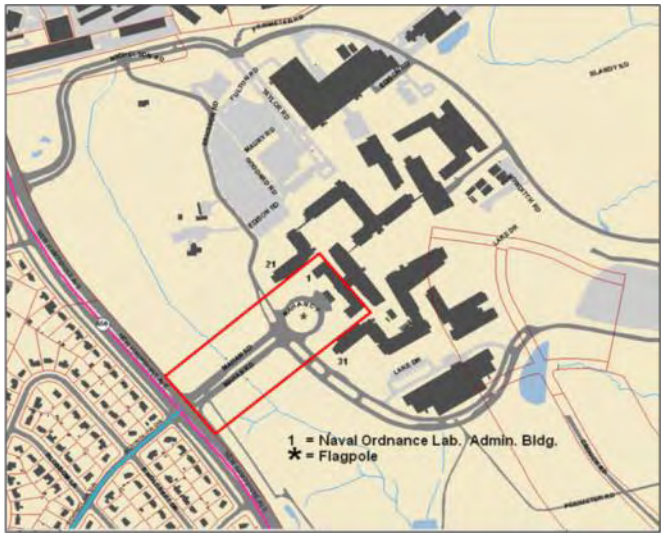
Vision

- Sets the stage for a future that takes optimal advantage of the area's strong assets, capitalizing on the FDA
- Envisions the Centers – Life Sciences/FDA Village, White Oak, Hillandale - evolving from conventional suburban locales into vibrant, transit-served, mixed-use nodes connected by transit, trails, and bikeways
- Includes a major, new mixed-use community on 300 acres in the Life Sciences/FDA Village Center (Percontee/Site 2)
- Provides a blueprint that encourages reinvestment and creates opportunities to live-work-play locally

White Oak Science Gateway Planning Board Draft Master Plan
Historic Resource Recommendation

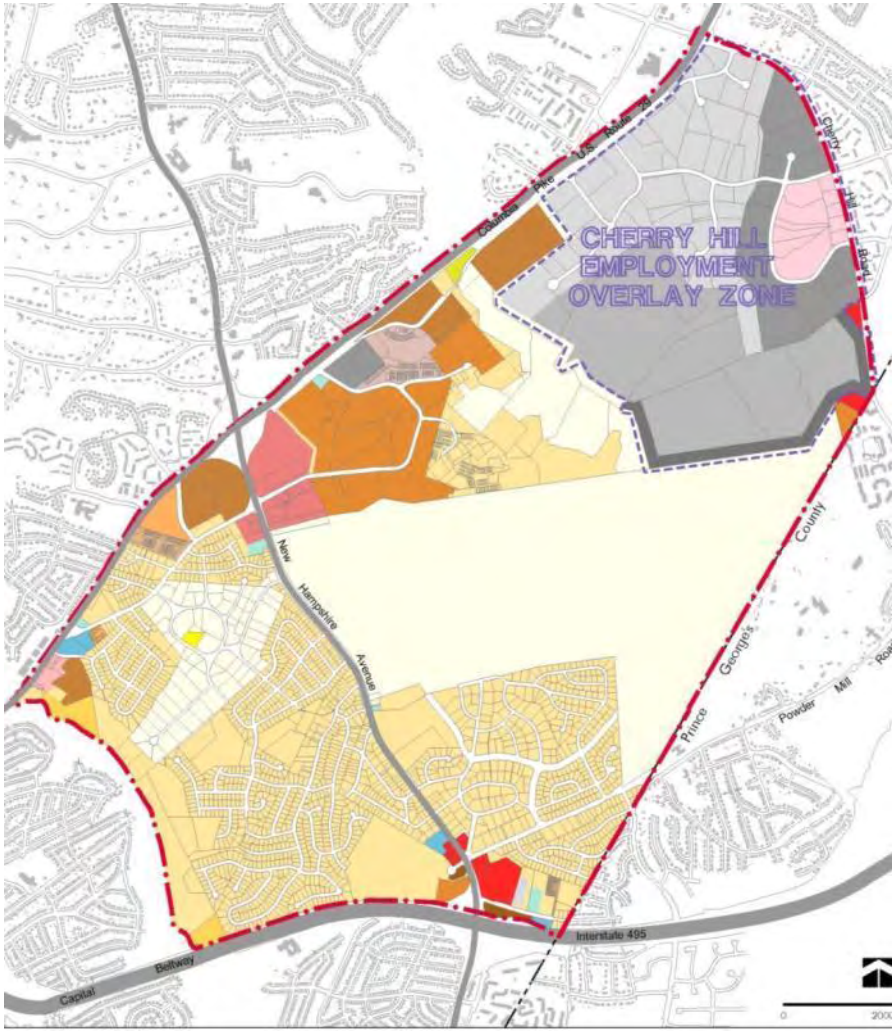
Site Recommended to be added to the Locational Atlas and Designated in the *Master Plan for Historic Preservation:*

Naval Ordnance Laboratory
Administration Building (#33-25)
10903 New Hampshire Avenue

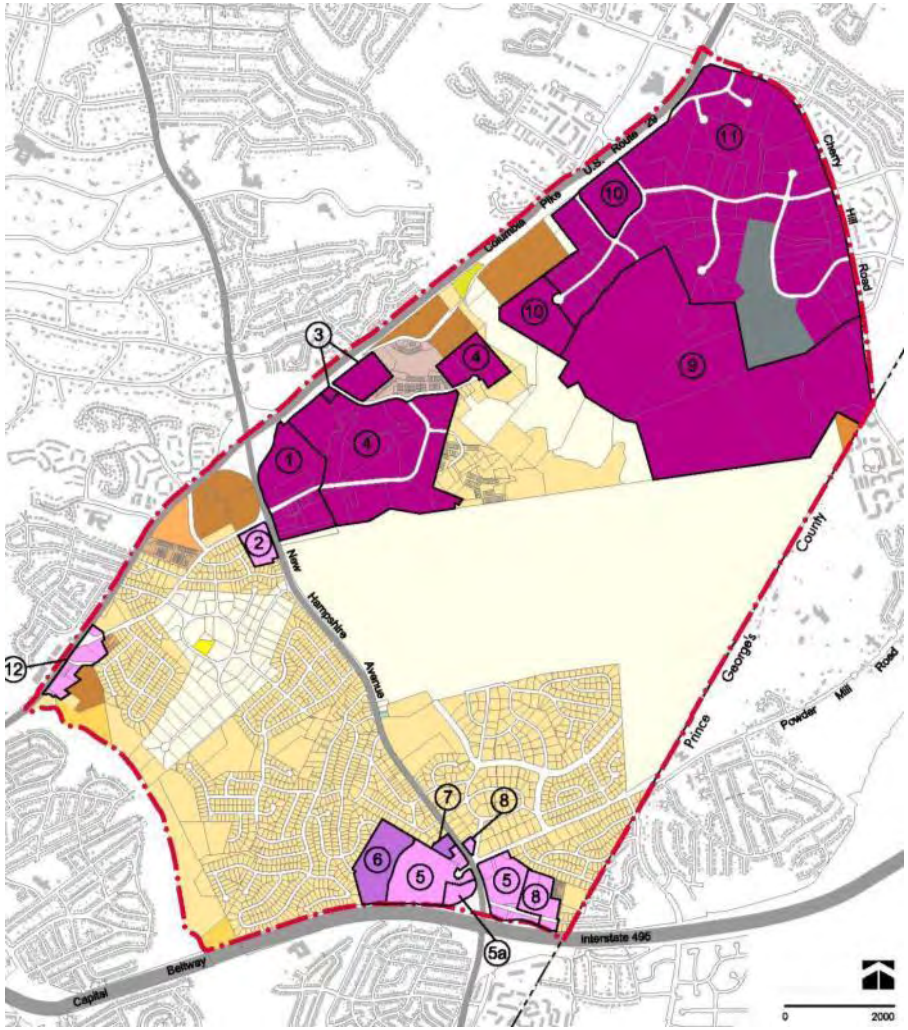


White Oak Science Gateway Planning Board Draft Master Plan

Existing Zoning



Proposed Zoning



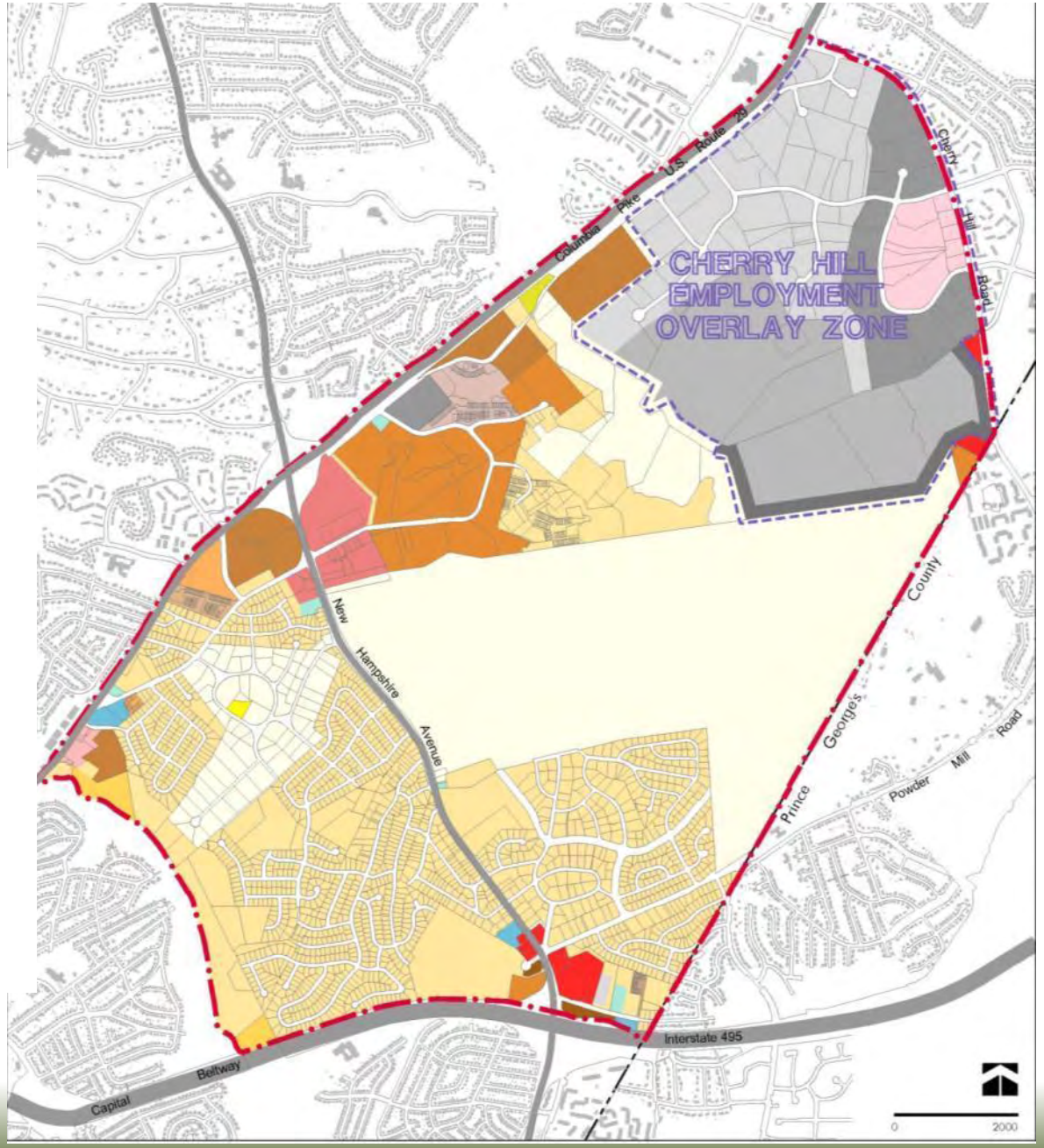
MONTGOMERY COUNTY PLANNING DEPARTMENT

White Oak Science Gateway Planning Board Draft Master Plan

Existing Zoning

- Master Plan Area Boundary
- County Boundary
- Overlay Zone Boundary

RE-2	Residential Estate, 2 Acres
RE-1	Residential Estate, 1 Acre
R-200	Residential Estate, 1 Acre
R-90	One-Family Detached Restricted Residential
R-60	One-Family Detached Residential
RT-6	Residential, Town House
RT-8	Residential, Town House
RT-10	Residential, Town House
RT-12.5	Residential, Town House
R-20	Multiple-Family Medium-Density Residential
R-H	Multiple-Family High-Rise Planned Residential
O-M	Office Building, Moderate Intensity
C-O	Commercial, Office Building
C-T	Commercial, Transitional
C-1	Convenience Commercial
C-2	General Commercial
C-4	Limited Commercial
C-6	Low-Density, Regional Commercial
I-1	Light Industrial
I-2	Heavy Industrial
I-3	Technology and Business Park
I-4	Low Intensity, Light Industrial

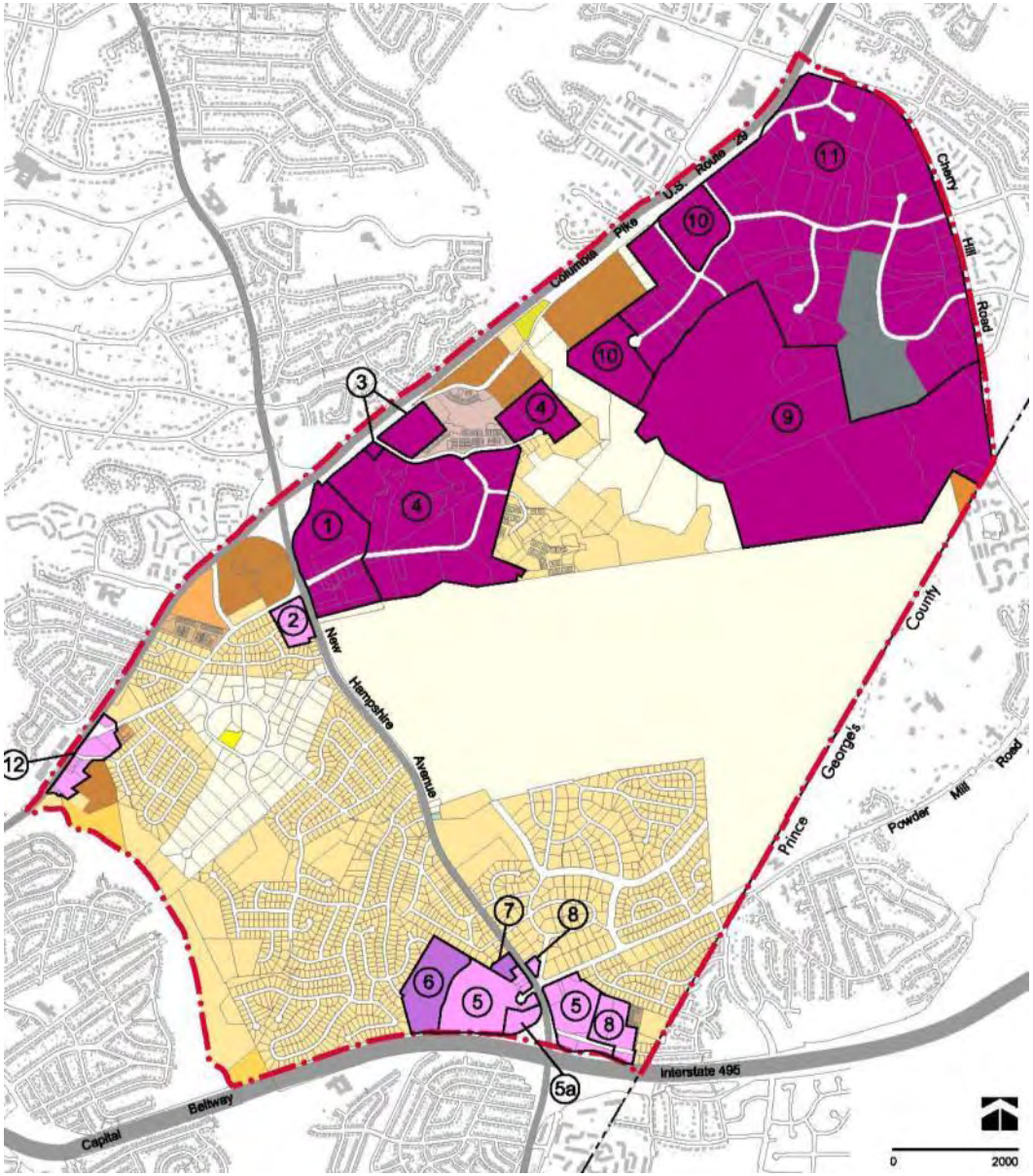


White Oak Science Gateway Planning Board Draft Master Plan

Proposed Zoning

CR	Commercial Residential			
1	CR-2.5	C-1.5	R-1.5	H-200
3	CR-1.0	C-1.0	R-0.75	H-65
4	CR-1.5	C-0.25	R-1.5	H-75
9	CR-1.0	C-1.0	R-0.50	H-220
10	CR-1.0	C-0.75	R-0.75	H-75
11	CR-0.75	C-0.75	R-0.25	H-75
CRT	Commercial Residential Town			
2	CRT-1.5	C-1.5	R-0.75	H-60
8	CRT-1.0	C-0.75	R-0.75	H-45
5	CRT-1.5	C-1.0	R-1.0	H-75
5a	CRT-1.75	C-0.5	R-1.5	H-85
12	CRT-0.75	C-0.5	R-0.25	H-45
CRN	Commercial Residential Neighborhood			
6	CRN-0.25	C-0.0	R-0.25	H-45
7	CRN-1.0	C-0.75	R-0.75	H-45

RE-2	Residential Estate, 2 Acres
RE-1	Residential Estate, 1 Acre
R-200	Residential Estate, 1 Acre
R-90	One-Family Detached Restricted Residential
R-60	One-Family Detached Residential
RT-6	Residential, Town House
RT-8	Residential, Town House
RT-10	Residential, Town House
RT-12.5	Residential, Town House
R-20	Multiple-Family Medium-Density Residential
R-H	Multiple-Family High-Rise Planned Residential
LSC	Life Sciences Center



White Oak Science Gateway Planning Board Draft Master Plan

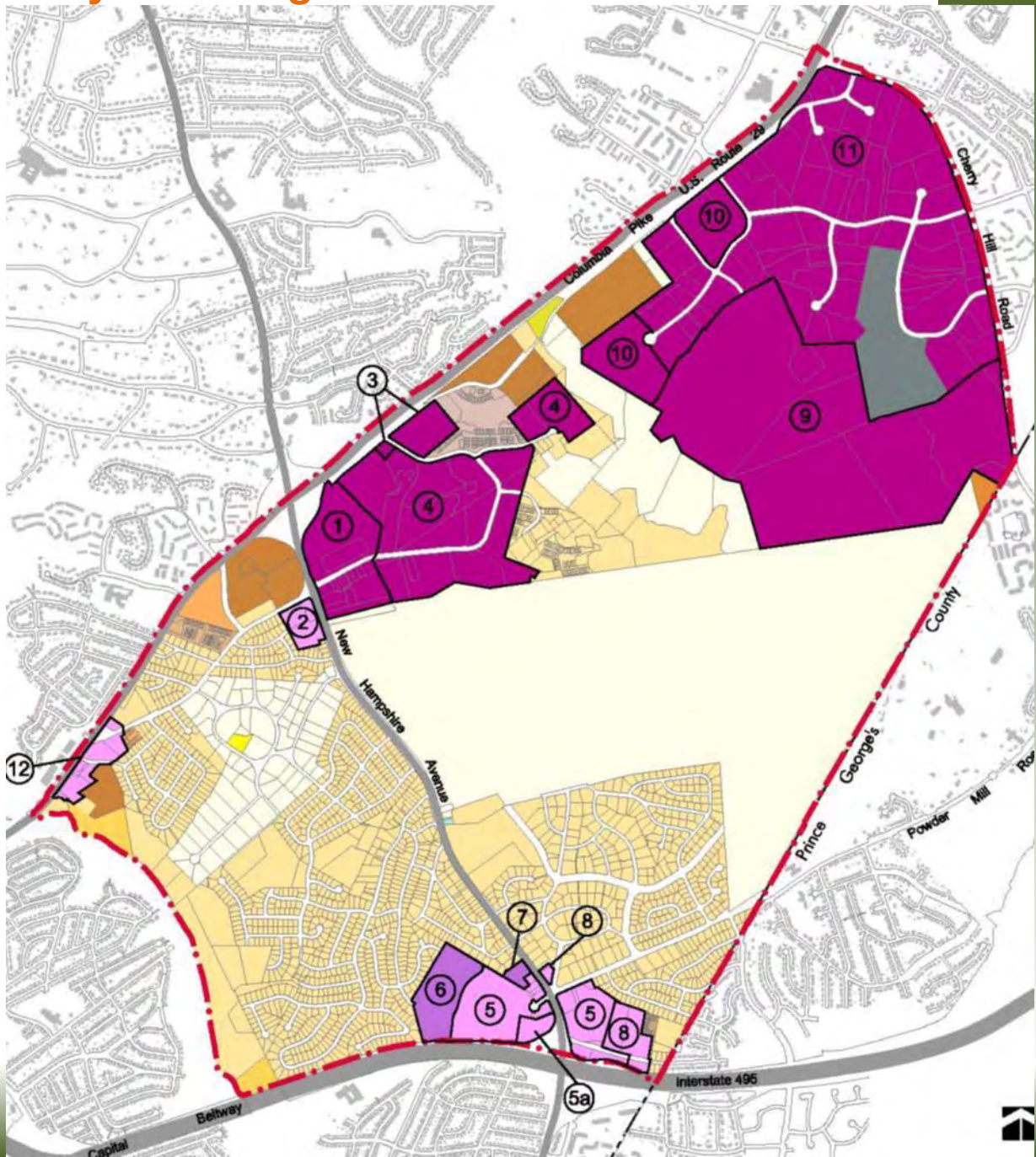
Proposed Zoning: CR Zones

for commercially zoned property and some multi-family zoned

CR	**Commercial Residential**			
1	CR-2.5	C-1.5	R-1.5	H-200
3	CR-1.0	C-1.0	R-0.75	H-65
4	CR-1.5	C-0.25	R-1.5	H-75
9	CR-1.0	C-1.0	R-0.50	H-220
10	CR-1.0	C-0.75	R-0.75	H-75
11	CR-0.75	C-0.75	R-0.25	H-75
CRT	**Commercial Residential Town**			
2	CRT-1.5	C-1.5	R-0.75	H-60
8	CRT-1.0	C-0.75	R-0.75	H-45
5	CRT-1.5	C-1.0	R-1.0	H-75
5a	CRT-1.75	C-0.5	R-1.5	H-85
12	CRT-0.75	C-0.5	R-0.25	H-45
CRN	**Commercial Residential Neighborhood**			
6	CRN-0.25	C-0.0	R-0.25	H-45
7	CRN-1.0	C-0.75	R-0.75	H-45

Current Zones retained for:

- Single-Family (R-90; RE-2)
- Townhouse (RTs)
- Multi-family (R-H)



White Oak Science Gateway Planning Board Draft Master Plan
Overview of Existing and Potential Development

	Existing	Existing & Approved	2040 COG (adjusted)	2012 Master Plan Scenario*
Commercial (sf)	11,187,298	12,000,000	15,854,064	25,434,851
Single-Family dus	2,260	2,260	2,404	2,785
Multi-Family dus	4,858	4,858	5,194	12,903
Total Dwelling Units	7,118	7,118	7,598	15,688
Jobs	27,688	31,168	40,063	70,312
Plan Area J/H ratio	3.8/1	4.3/1	5.2/1	4.4/1

*Reflects densities from February 2012 traffic modeling; does not reflect the maximum potential densities allowed by the Plan's full recommended zoning. (September 2013 Planning Board Draft; page 98)

RECOMMENDATIONS

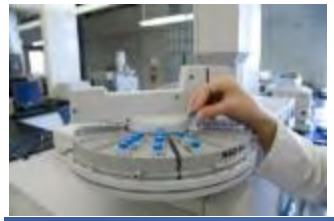
FOR THE

WHITE OAK CENTER

White Oak Center

White Oak Science Gateway Planning Board Draft Master Plan

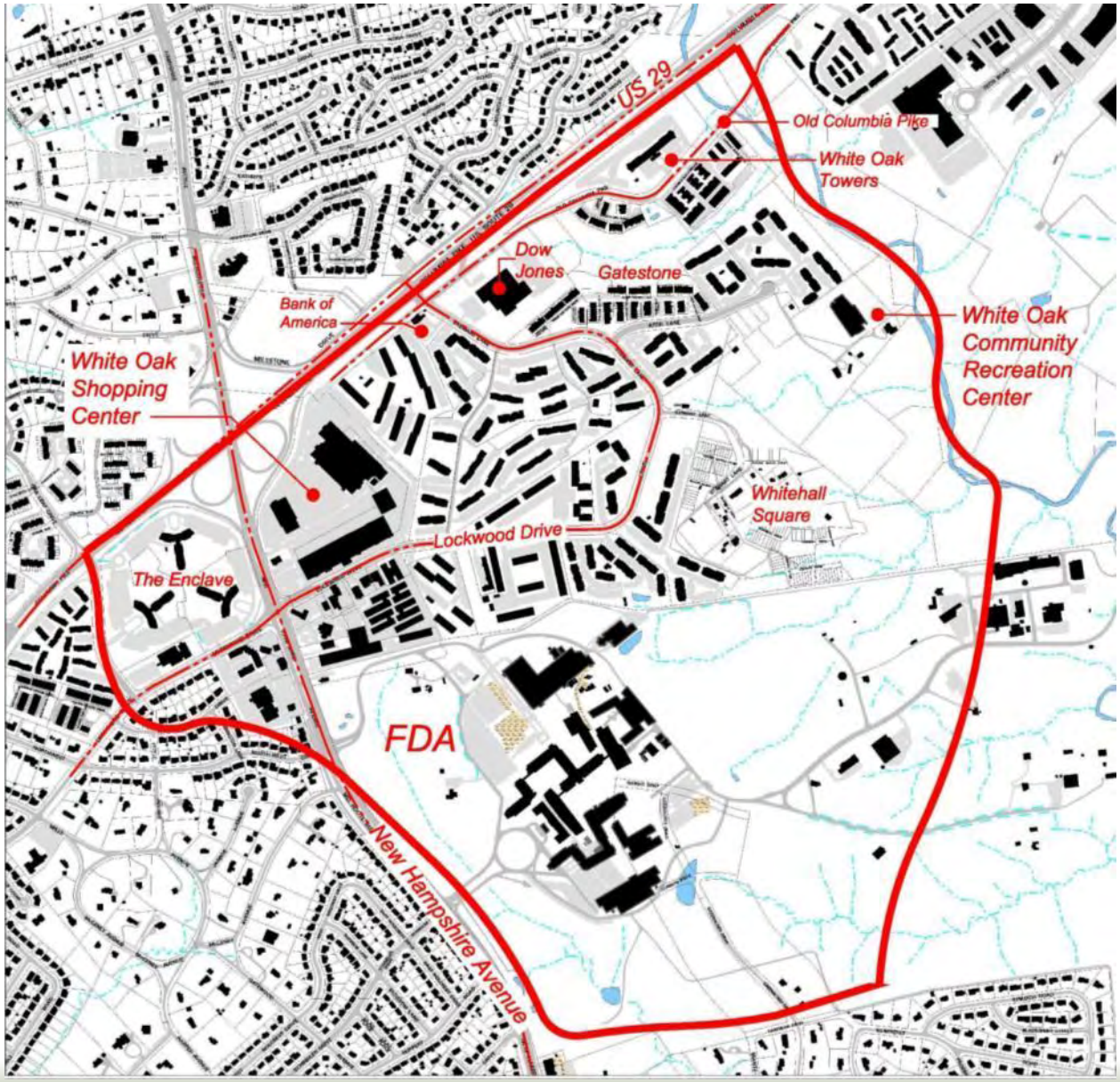
Food and Drug Administration (FDA) Headquarters at White Oak Federal Research Center (FRC)



MONTGOMERY COUNTY PLANNING DEPARTMENT

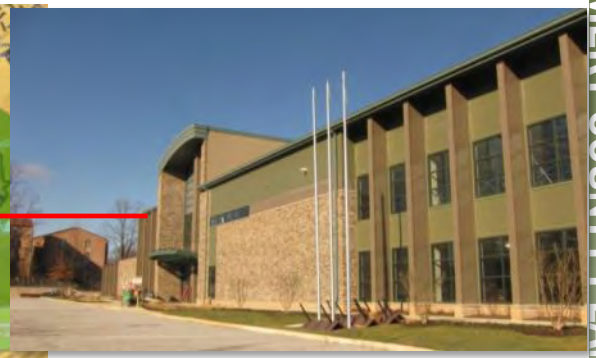
White Oak Science Gateway Planning Board Draft Master Plan

White Oak Center: Existing Land Uses



White Oak Science Gateway Planning Board Draft Master Plan

White Oak Center: Existing Land Uses

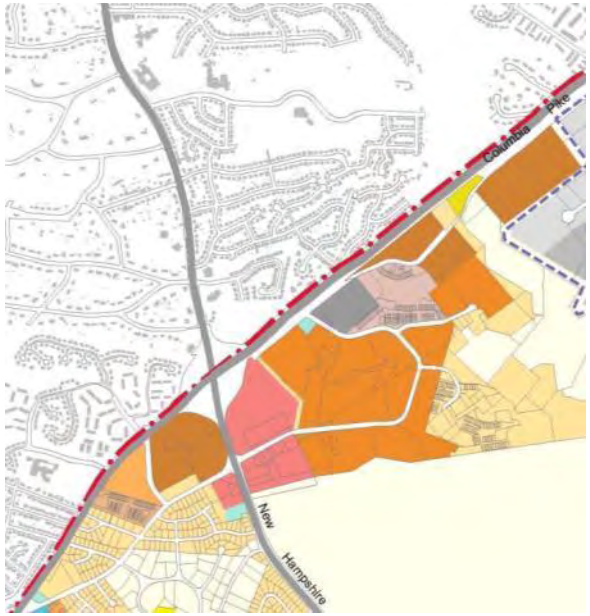


White Oak Science Gateway Planning Board Draft Master Plan

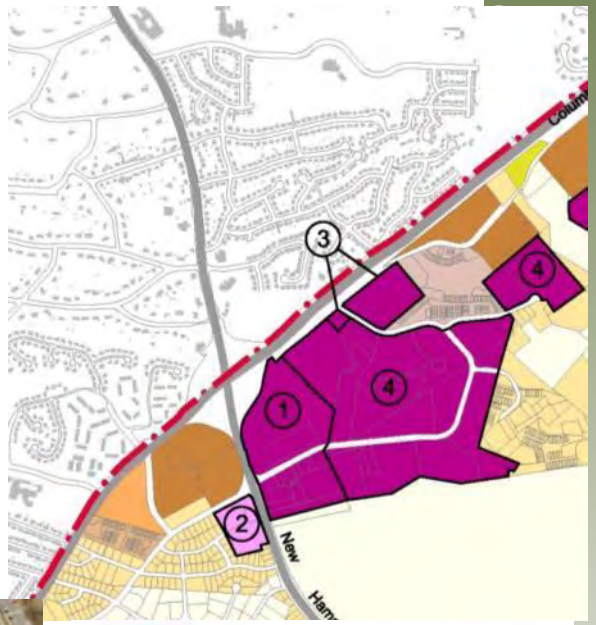
White Oak Center Zoning Recommendations

MONTGOMERY

Existing Zoning



Proposed Zoning



R-20	Multiple-Family Medium-Density Residential
R-H	Multiple-Family High-Rise Planned Residential
O-M	Office Building, Moderate Intensity
C-O	Commercial, Office Building
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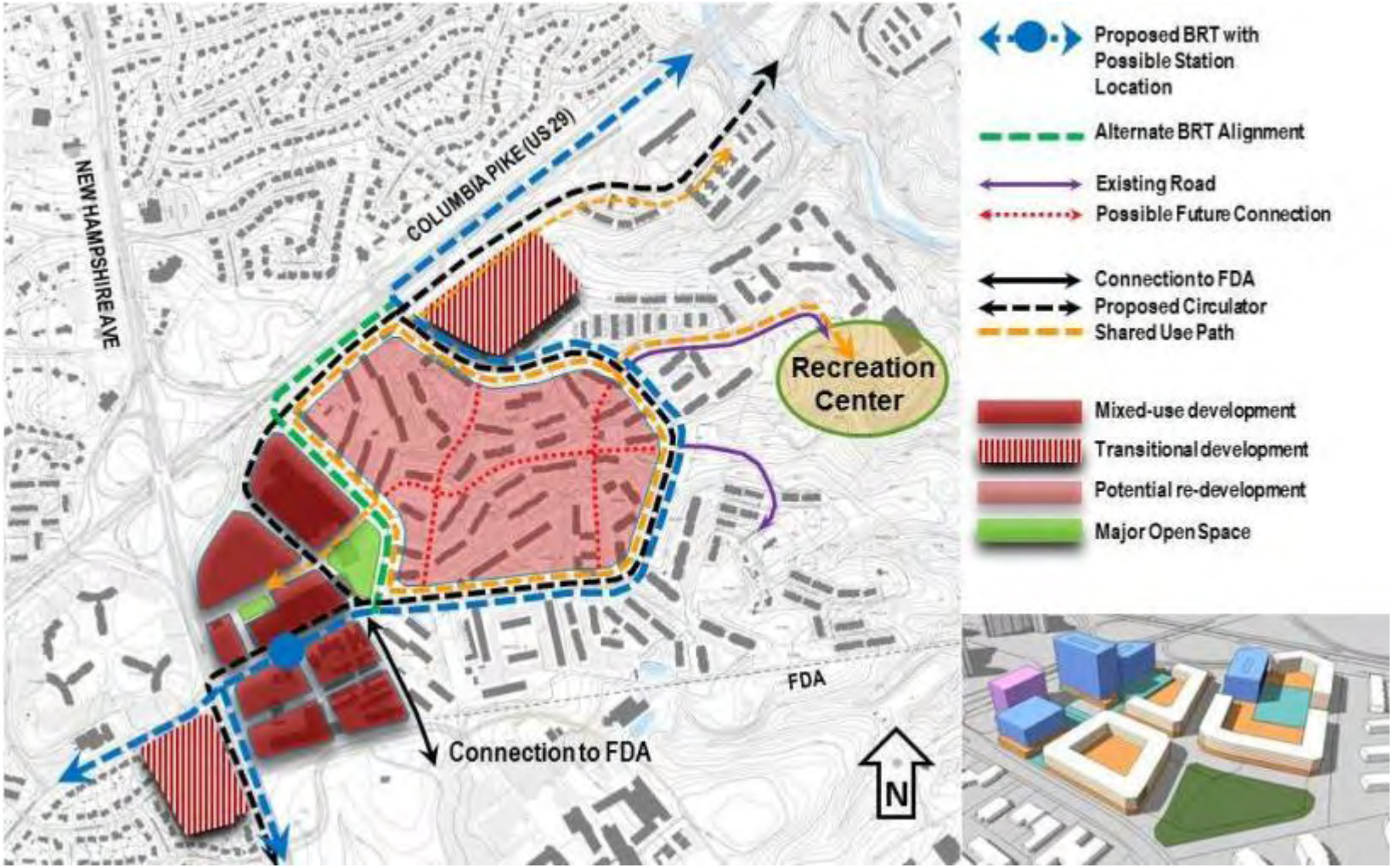
I-1	Light Industrial
I-2	Heavy Industrial
I-3	Technology and Business Park

CR	Commercial Residential			
1	CR-2.5	C-1.5	R-1.5	H-200
3	CR-1.0	C-1.0	R-0.75	H-65
4	CR-1.5	C-0.25	R-1.5	H-75
CRT	Commercial Residential Town			
2	CRT-1.5	C-1.5	R-0.75	H-60

White Oak Science Gateway Planning Board Draft Master Plan

White Oak Center Illustrative Concept



RECOMMENDATIONS

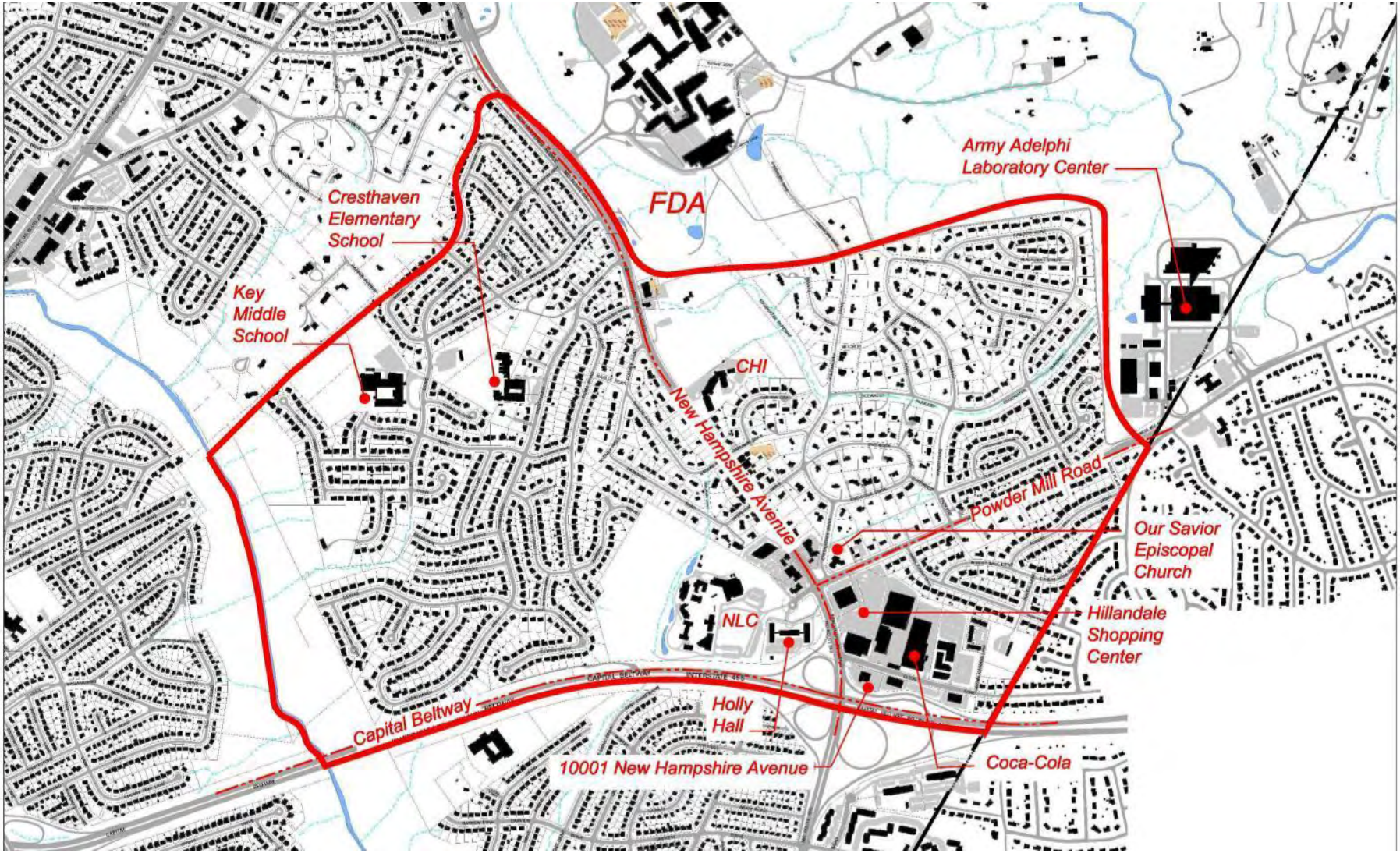
FOR THE

HILLANDALE COMMUNITY

Hillandale Community

White Oak Science Gateway Planning Board Draft Master Plan

Hillandale Community: Existing Land Uses



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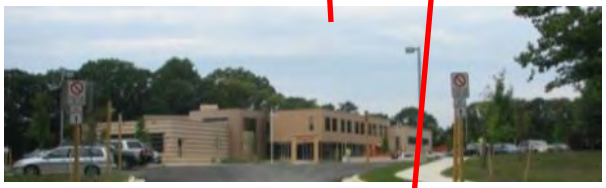
Hillandale Community

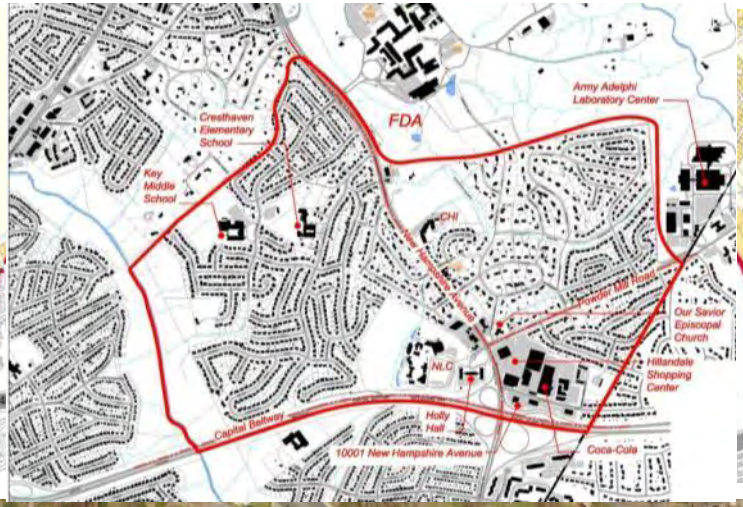


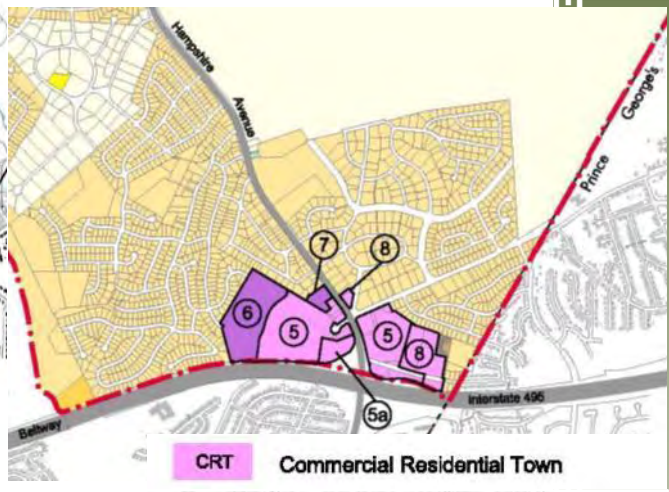
White Oak Science Gateway Planning Board Draft Master Plan
Hillandale Zoning Recommendations

MONTGOME

Existing Zoning

Proposed Zoning





R-20
R-H
O-M
C-O
C-T
C-1
C-2

CRT	Commercial Residential Town			
8	CRT-1.0	C-0.75	R-0.75	H-45
5	CRT-1.5	C-1.0	R-1.0	H-75
5a	CRT-1.75	C-0.5	R-1.5	H-85
12	CRT-0.75	C-0.5	R-0.25	H-45

CRN	Commercial Residential Neighborhood			
6	CRN-0.25	C-0.0	R-0.25	H-45
7	CRN-1.0	C-0.75	R-0.75	H-45

White Oak Science Gateway Planning Board Draft Master Plan

Hillandale Community Illustrative Concept

RECOMMENDATIONS

FOR THE

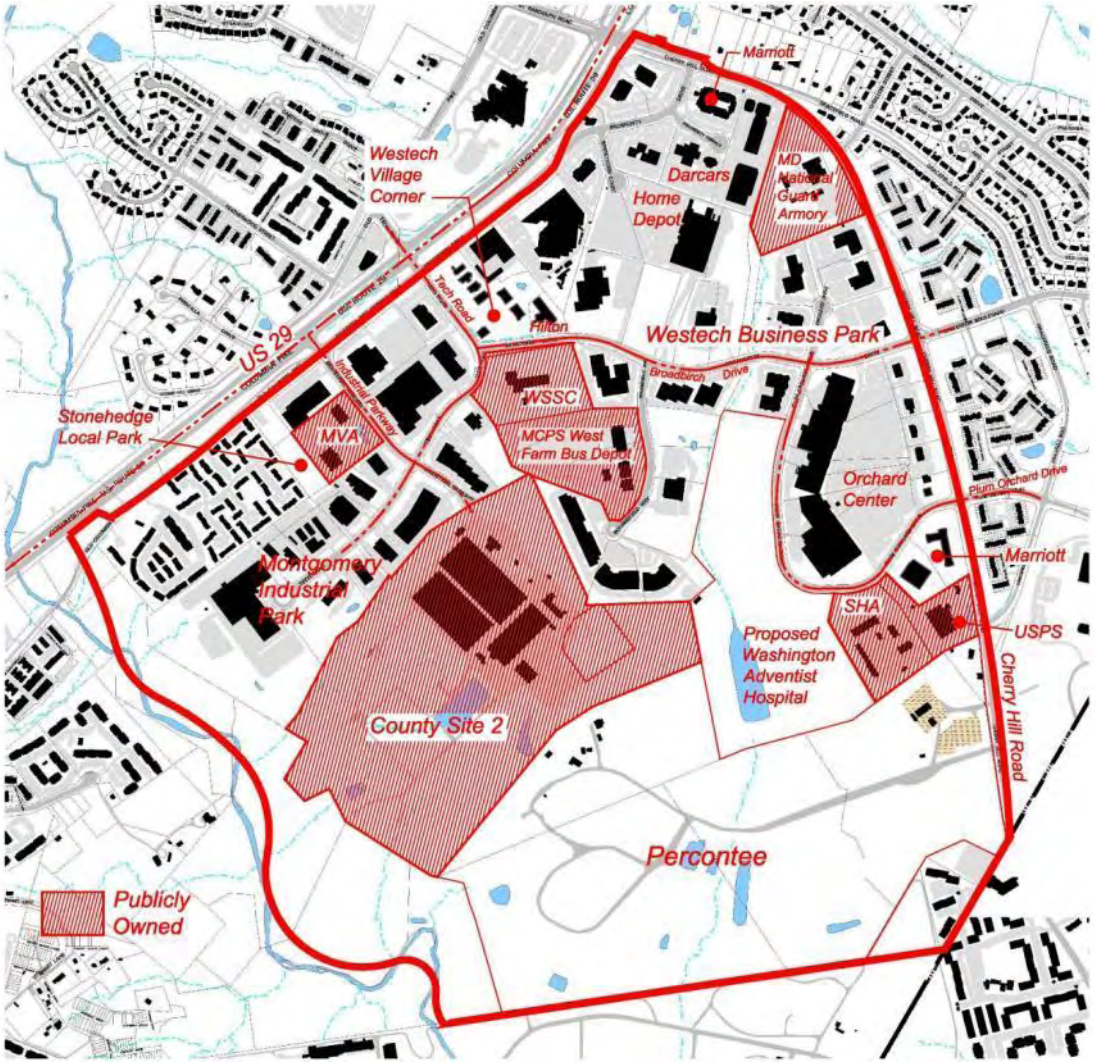
LIFE SCIENCES/FDA VILLAGE CENTER

White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center

White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center: Existing Uses



White Oak Science Gateway Planning Board Draft Master Plan

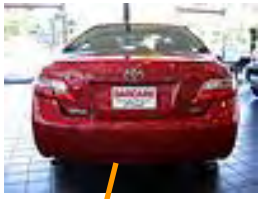
Life Sciences/FDA Village Center

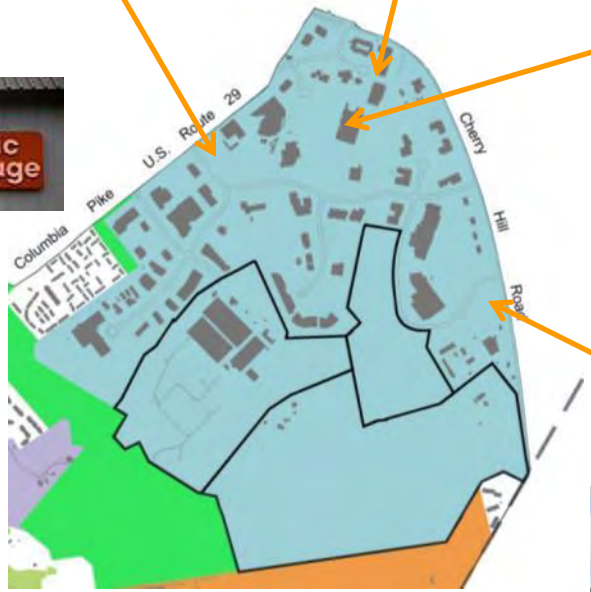
Existing Commercial Office Uses

White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center

Existing Retail Uses

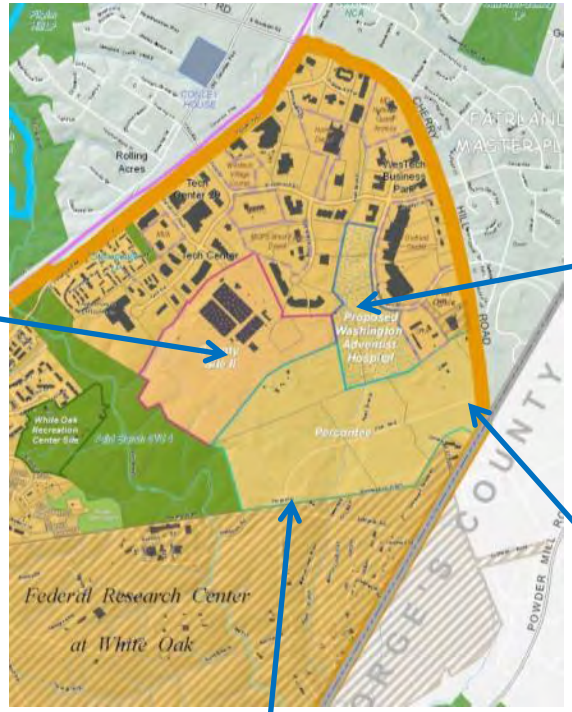


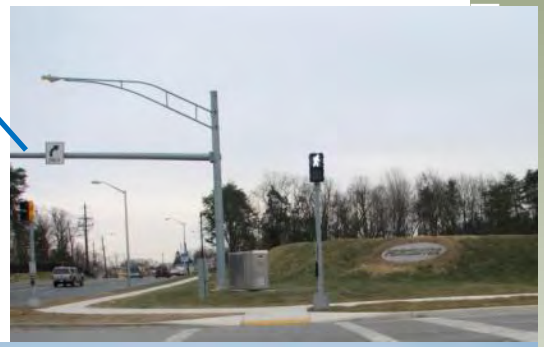


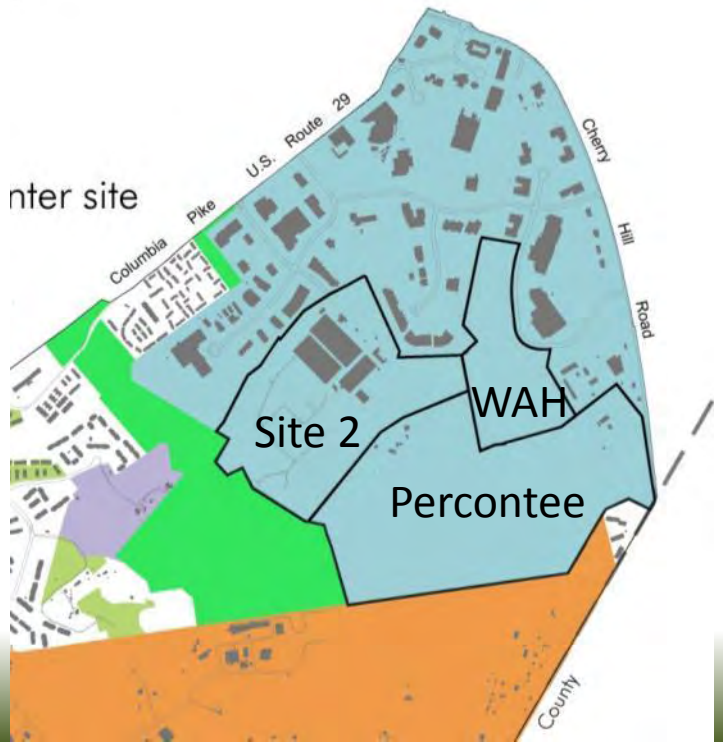
White Oak Science Gateway Planning Board Draft Master Plan

New Development Potential

Site 2, Percontee, Washington Adventist Hospital



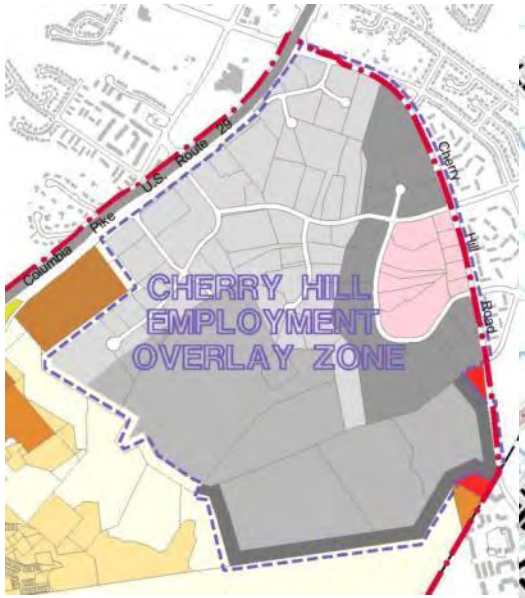




White Oak Science Gateway Planning Draft Master Plan

Life Sciences/FDA Village Center - Zoning Recommendations

Existing Zoning



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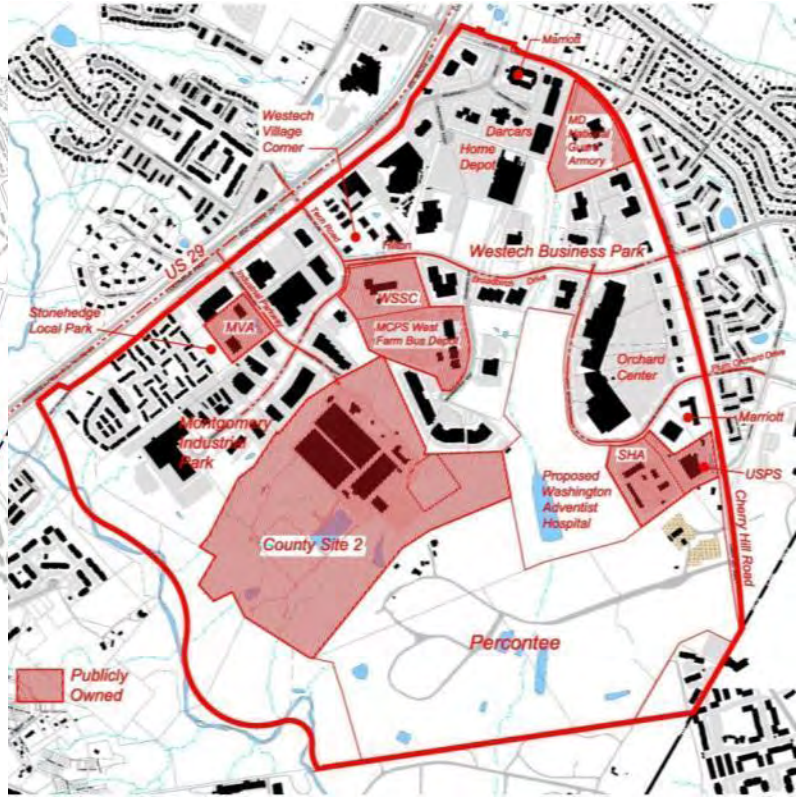
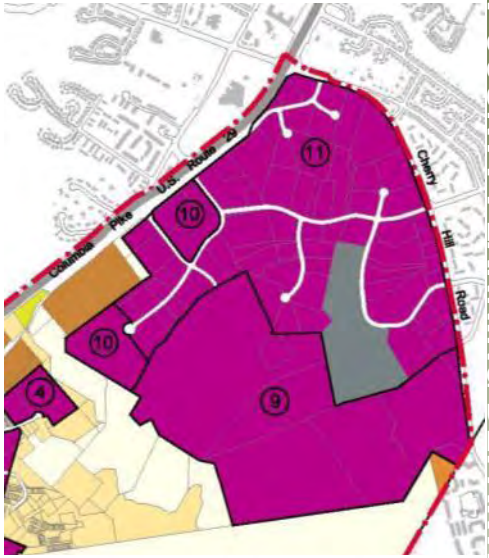


Proposed Zoning



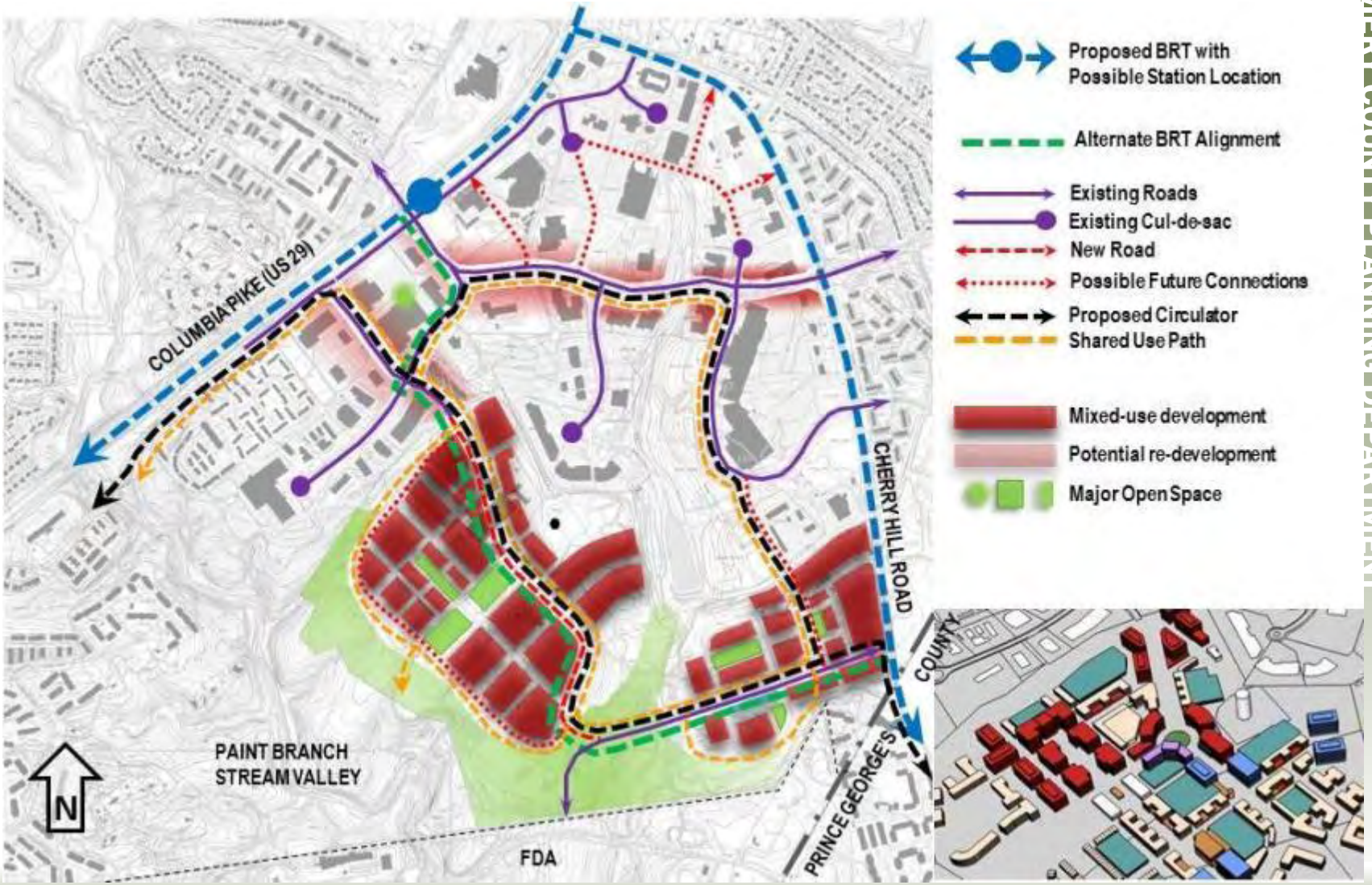
CR Commercial Residential

1	CR-2.5	C-1.5	R-1.5	H-200
3	CR-1.0	C-1.0	R-0.75	H-65
4	CR-1.5	C-0.25	R-1.5	H-75
9	CR-1.0	C-1.0	R-0.50	H-220
10	CR-1.0	C-0.75	R-0.75	H-75
11	CR-0.75	C-0.75	R-0.25	H-75

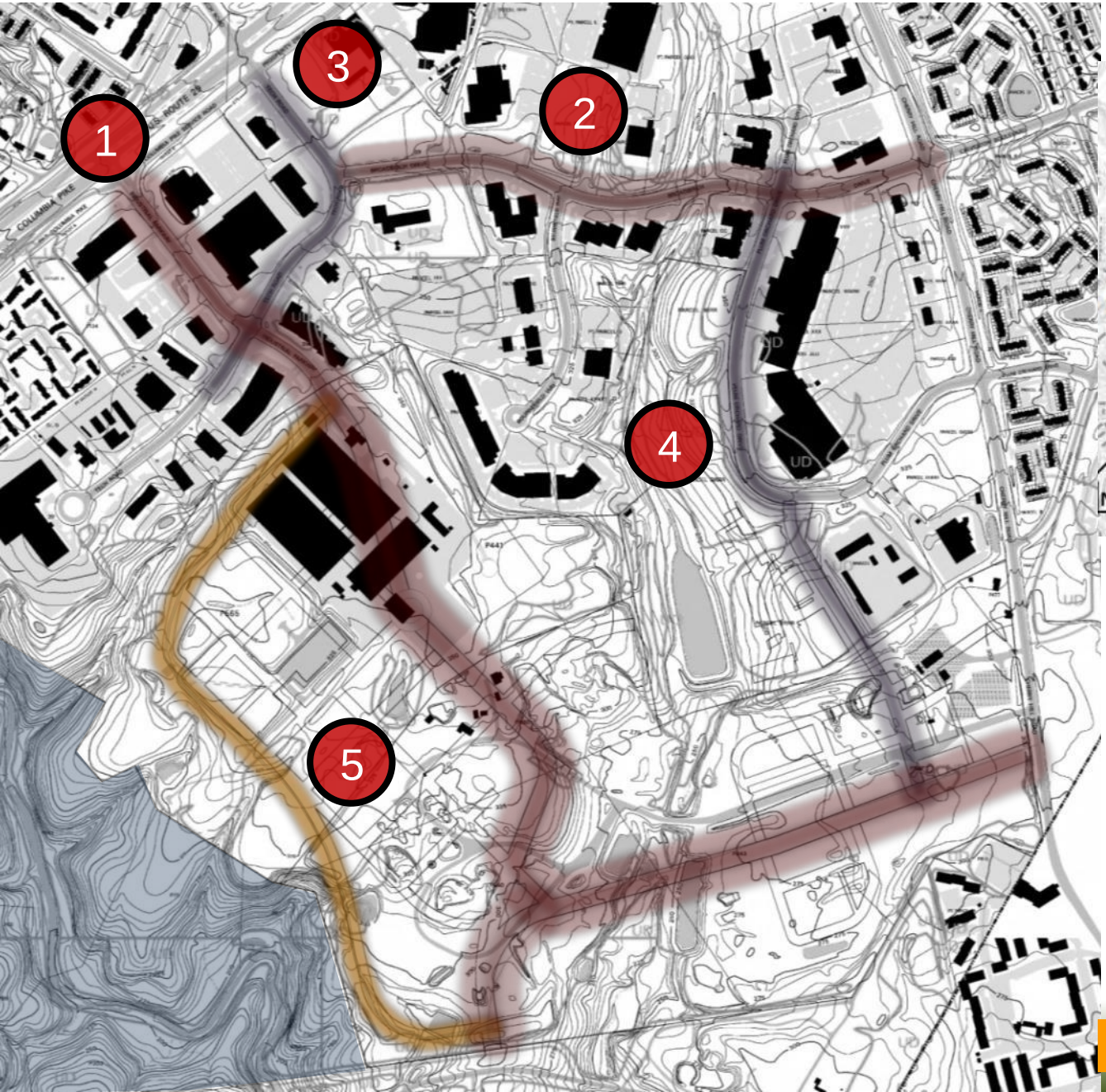
R-H	Multiple-Family High-Rise Planned Residential
LSC	Life Sciences Center

White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center Illustrative Concept



White Oak Science Gateway Planning Board Draft Master Plan



Design Guidelines

1. Industrial Parkway - Industrial Parkway Extended - FDA Boulevard
2. Broadbirch Drive
3. Tech Road
4. Plum Orchard Drive - Plum Orchard Drive Extended
5. Paint Branch Overlook

Life Sciences/FDA Village Center

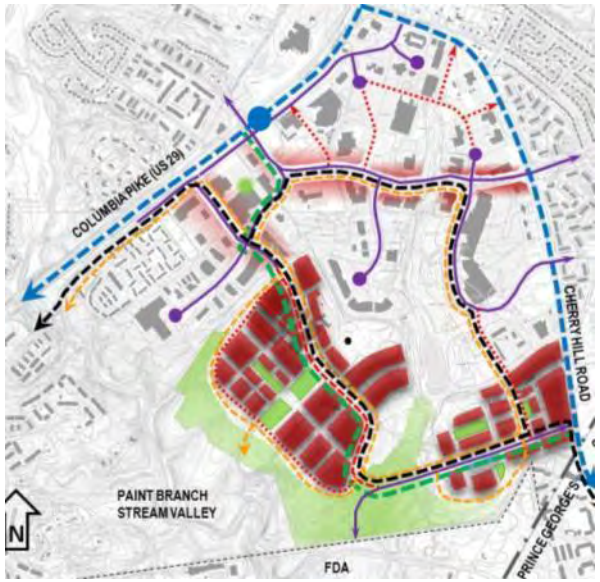
White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center: Parks & Open Space Recommendations

- A Civic Green Urban Park, approximately one acre

- A Local Park with a large adult-sized rectangular athletic field and other amenities. Co-locate with a potential elementary school. If other potential public amenities, such as a community meeting space or a library are proposed, also consider co-location with the park.

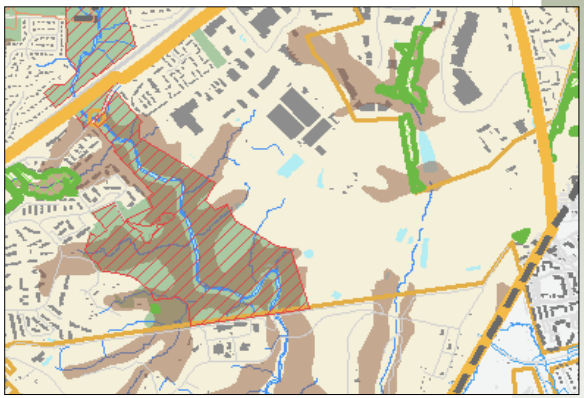
- Incorporate public use spaces similar to Neighborhood Green Urban Parks



White Oak Science Gateway Planning Board Draft Master Plan

Life Sciences/FDA Village Center: Parks & Open Space Recommendations

- A trailhead on parkland at the eastern edge of the Paint Branch Stream Valley Park.
- An integrated trail and bikeway system, including a perimeter trail adjacent to the top of the stream valley, a trail connecting to the potential walking on the proposed Washington Adventist Hospital site.
- Designate approximately 20 acres of steeply sloped, mature forest at the edge the Paint Branch Stream Valley Park as a Legacy Open Space Natural Resource site.
- A sustainably designed multi-use natural surface trail connecting the Plan area to Martin Luther King Recreational Park.



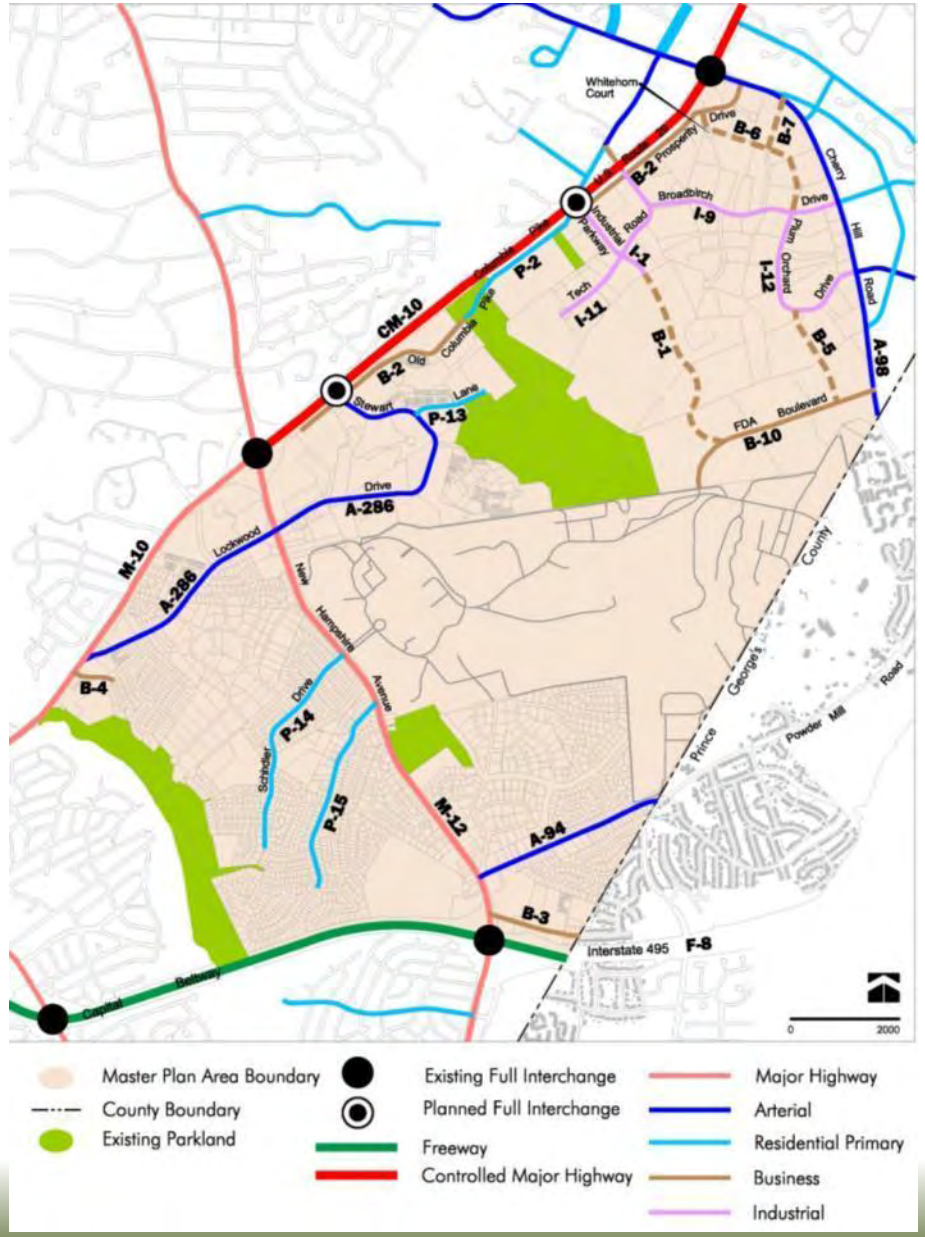
Overview of Transportation Recommendations

White Oak Science Gateway Planning Board Draft Master Plan

Street Network

Proposed Roadway Improvements:

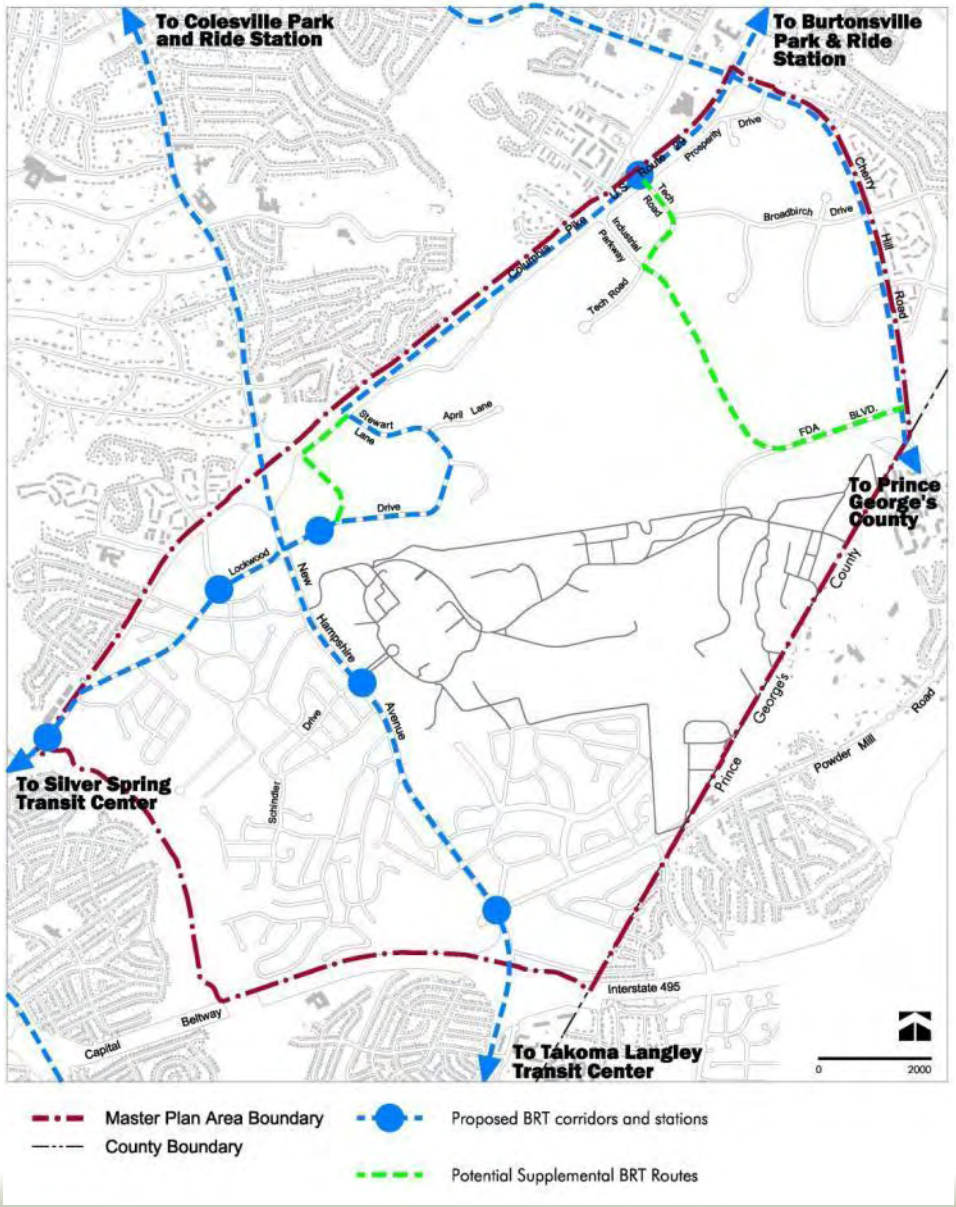
- Interchange at US 29/Stewart Lane
- Interchange at US 29/Industrial or Tech Road
- Rebuild bridge over Old Columbia Pike
- Internal Road Network in Life Sciences/FDA Village Center



White Oak Science Gateway Planning Board Draft Master Plan
Bus Rapid Transit Corridors

Bus Rapid Transit Network:

- US 29
- New Hampshire Avenue
- Randolph Road/Cherry Hill Road

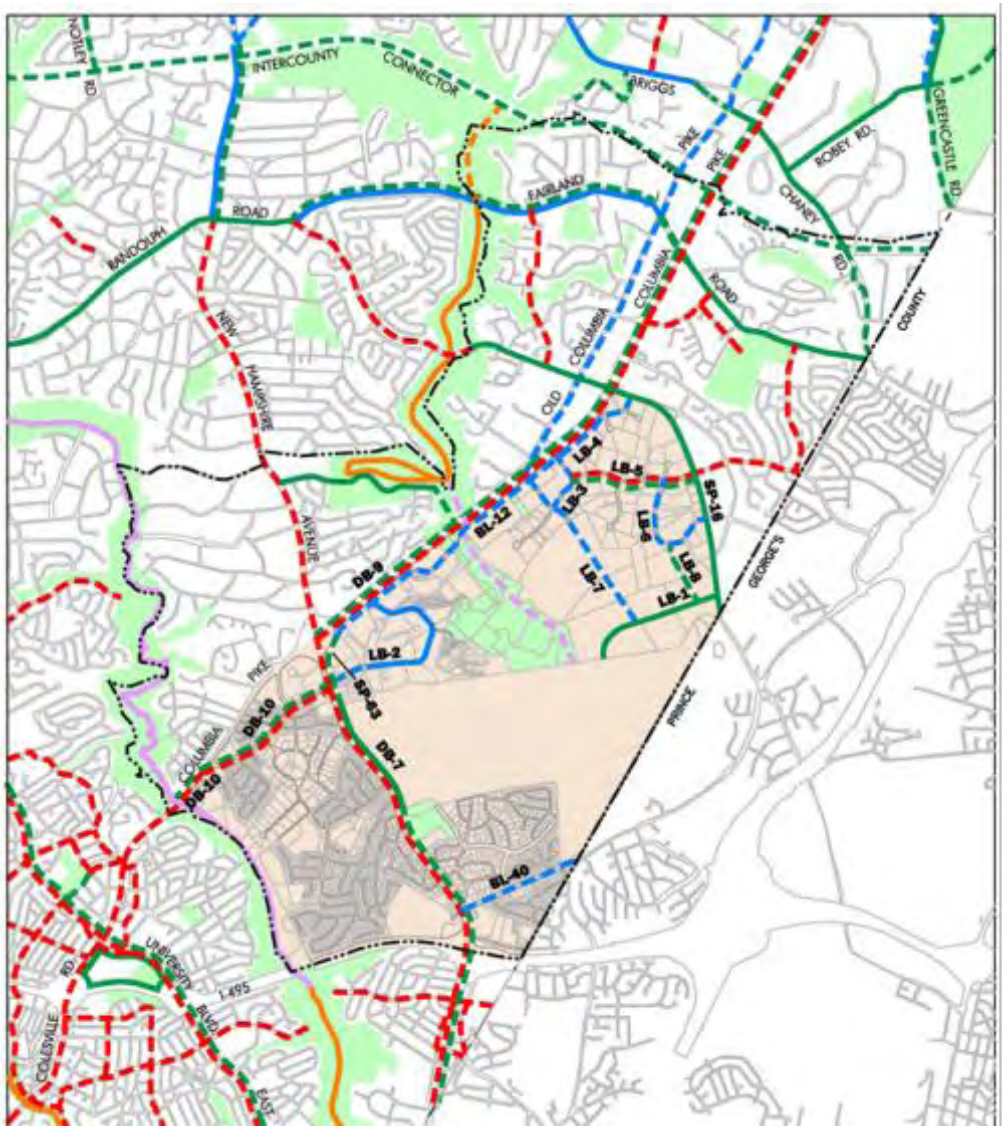


White Oak Science Gateway Planning Board Draft Master Plan

Bikeway Network

New Bikeways:

- Shared Use Path on FDA Blvd (LB-8)
- Bike lanes on Prosperity Drive (LB-4)
- Bike lanes on Powder Mill Rd (LB-1)
- Bike lanes on Plum Orchard Dr. (LB-6)
- Bike lanes on Industrial Parkway (LB-7)
- Signed Shared Roadway on Broadbirch Drive (LB-5)



White Oak Science Gateway Planning Board Draft Master Plan

Major Issue to be Resolved: Land Use-Transportation Balance

Can be addressed by:

- **Adding Infrastructure**
- **Reducing Land Use Densities and Zoning**
- **Modifying the Standards**
- **Having a Staging Plan**
- **Some Combination of the above**

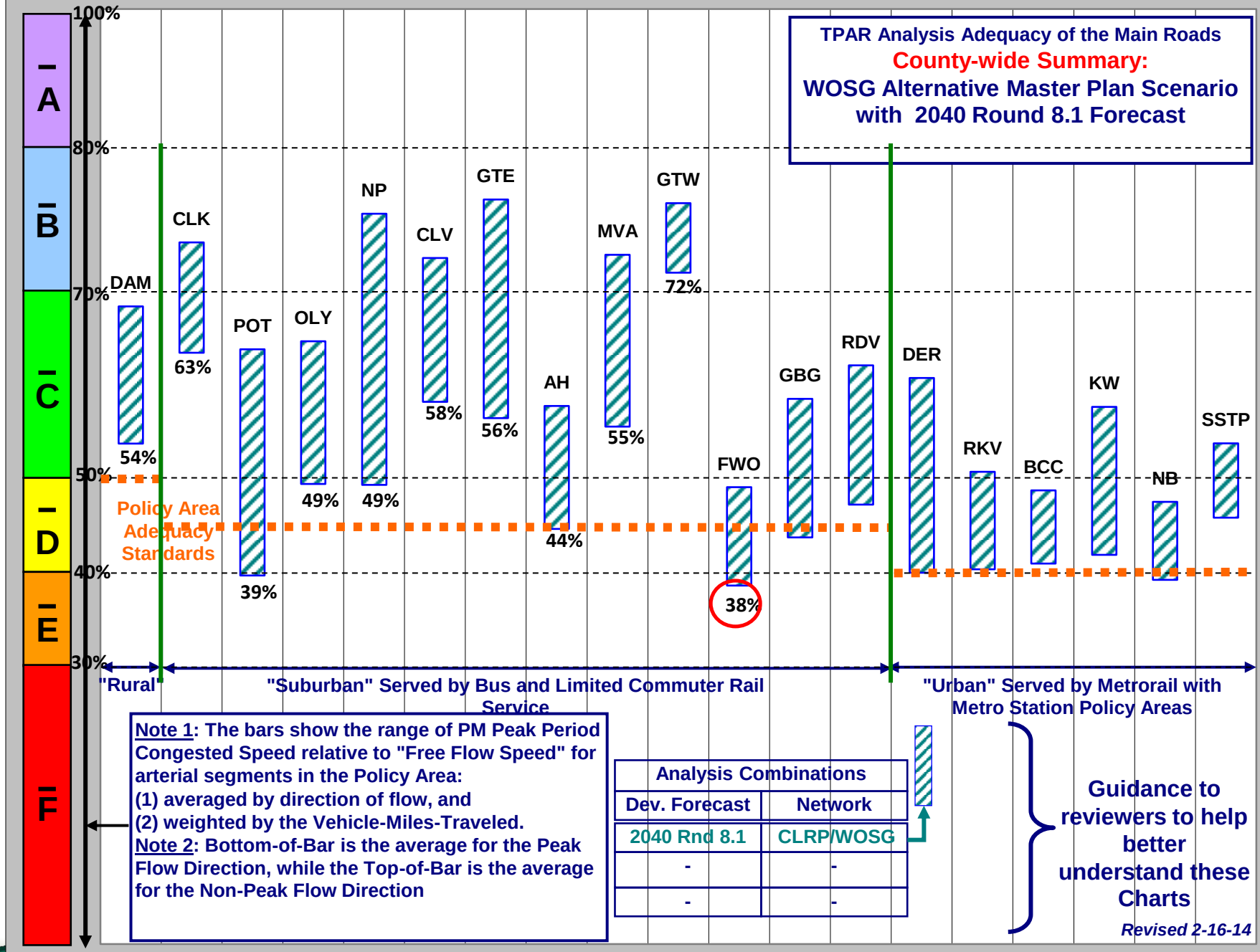
White Oak Science Gateway Planning Board Draft Master Plan

TPAR Roadway Adequacy Standards (Adopted and Proposed):

Roadway (Arterial) Level of Service Standards		
Policy Area Categories	**Acceptable Average Arterial Level of Service**	**Thresholds**
Urban with Metrorail	Average congestion of "D/E" borderline in the peak flow directions	40%
Transitional Transit Corridor	Average congestion mid-way between "D/E" borderline and Mid-"D" or less in the peak flow directions	42.5%
Suburban	Average congestion of Mid-"D" or less in the peak flow directions	45%
Rural	Average congestion of "C/D" borderline in the peak flow directions	50%

White Oak Science Gateway Planning Board Draft Master Plan

Transportation Policy Area Review (TPAR) Analysis: US 29 Traffic Counted

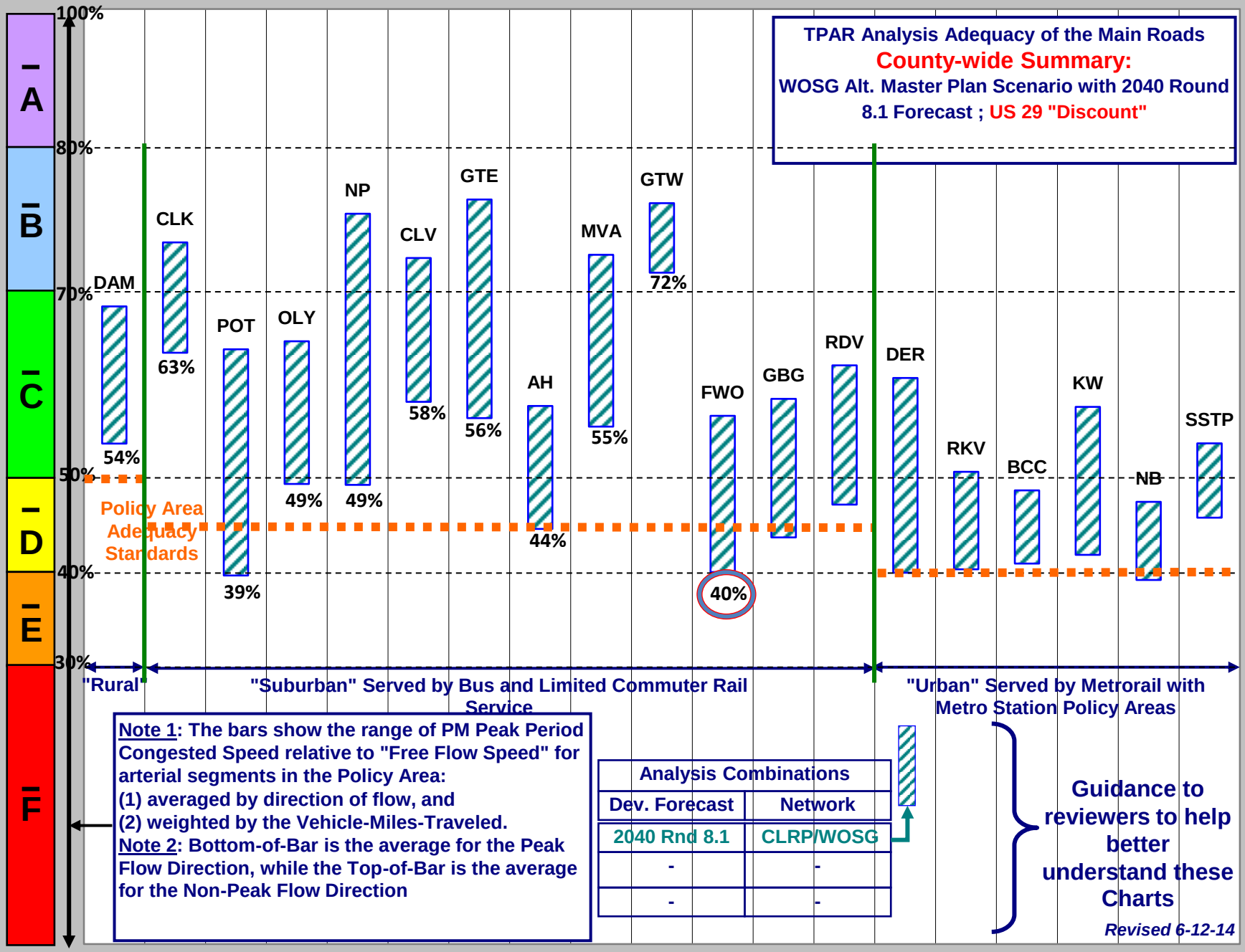


Policy Areas including their MSPAs

Note 3: Policy Area sequence left-to-right is in order of their increasing 2010 transit "Coverage"

White Oak Science Gateway Planning Board Draft Master Plan

Transportation Policy Area Review (TPAR) Analysis: US 29 Traffic “Discounted”



Policy Areas including their MSPAs

Note 3: Policy Area sequence left-to-right is in order of their increasing 2010 transit "Coverage"

White Oak Science Gateway Planning Board Draft Master Plan

Key Points Derived from the Transportation Analysis:

- Current (1997 White Oak & Fairland) Master Plans are "out of balance" for land use and transportation
- Planning Board Draft Plan also cannot achieve balance
- BRT is an effective (and critical) transportation system component
- Opportunities to improve local traffic circulation are limited
- Interchanges will relieve "bottlenecks" along US 29
- Proposed WOSG mixed-use development has a beneficial impact on trip-making

White Oak Science Gateway Planning Board Draft Master Plan

Transportation Analysis-Related Milestones:

Fall 2011

- Policy Area Mobility Review (PAMR) Analysis of Adopted Plan & PB Draft Plan
- Local Area Intersection Analysis

Fall 2012 – Subdivision Staging Policy Adopted (TPAR and HCM required)

Spring 2013 - Countywide Transitway Corridors Functional Master Plan (CTCFMP) under review; recommendations **not** reflected in the transportation analysis)

- Transportation Policy Area Review (TPAR) Analysis of PB Draft Plan
- Local Area Intersection & Highway Capacity Manual (HCM) Analysis
- Travel Time & Delay Analysis (US 29 & MD 650 corridors)

Fall 2013 – CTCFMP Adopted

Currently Underway - Supplemental Transportation Analysis

- At the direction of Council staff
- Reflects CTCFMP recommendations

White Oak Science Gateway Planning Board Draft Master Plan

Planning Board Revisions to the September 2013 Draft Plan

Majority of Board members attempted to achieve land use – transportation balance by modifying the area-wide roadway congestion adequacy standards.

Revisions to the Master Plan to reflect this approach:

- Deleted Land Use-Transportation Balance section (pages 22-23)
- Revised various sections of Transportation chapter (particularly pages 51-52, 56, 67)

Planning Board also deleted the Staging element of the Master Plan (pages 95-104) premised on two major objectives:

1) requiring high non-auto driver mode share goals
2) recommending that the fees and taxes generated by development in the planning area go directly toward funding transit in the area

White Oak Science Gateway Planning Board Draft Master Plan

Revised Master Plan language

Non-Auto Driver Mode Share goals, page 67:

This Plan recommends a 25 percent Non-Auto Driver Mode Share (NADMS) goal for employees and residents in the White Oak and Hillandale Center of the Plan area based on the area's future transit service (assuming BRT) and connectivity opportunities.

This Plan recommends a 30 percent NADMS for all new development, residential and commercial, in the Life Sciences/FDA Village Center of the plan area based on the area's future transit service and connectivity opportunities.

White Oak Science Gateway Planning Board Draft Master Plan

Revised Master Plan language

Page 96

In order to achieve the BRT service needed to support the development in this Plan, all transportation impact taxes, TPAR transportation mitigation payments, and TMD fees collected in this area should be utilized to implement BRT in Fairland/White Oak and White Oak policy areas until the BRT routes are operational.

White Oak Science Gateway Planning Board Draft Master Plan

Vision

- Sets the stage for a future that takes optimal advantage of the area's strong assets, capitalizing on the FDA
- Envisions the Centers – Life Sciences/FDA Village, White Oak, Hillandale - evolving from conventional suburban locales into vibrant, transit-served, mixed-use nodes connected by transit, trails, and bikeways
- Includes a major, new mixed-use community on 300 acres in the Life Sciences/FDA Village Center (Percontee/Site 2)
- Provides a blueprint that encourages reinvestment and creates opportunities to live-work-play locally

White Oak Science Gateway Planning Board Draft Master Plan

Thank you for your time and attention!

http://www.montgomeryplanning.org/community/wosg/index.shtm

http://www.montgomeryplanningboard.org

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Eric Graye, Master Planner Supervisor
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