

Figure 5: Residential Communities

Existing Land Uses and Zoning

There are more than 150 properties in the sector plan area, ranging in size from 3,000 square feet to 40 acres. Much of the land is in non-residential use: 5.3 million square feet of commercial and office buildings and surface parking. More than 4,500 residential units exist or have been approved. There is a local park, Wall Local Park, within the Sector Plan area and a second local park, White Flint Neighborhood Park, at the southern edge of the sector plan area's boundary which provides a buffer to two residential communities: White Flint Park and Garrett Park Estates. Two cultural and educational institutions, Georgetown Preparatory School and Strathmore Performing Arts Center, are south of the sector plan area.

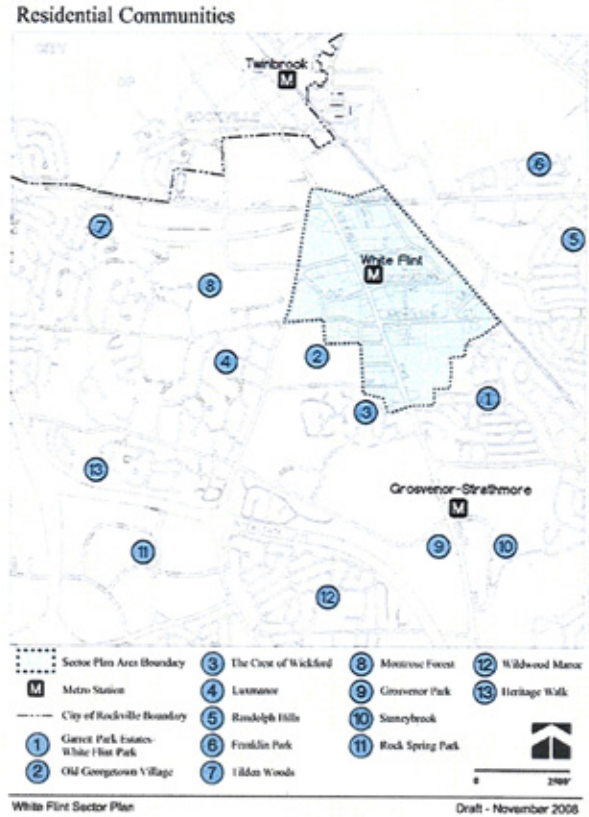


Table 3: Existing Zoning		
Zone	Description	Acreage
C-2	General Commercial	138
C-0	Commercial Office	8
CT	Commercial Transitional	7
RMX/3C	Residential Mixed-Use Development	3
RH	Multifamily, High Rise	5
I-1	Light Industrial	21
I-4	Low Intensity Light Industrial	49
TS-R	Transit Station Residential	42
TS-M	Transit Station Mixed	57
OM	Office Building Moderate	9
PD9	Planned Development	11
R-90	Single-Family Residential	7
R-90/TDR	Single-Family Residential/TDR	5
R-200	Single-Family Residential	5

Figure 6: Existing Land Use

Existing Land Use

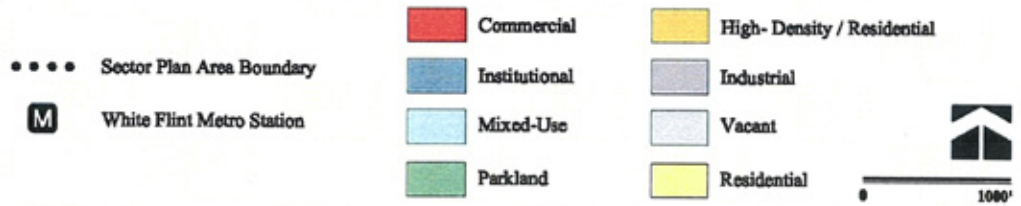
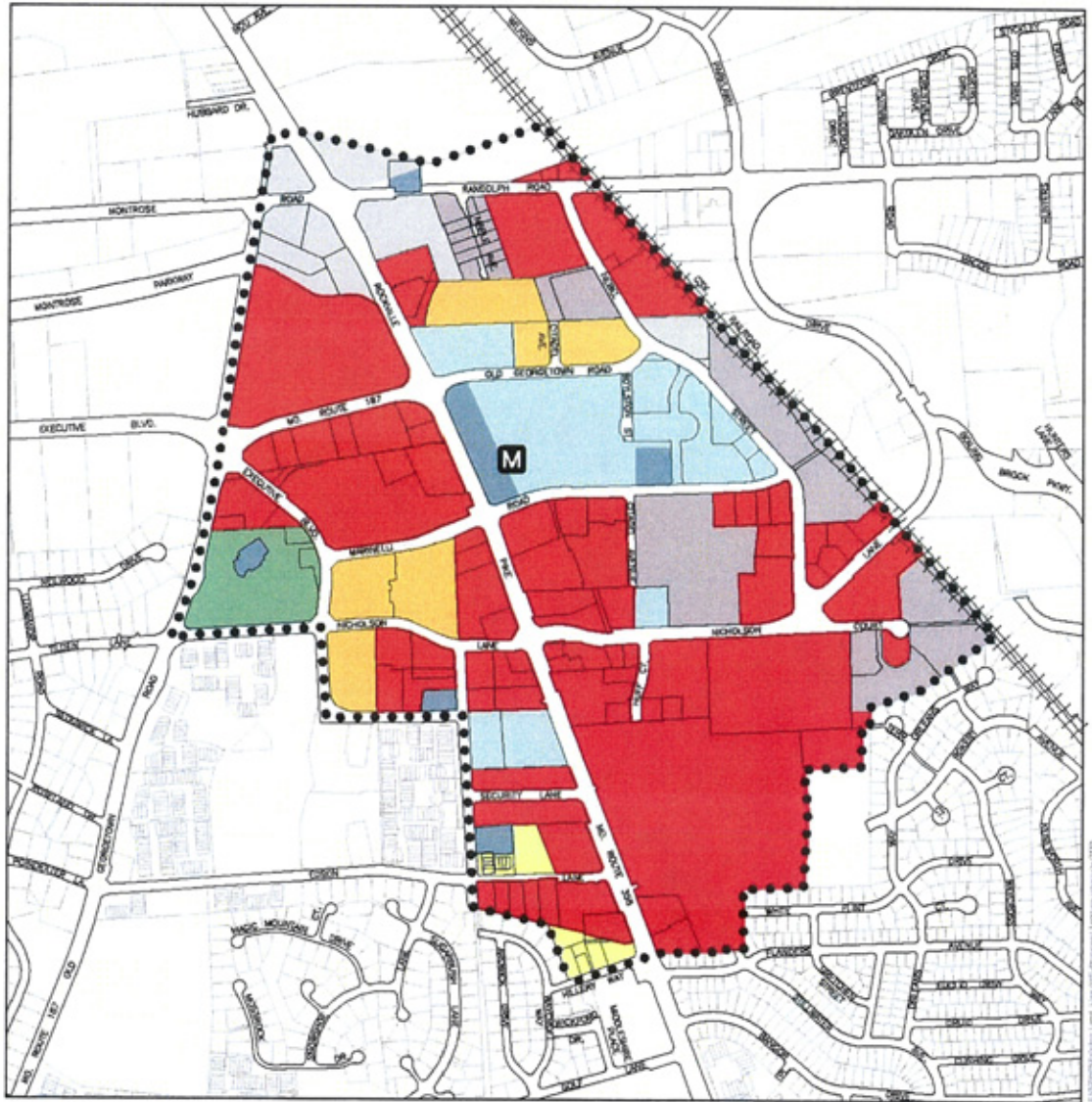
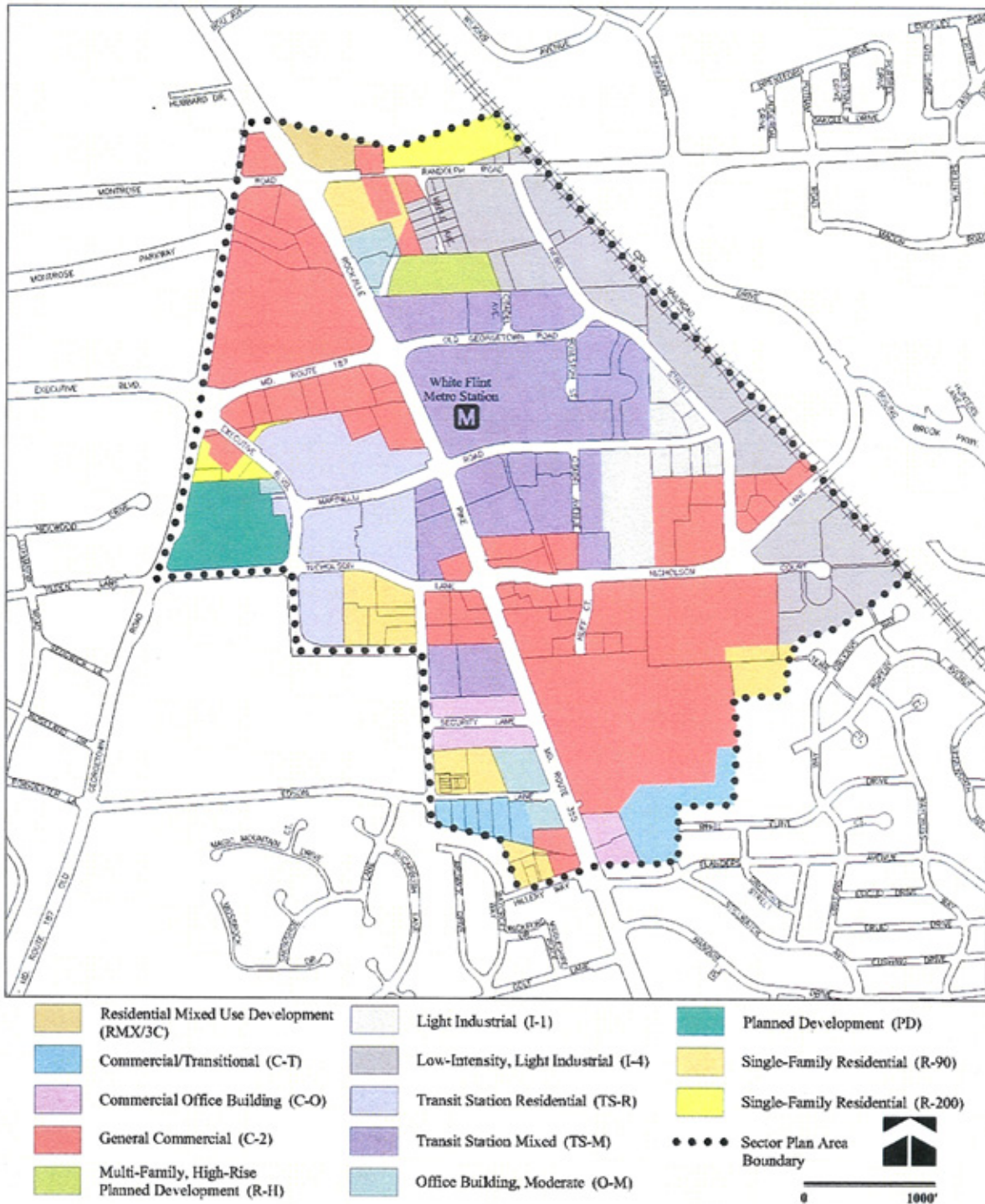


Figure 7: Existing Zoning

Existing Zoning



Making A Great Urban Place

Urban Form and the Public Realm

White Flint will be more than the sum of its parts. This plan seeks to unify White Flint around an urban core where active public spaces, primarily the sidewalks and streets, drive design decisions. Land use may define the activity, but successful places rely on the quality of urban spaces. This can be achieved with a connected street grid and open space system framed by buildings. The proposed street grid will create walkable blocks; blocks will have a residential component with local services within a short walking distance. Pedestrian activity will bring more people into public spaces and increase the safety of all.

Redevelopment in the sector plan area may take 20 years or more and will occur property by property. Therefore, it is essential that the Plan guide how the parts fit together as development occurs. A companion piece, the White Flint Urban Design Guidelines, will provide more details regarding context-sensitive development such as build-to lines, placement of sidewalks and streetscape, utilities, and other features to ensure implementation of the Plan vision.

Core	In the core, community, the conference center and commerce converge to express White Flint’s special character. The highest density and tallest buildings at the Metro station will form an identifiable center with a regional marketplace and a place for knowledge and information exchange.
Mobility	White Flint will have a walkable street system. Rockville Pike, transformed into a grand boulevard, will visually tie together the east and west sides of the Sector Plan area. Sidewalks, bikeways, trails, and paths will provide options for pedestrian circulation.
Buildings	White Flint will have buildings with podiums and slender towers that line the streets and articulate the skyline. Architectural details should incorporate features that add interest at the ground level as well as the floors above.
Public Open Spaces	The compact development pattern includes a system of public and open spaces where people can gather.
Compatibility	New development will transition in height and density to the lower density areas in the surrounding neighborhoods.
Sustainability	New development will incorporate environmentally sensitive design to conserve and generate energy and make maximum use of resources with minimum disruption of the natural environment.



Road Network



Density Distribution



Retail Distribution



Residential



Open Space



Area Diagram

Core

The core of White Flint is located within a ¼-mile of the Metro station between Marinelli Road and Old Georgetown Road. Here density is high and buildings tall. Two districts define the core: the Metro West District with the Conference Center, Wall Local Park, and Civic Green on the west side of Rockville Pike and the Metro East district with the North Bethesda Center development. Market Street connects both districts by a bridge over the Metro Station and provides pedestrian and vehicular access across Rockville Pike. A secondary focal area lies along both sides of Rockville Pike between Montrose Road and Executive Boulevard, where existing and planned retail centers will continue to serve the regional market. Buildings along Rockville Pike should take advantage of long views out as well as visibility from the northern and southern edges of the Sector Plan area.

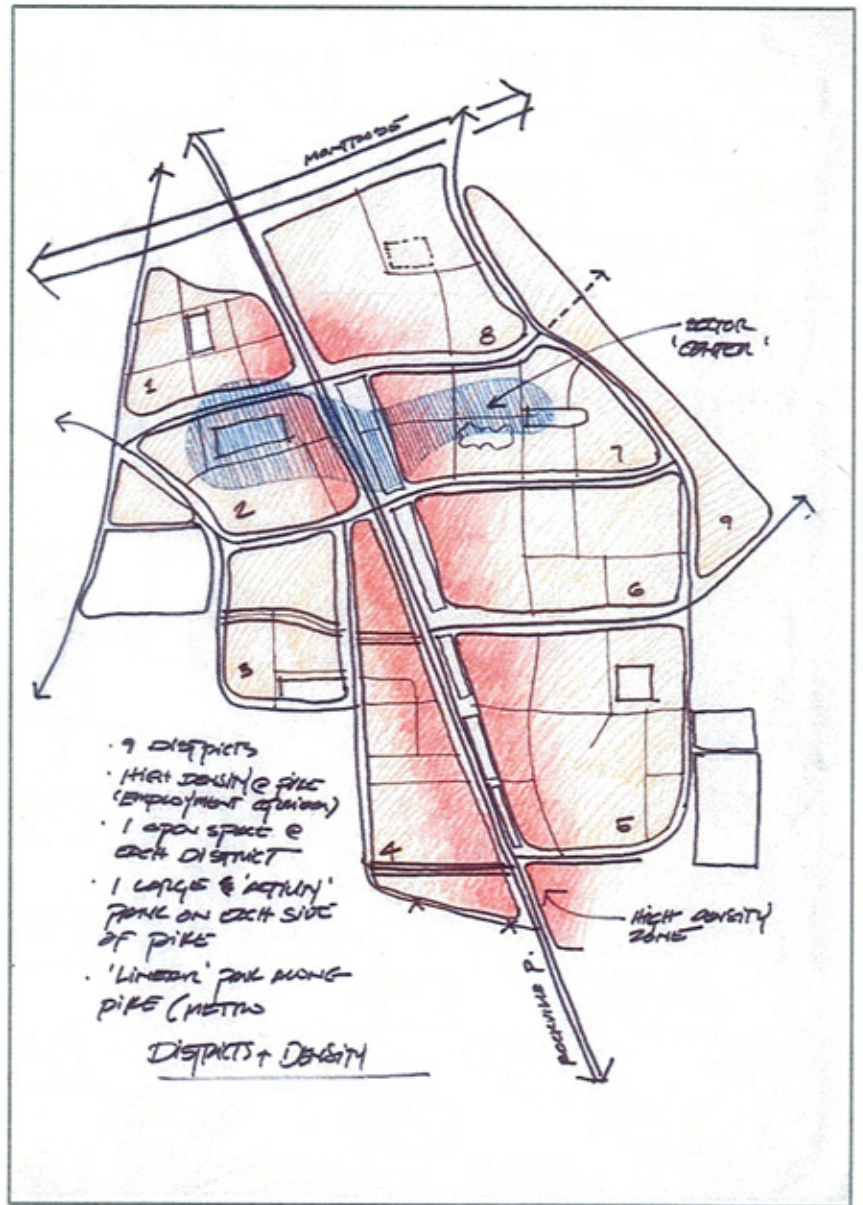


Figure 8 Concept Sketch

Mobility

Street Hierarchy

The street network accommodates local and through circulation. Wider streets convey more through traffic and, the narrower streets are intended convey local traffic. The street network should be designed so that loading and service functions do not hinder pedestrian movements. All streets must have ample space for pedestrians, bicyclists and street trees. Undergrounding utilities and locating “wet” utilities under the pavement and “dry” utilities under the sidewalk will allow the street tree canopy space to grow. On-street metered parking should be permitted on all local streets and on most of the major streets during non-peak hour traffic. On-street parking will reduce speeds and generate revenue.

Rockville Pike Boulevard

Rockville Pike carries the majority of traffic through the Sector Plan area. Rockville Pike (MD 355) is a State road under the authority of the Maryland State Highway Administration (SHA). The existing right-of way measures 134 feet between the City of Rockville and Nicholson Lane and expands to 150 feet south of Nicholson Lane. The Pike has three north and three south bound through-lanes, plus turning lanes. There are no street trees, landscaped median, or on-street parking.

This Plan recommends “taming the beast” by reconstructing the roadway as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes and trees. Street tree panels and wider sidewalks will promote walking. The right-of-way should be consistent for the entire length in order to provide these features and anticipate improved transit such as bus priority lanes, and possibly, on-street parking.

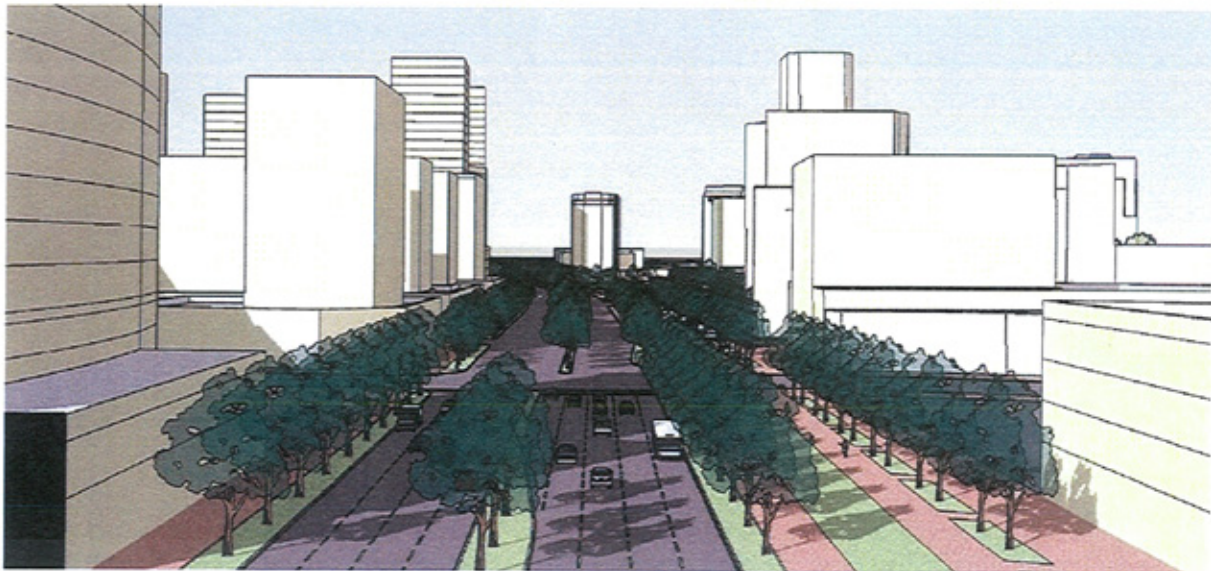


Figure 9: Proposed Rockville Pike Cross Section

Promenades

Promenades are streets where a distinctive streetscape enhances the pedestrian experience. There are two promenades in the Sector Plan area: the Market Street Promenade in the Conference Center block and the Rockville Pike Promenade on top of the WMATA Tunnel. A portion of the proposed Rockville Pike Promenade exists along the Nuclear Regulatory Commission frontage and should be extended north and south to create a unique walking environment.

Pedestrian Oriented Streets

All streets are intended to provide a walkable streetscape and street cross sections should emphasize pedestrian activity, with vehicles operating at greatly reduced speeds.



Figure 10: Proposed Street Cross-sections

Bike Paths and Trails

This Plan proposes an integrated network of bike paths and trails. Two bike paths in White Flint are part of the regional pedestrian and bicycle circulation system: the planned Montrose Parkway bike path and The Bethesda Trolley Trail. The Montrose Parkway bike path provides east-west links to trails in Cabin John Regional Park and Rock Creek Regional Park. The Bethesda Trolley Trail should be extended along Woodglan Avenue to connect to Wall Local Park, the Market Street Promenade, and the Montrose Parkway bike path. The Plan recommends providing connections to these regional trails.

Recreation Loop

The recreation loop is a signed continuous recreational pathway that connects the public open spaces to the Civic Green and Wall Local Park. The loop is intended to link new and existing neighborhoods.

Buildings

The buildings are the vertical extension of the street edge. Buildings provide substance in mass and bulk, and enliven the vertical plane with windows, doors, and variations in height. Buildings in urban settings combine horizontal elements—the podiums—and vertical elements—the towers—to provide variation and rhythm along the streetscape.

The recommended maximum building height in the White Flint Sector Plan is 300 feet at the METRO station. Elsewhere in the sector plan area, recommended building heights range from 50 to 200 feet. Building heights should reflect existing conditions and transition to the surrounding single-family detached housing. Compatibility with adjoining properties, especially residential communities where existing building heights may be 40 feet or lower, is essential. Building heights along Rockville Pike should accentuate important intersections where distinctive architecture may be desirable. Within each district, there may be locations where signature buildings near the maximum height allowed in the zone are desirable to create gateways or focal points.



Figure 11: Figure Ground Sketch

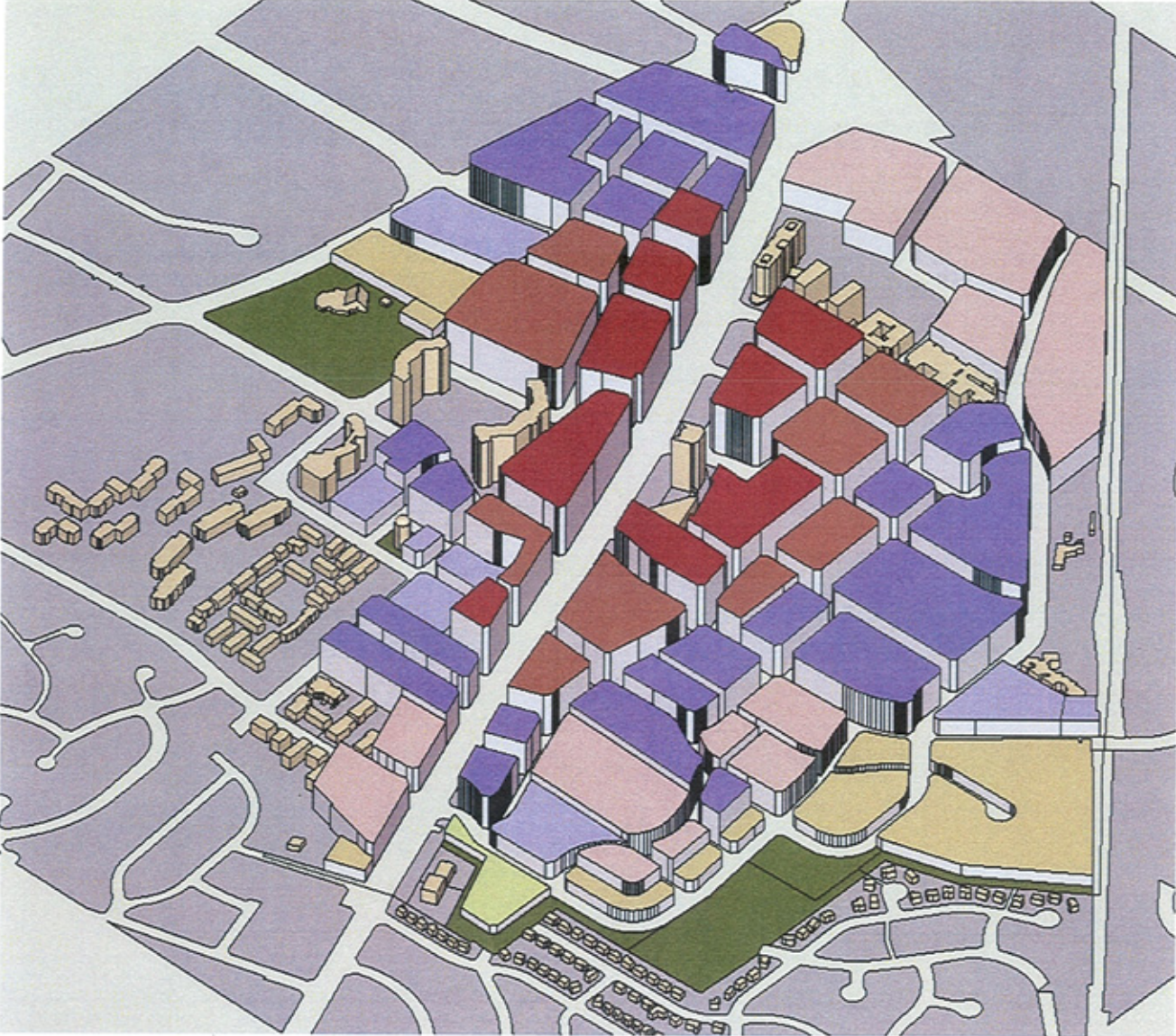


Figure 12: Proposed Building Height Plan

Public Open Space

The Plan recommends a hierarchical open space system in which each space contributes variety in function and setting.

Urban Plazas

The urban plazas are public open spaces surrounded by active uses and generally paved. Trees and landscaping mark edges and provide shade. These plazas can be integrated into commercial development as part of outdoor seating or outdoor restaurant space. There are no minimum or maximum sizes or programmatic requirements for urban plazas. Plazas along Rockville Pike should function as energy-capturing spaces to draw passersby off the Pike and into the interior blocks. These plazas should be integrated into the streetscape and framed by architecture.

Neighborhood Greens

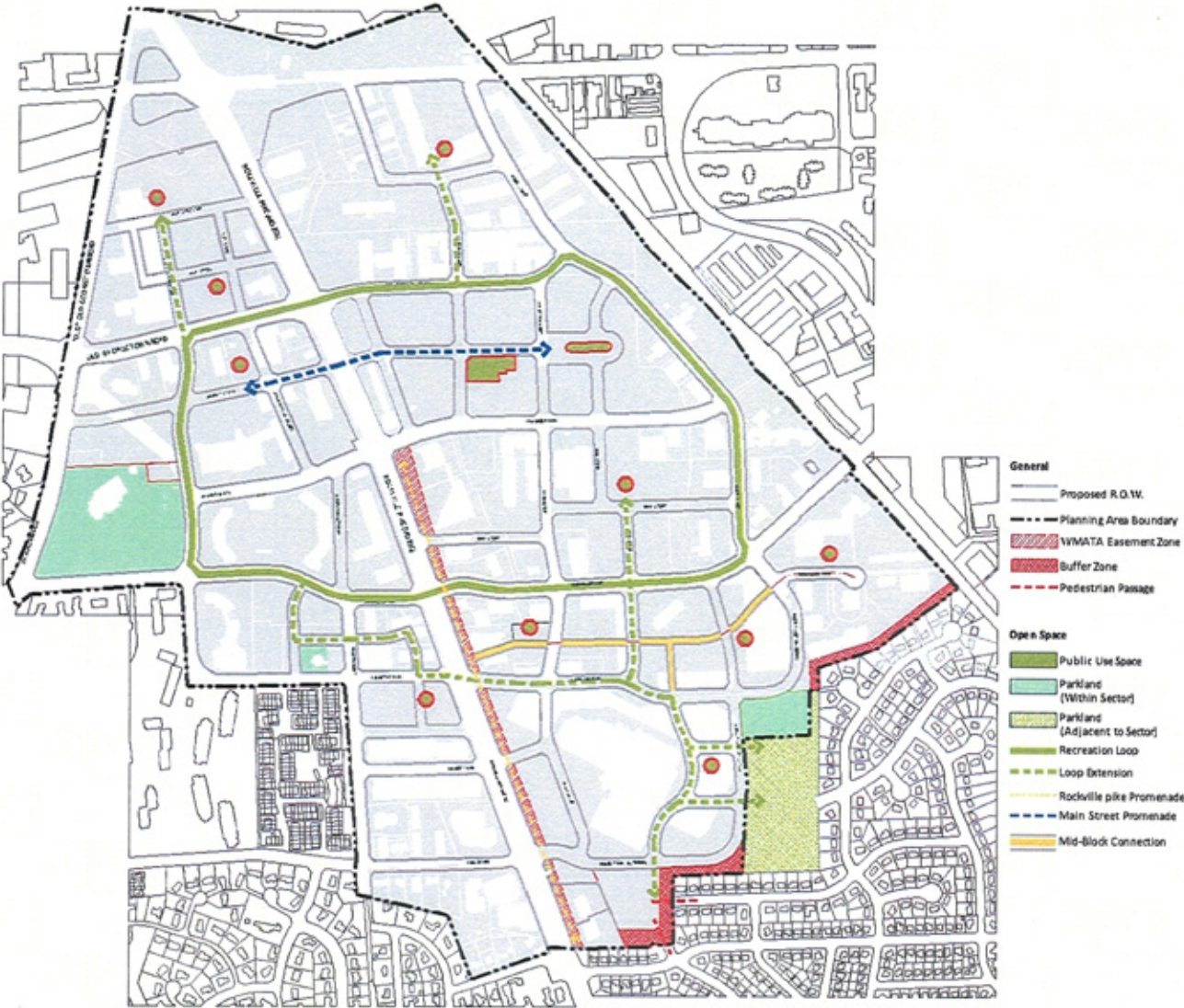
The neighborhood green is a public open space with grass and trees that functions as a neighborhood gathering place. About five percent of the Sector Plan area should be set aside for neighborhood greens. These public open spaces range in size from one quarter acre to one acre, depending on the type of development around the green. The spaces should be large enough to support outdoor activities but not so large as to require costly maintenance. These spaces provide environmental and recreational benefits, including stormwater infiltration and tree canopy for shade. These spaces could be located on top of parking structures.

Private Open Spaces

Residential development should include private outdoor spaces for each unit as well common outdoor recreational facilities. Private spaces can be decks, balconies, rooftops, or terraces. Outdoor communal recreational spaces can include swimming pools, tennis courts, or other facilities.

<p>FOR EVERYONE <i>an urban park</i> sports, recreation, and fitness activities</p>
<p>FOR THE SECTOR PLAN AREA <i>a central civic green</i> gathering, ceremonies, and celebrations</p>
<p>FOR EACH NEIGHBORHOOD <i>a neighborhood green</i> meeting place and a landmark</p>
<p>FOR EACH BLOCK <i>an urban plaza</i> at each cluster of offices, residences, and shops provide plazas, pocket parks, green streets</p>
<p>FOR EACH BUILDING <i>recreation space</i> public use space, community garden, green roof</p>

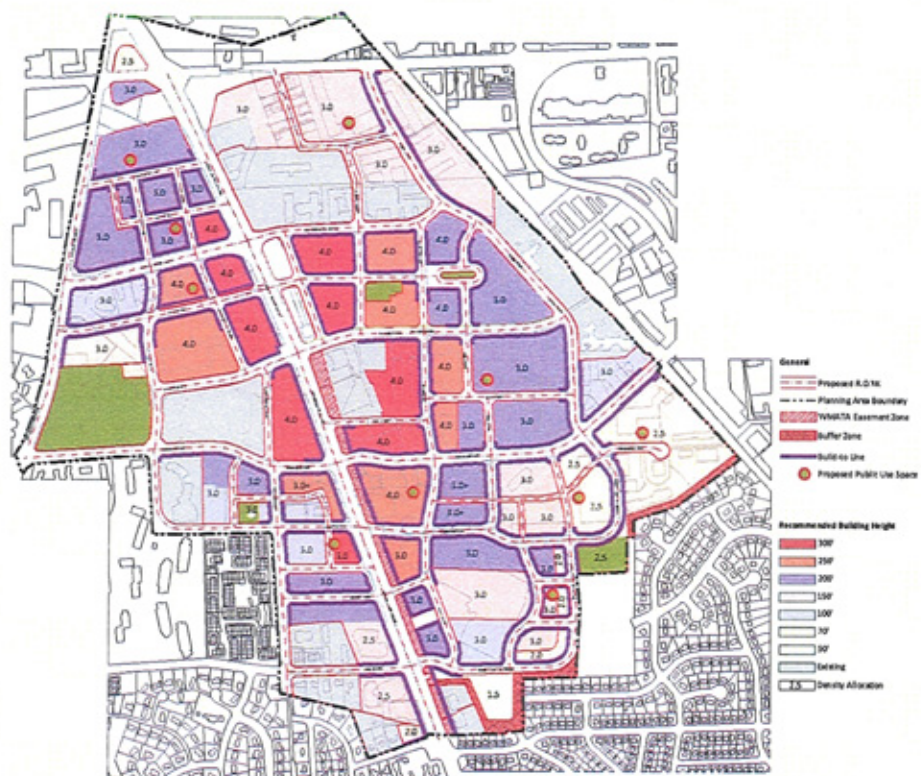
Figure 13: Proposed Open Space Plan and Recreation Loop



Compatibility

White Flint Park, Garrett Park Estates, Crest of Wickford, Old Georgetown Village and Luxmanor are single-family and town house communities not within the Sector Plan area but surround it. These neighborhoods have differing densities and scales. New development at the edges must be compatible with respect to building height, scale and density, and should accommodate pedestrian and bicycle access from existing neighborhoods. Landscaped buffers, compatible uses, and buildings of appropriate bulk and height should be located adjacent to existing communities.

Figure 14: Height and Density



The proposed density and height map indicate the areas where heights and density transition to the surrounding neighborhoods.

Sustainability

An urban pattern with local services in walking distance reduces the dependency on the automobile. Proximity to transit increases the potential for residents use transit. Energy conservation, on-site energy generation or renewable energy sources reduces the costs of energy transmission. On-site storm water management improves water quality and quantity. Energy efficient building design reduces environmental impact and carbon emissions. Street trees add to the tree canopy and reduce the heat island effect.