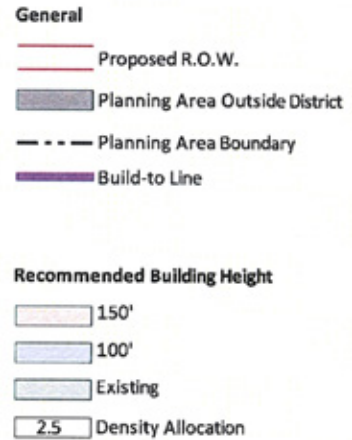


Nebel District

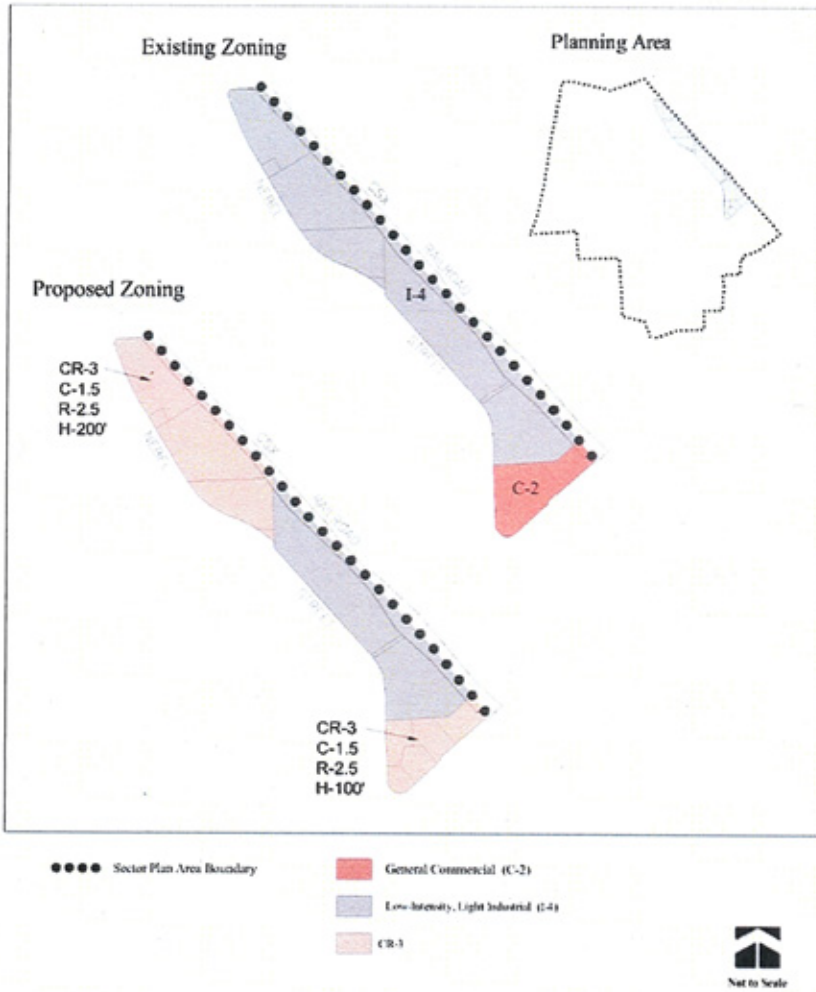
Washington Gas and the Montgomery County Pre-Release Center are two public uses within this 23-acre district, which lays alongside o the CSX tracks. The district is zoned Low-Intensity, Light Industrial (I-4) and General Commercial (C-2). Some properties in this district, including the Randolph Shopping Center, have potential redevelopment capacity.



- Confirm the Pre-release Center and the Washington Gas properties in the I-4 zone.
- Montouri and W.R.I.T. properties north of the Washington Gas Company to be zoned CR3, C1.5, R2.5, and H 200 feet to encourage as much residential development as possible. Signature buildings, between 150-200 feet tall may be located at the terminus of Old Georgetown Road and Nebel Street or at the intersection of Randolph Road and Nebel Street, in conjunction with development in the Maple Avenue District.
- Rezone the five C-2 zoned properties at the southern end to CR3, C1.5, R2.5, and H 100 feet to allow for mixed uses.



Nebel Corridor District- Existing and Proposed Zoning



NRC District

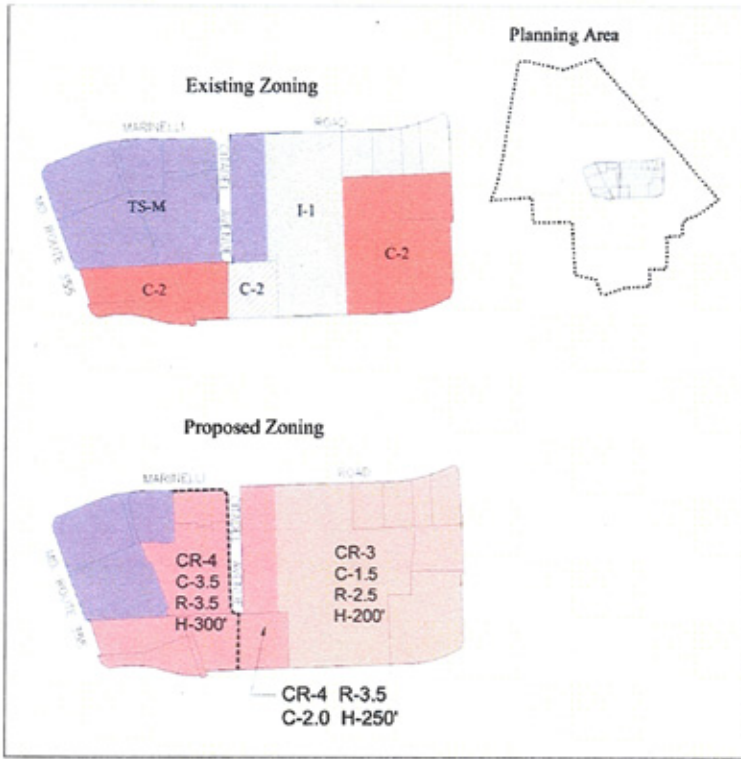
The NRC District, approximately 38.5 acres, is bounded by Rockville Pike, Nicholson Lane, Nebel Street, and Marinelli Road. The headquarters of the Nuclear Regulatory Commission (NRC); Strathmore Court, a Housing Opportunities Commission (HOC) multifamily residential development; and a WMATA bus facility are located within the district. Properties are zoned Transit Station, Mixed (TS-M), Light Industrial (I-1), and General Commercial (C-2). The WMATA site has the greatest potential for future redevelopment and could add a substantial amount of residential uses should the bus facility no longer be needed. If the bus facility remains, the property may be appropriate to transfer density to properties along Rockville Pike.



- Confirm TS-M zone on the three NRC properties.
- Rezone the TS-M properties on either side of existing Citadel Street to CR4, C3.5, R3.5, and H 300 feet to encourage residential development. The WMATA property will be split zoned.
- Rezone C-2 zoned properties south of the NRC and along Rockville Pike and west of Citadel Street, to CR4, C3.5, R3.5, H 300 feet. The zone allows for either more residential or more non-residential.
- Rezone all remaining properties, including White Flint View (zoned I-1), which has an approved preliminary plan, and the eastern portion of the WMATA bus facility (zoned I-1 and C-2) to CR3, C1.5, R2.5, and H 200 feet.



NRC District- Existing and Proposed Zoning



White Flint Mall District:

The White Flint Mall, at 88 acres, is the Plan area's largest district. It contains office, commercial, and industrial uses, including the White Flint Mall and White Flint Plaza. The White Flint Neighborhood Park, White Flint Park and the Garrett Park Estates community are on the southern boundary and the CSX tracks form the eastern boundary. Rockville Pike is the western boundary and Nicholson Lane, the northern boundary. Properties in this district are zoned Low Intensity, Light Industrial (I-4); Commercial Transition (CT); General Commercial (C-2); and Single-Family Residential (R-90). There are no residential units in the district.



The district is divided into the Nicholson Court, Eisinger and Fitzgerald, White Flint Plaza, and White Flint Mall blocks and can be further divided into walkable blocks by extending the existing road network and adding lateral connections. Redevelopment can provide a considerable number of new residential units organized into discrete neighborhoods. Some blocks may redevelop with more than the targeted 60 percent residential use. A MARC station is planned in this District. There should be a substantial amount of public use space generated by new development. It is important for the public use spaces to be distributed and connected through the blocks. Each block should have connecting public open spaces as indicated on the Height and Density Map.

Block 1: Fitzgerald and Eisinger

- Rezone land west of Huff Court (Fitzgerald property, a closed gas station and some smaller properties) to CR4, C3.5, R2.0, and H250 feet. Residential uses may not be as desirable along Rockville Pike as offices or hotel uses.
- Rezone land east of Huff Court (Eisinger property and two lots owned by Lerner/Tower) to CR3, C1.5, R2.5, and H200 feet to encourage residential development. Affordable housing, especially workforce housing, may be appropriate at this location in conjunction with a mixed-use combined development with the western portion of Block 1.

Block 2: Combined Properties

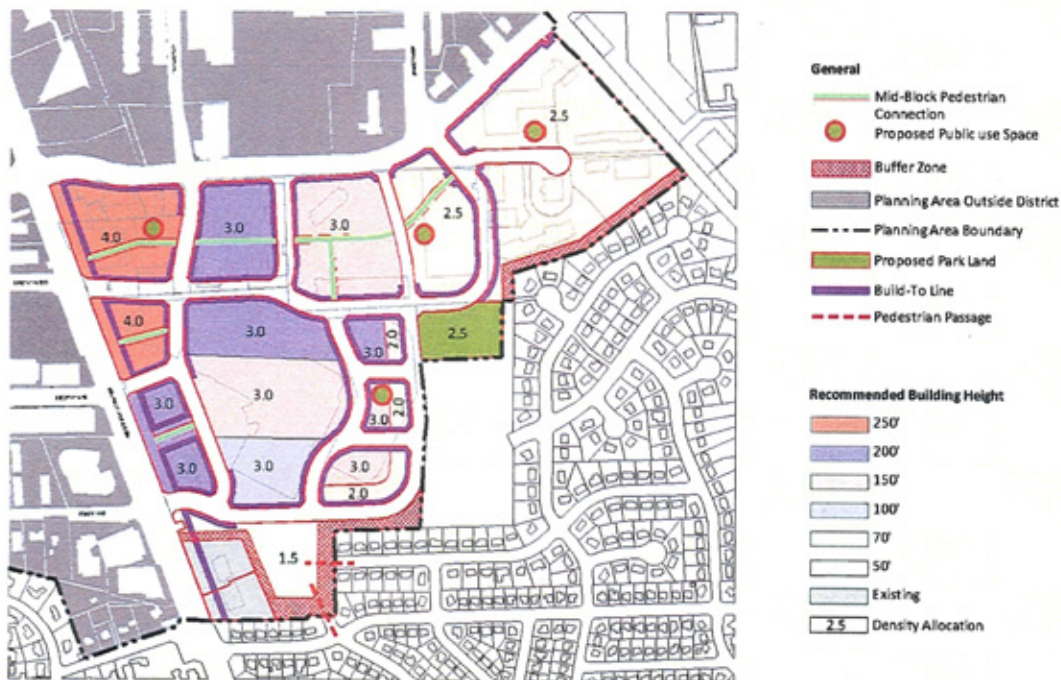
- Rezone property to CR3, C1.5, R2.5, and H200 feet. This C1.5 will accommodate existing FAR.
- The density and height map recommends that development on this property should transition between Block 1 and Block 3. Development on the western half should have 150 feet heights to ensure a transition between Block 1 and the eastern portion. The eastern portion should have a density of 2.5 and a maximum height of 70 feet to ensure compatibility with Block 3.

Block 3: Nicholson Court

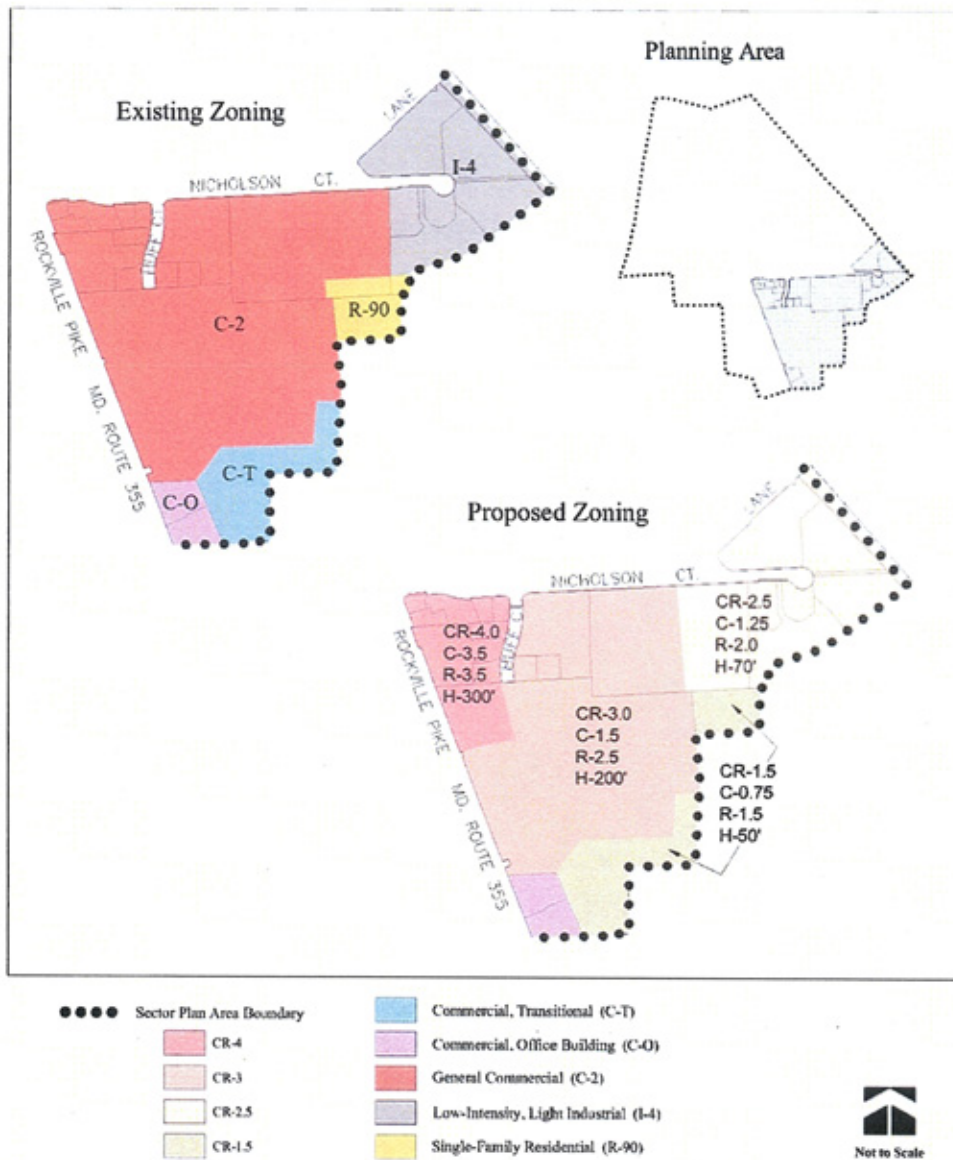
- Rezone entire block to CR2.5, C1.25, R2.0, and H70 feet for a transit-oriented neighborhood centered on the MARC station. The C1.25 will accommodate existing commercial FAR on individual properties.

Block 4: White Flint Mall

- This property will be split zoned in order to provide appropriate transitions between Rockville Pike, the expanded White Flint Neighborhood Park and residential communities to the south and east.
- Dedicate approximately 2.5 acres to expand the White Flint Neighborhood Park
- Rezone four acres zoned C-2 adjacent to Block 1 to CR4, C3.5, R2, and H250 feet.
- Rezone the existing R-90 and CT portions to CR1.5, C.75, and R1.5, H50 feet. Lower density and height limits will ensure compatibility with the park and adjoining single-family detached residential communities. .
- Rezone central portion to CR3.0; C1.5, R2.5, H200 feet. The height and density map indicates height bands across the central portion, with the taller buildings at the north, lower buildings in the middle (150 feet) and the southern portion (100 feet tall) as shown in the height and density maps. The heights shown on the map demonstrate the intent of this Plan that heights decline as buildings move from the north and west of the site toward the southern and eastern edges of the zone. Some variance from the lines on the map may be necessary to accommodate a carefully organized and thoughtful design, but the overall effect should be that buildings within each height band not exceed the height indicated.



White Flint Mall District - Existing and Proposed Zoning



Sustainability

The compact, walkable and green community envisioned for White Flint fully integrates all aspects of sustainability. It accommodates new residents and business while reducing land consumption and vehicle miles travelled, improving our carbon footprint, water and air quality.

Redevelopment in the sector plan area is an opportunity to improve environmental conditions and create a greener community that conserves energy, uses roofs and green spaces to filter stormwater and purify the air. The CR zone will provide incentives to incorporate green building technology and environmental site design while reinforcing current environmental regulations.

The sector plan area spans a cluster of five headwater sub watersheds in the Lower Rock Creek basin and the Cabin John watershed. Most of the development occurred at a time before stormwater management regulations were in place, so all streams in the sub watersheds are degraded. Most of the sub watersheds shown here are in fair condition and a portion of the southern sector plan area is in poor condition. As development occurred, the smaller headwater streams were placed in pipes underground and covered over. There are almost no natural resources or environmental functions remaining in the sector plan area, and there are no environmentally sensitive areas (stream buffers, wetlands, floodplains or steep slopes) remaining to protect. Current tree canopy is approximately 10.5 percent and imperviousness is about 87 percent. The remaining area is either in grass, gravel or cleared earth.

The recommendations in the master plan are aimed at maintaining the same amount of pervious land cover, increasing tree canopy and incorporating stormwater management into all new and redeveloped properties. This will decrease the amount and increase the quality of runoff from the sector plan area, but it cannot completely offset the impacts of the existing and proposed development. Stream conditions should stabilize and improve over time. Stream restoration and forest planting along streams near the sector plan area will also be needed to achieve better stream conditions in Rock Creek and Cabin John watersheds. Compact development that accommodates more people on less land also precludes degradation in other stream systems in the County, reducing the total impact on the Chesapeake Bay.

White Flint Stream Conditions

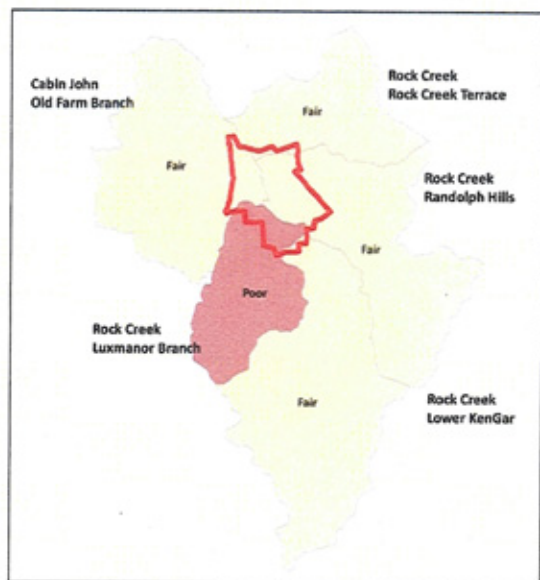
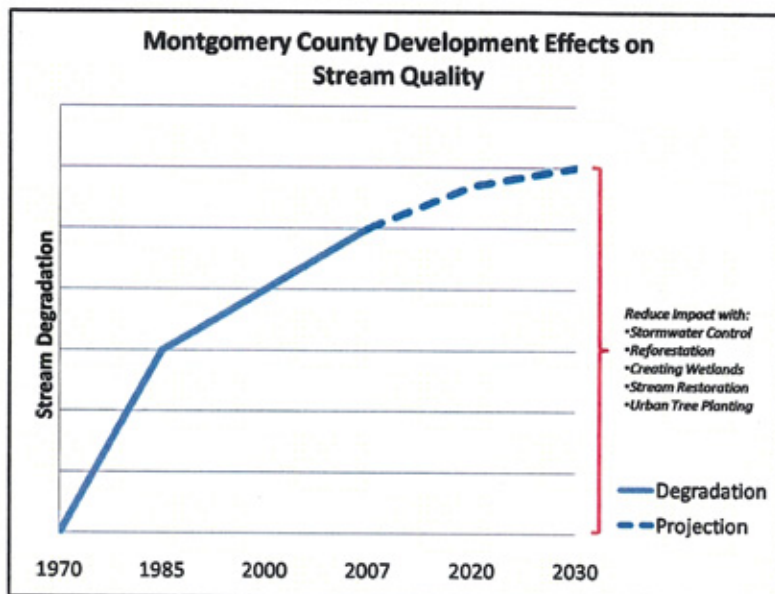


Figure 26: White Flint Stream Conditions

Figure 27: Development Effects on Stream Quality

The first goal is to minimize carbon emissions. The County's overall goal is to reduce the 2005 measured carbon emission levels by 80 percent by 2050. The land use pattern in White Flint will prevent the emission of approximately 6-7 million metric tons of carbon equivalent over the lifetime of development. This reflects the physical savings of more compact building types and reduced vehicle miles traveled. Further savings will be achieved by the recommendations, including:

- Providing a safe, attractive and continuous network of sidewalks and bikeways to further reduce vehicle miles traveled.
- Reducing consumption of energy through site design and energy-efficient buildings
 - Site buildings to maximize natural lighting and ventilation and minimize thermal loss.
 - Use awnings and overhangs to block direct summer sunlight and light shelves to reflect natural daylight further into the building.
 - Maximizing use of on-site and off-site renewable energy sources.
 - Maximize the LEED or equivalent standards met in the Energy and Atmosphere category.
- Mitigating carbon emissions through maximizing the preservation and planting of trees and other vegetation.



The second goal is to create a healthy, livable urban environment by improving air and water quality. The Sector Plan area is currently approximately 87 percent impervious with only 10.5 percent tree canopy. Very little of the current development is served by stormwater management.

Recommendations to accomplish this include:

- Maximizing the use of the environmental incentives, as described in the zoning code, on all properties. Environmental incentives should be chosen based on the individual sites and integrated into the design of the development. Environmental incentives should be used to:
 - Improve air quality
 - Improve water quality
 - Increase carbon storage (sequestration)
 - Decrease carbon production
 - Decrease urban heat island effect
- Adding stormwater treatment along Rockville Pike and along the new Market Street to reduce the impact of runoff as required by the Road Code.
- Using environmental site design to handle stormwater management. Appropriate techniques may include green roofs, bio-infiltration, innovative stormwater features, green streets, cisterns and pervious paving. Recycling stormwater for beneficial uses is preferred.

Mobility

The Plan recommends a transit-focused, multi-modal mobility system that supports the proposed urban center and local neighborhoods. Street enhancements are necessary to fully utilize the transit service. An improved street grid would allow better traffic flow. Improved pedestrian and bicyclist access to transit would provide incentives to reduce automobile use.

Two principles underpin the mobility recommendations:

- An enhanced grid street network can diffuse congestion. The Plan recommends a grid street network that includes business district streets and a finer grained system of local connections, including private streets, for more direct vehicular and pedestrian circulation. This robust network relieves pressure on Rockville Pike and Old Georgetown Road, the two major highways that have the most congestion in the Plan area, and alternatives within the Plan area.
- Walkable streets with access to transit reduce reliance on the automobile.

The Plan incorporates the following regarding future trip generation:

- Development in Metro Station Policy Areas has a lower vehicle trip generation rate than development elsewhere in Montgomery County because of the availability of high-quality transit.
- Future commercial development in White Flint can be expected to have a lower vehicle trip generation rate because of the County's commitment to transportation demand management strategies including policies and programs designed to affect commuter behavior such as: parking management, connected sidewalk and bikeway facilities, improved access to Metro and MARC, and expanded circulator bus services and efficient parking management.
- Residential development can generally be expected to have a lower vehicle trip generation rate than commercial development.

Based on these assumptions, Local Area Transportation Review (LATR) standards can likely be met with a proposed expansion of the Metro Station Policy Area boundary to encompass the full Plan area. The Policy Area Mobility Review (PAMR) analysis indicates that there will be higher levels of congestion than allowed in the current Growth Policy and, therefore, the Sector Plan should be designated a Metro Station Policy Area and able to support higher area-wide congestion levels.

Transit

- Construct a northern entrance to the Metro station in the southeast quadrant of Rockville Pike and Old Georgetown Road.
- Construct a MARC station at the Nicholson Court location. This MARC station replaces the Bou Avenue location recommended in the 1992 North Bethesda/Garrett Park Master Plan. The

relocation is appropriate since White Flint will be the most intensely developed activity center along the Brunswick line.

- Provide bus transit transfer facilities at the Metro and MARC stations. A total of eight bus bays should be provided at the Metro station and two bus bays at the MARC station.
- Support the development and maintenance of shuttle bus services serving both the Sector Plan area and immediately adjacent commercial properties.
- Develop circulator bus routes to provide local service, particularly on the east and west cross streets.

Revised Existing and Proposed Street Classification

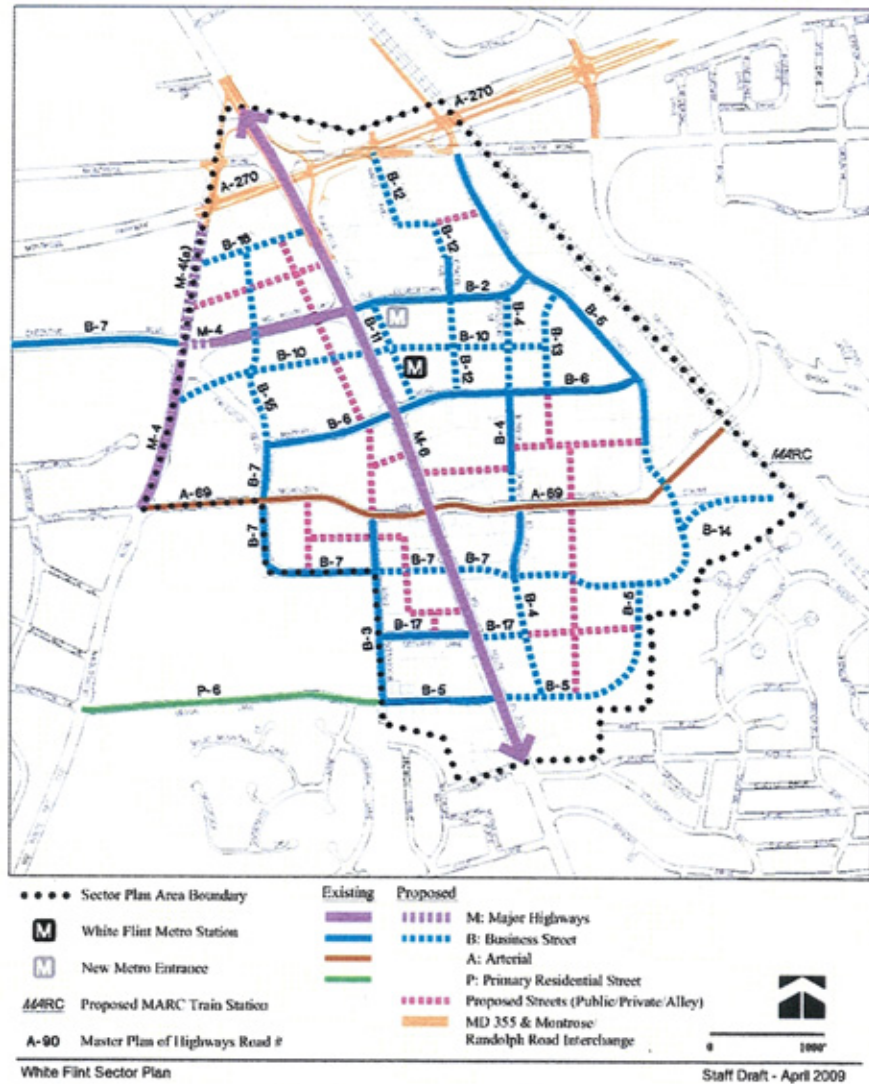


Figure 27