

Table #2

VISION

Place for people to live, work play with parks, bike paths, and pedestrian access at a human scale with an environmental focus.

DESIRED CHARACTERISTICS

- Provide parking on periphery or below ground
- Add wide sidewalks
- Move from auto scale to human scale
- Eliminate surface parking lots
- Add tunnels/bridges for people to cross Pike
- Increase population density and add ground floor retail
- Use surface parking area for building density and green space
- Step buildings back from road to integrate green
- Provide incentives for green buildings – densities should be driven by environmental design
- Add density that helps walking
- Avoid “canyonization”
- Add green roof concepts
- Provide trail system that connects urban parks (small strategically placed)

CHARACTERISTICS APPLIED TO WHITE FLINT

- Build over the Metro station
- Provide focal building retail, entertainment—activity driven
- Provide more Metro access points, especially to the north
- Use side streets for retail vs. 355 (cafes away from 355)
- Use the section of 355 between Old Georgetown Road and Marinelli Lane as the focal point
- Look at White Flint Mall areas as a secondary town center area
- Provide connections (pedestrian, bike) between two centers
- Provide urban park in White Flint area
- Avoid shadows of large structures on adjacent residential
- Make sure the pedestrian connections make sense
- Provide streetscaping for residents

- Ensure bike path connectivity to small parks around the focal point
- Underground stormwater management
- Encourage light mix—mostly residential at the Mid-Pike plaza redevelopment
- Provide a ring road system—external parking to take traffic off 355

CONCEPT

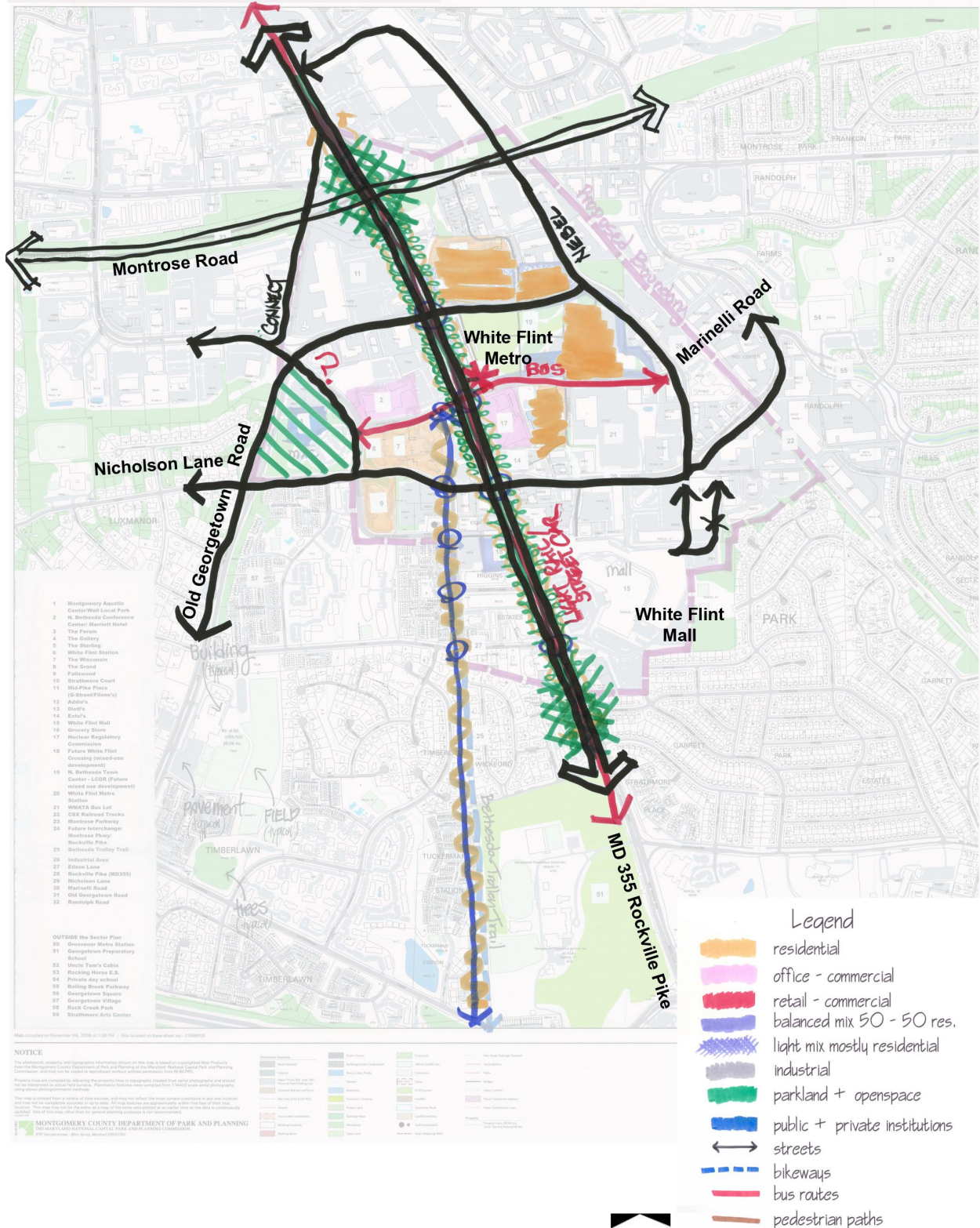
This group decided to use the Metro station as the main focal point of the planning area. They designed four Metro access points (two on the east and two on the west side of the Pike) specifying that bridges work best. A secondary focal point would be a redesigned White Flint Mall as a mixed-use area. Both of these focal points have parking garages on the periphery away from 355. The garages are accessed from Nebel Street and Nebel Street Extended. The group wanted many green areas/parks within the mixed-use areas. A third redevelopment area, on the corner of Montrose and 355, should be predominantly residential.

The Bethesda Trolley Trail should loop through the entire planning area, connecting the small parks and mixed-use areas. The trail should connect to the east and west (Cabin John and Rock Creek Park) as well as to the historic cabin and other significant spots. There should be several bridges crossing the Pike, where automobile traffic is reduced significantly because of a new monorail.

PRESENTATION NOTES

- Create a pedestrian neighborhood on a human scale; residents and business owners co-exist in harmony.
- People living, working and playing in a mixed-use area.
- Monorail throughout the area.
- Outer park system connecting bike routes and trails to residential zones.
- No “canyonization” of Rockville Pike; keep tall buildings to a minimum.
- Metro would be the neighborhood core.
- The neighborhood should be comprehensive and not require an automobile to participate.

WHITE FLINT SECTOR PLAN Table 3



- 1 Montgomery Aquatics Center/Wall Local Park
 - 2 R. Bethesda Conference Center/Starrett Hotel
 - 3 The Farm
 - 4 The Sterling
 - 5 White Flint Station
 - 6 The Wisconsin
 - 7 The Strand
 - 8 Fallwood
 - 9 Brookstone Court
 - 10 Mid-Pike Plaza
 - 11 (G-Street/Flower's)
 - 12 Adair's
 - 13 Dier's
 - 14 Kater's
 - 15 White Flint Mall
 - 16 Grocery Store
 - 17 Nuclear Regulatory Commission
 - 18 Future White Flint Crossing (mixed-use development)
 - 19 R. Bethesda Town Center - L-Conn (Future mixed use development)
 - 20 White Flint Metro Station
 - 21 WMATA Bus Lot
 - 22 C&K Railroad Tracks
 - 23 Mantrac Parkway
 - 24 Future Interchange
 - 25 Rockville Pike
 - 26 Bethesda Trolley Trail
 - 27 Industrial Area
 - 28 Babes Lane
 - 29 Rockville Pike (MD305)
 - 30 Nicholson Lane
 - 31 Old Georgetown Road
 - 32 Resnaple Road
- OUTSIDE the Sector Plan**
- 33 Grosvenor Metro Station
 - 34 Georgetown Preparatory School
 - 35 Maida Tarr's Cabin
 - 36 Rocking Horse E.S.
 - 37 Private day school
 - 38 Rolling Brook Parkway
 - 39 Georgetown Square
 - 40 Georgetown Village
 - 41 Rock Creek Park
 - 42 Eisenhower Arts Center

NOTICE

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NOT TO SCALE



White Flint Sector Plan
November 06, 2006

Table #3

VISION

White Flint will be: The Town Center for North Bethesda – a place to live, work, shop, plan and enjoy – “a community.”

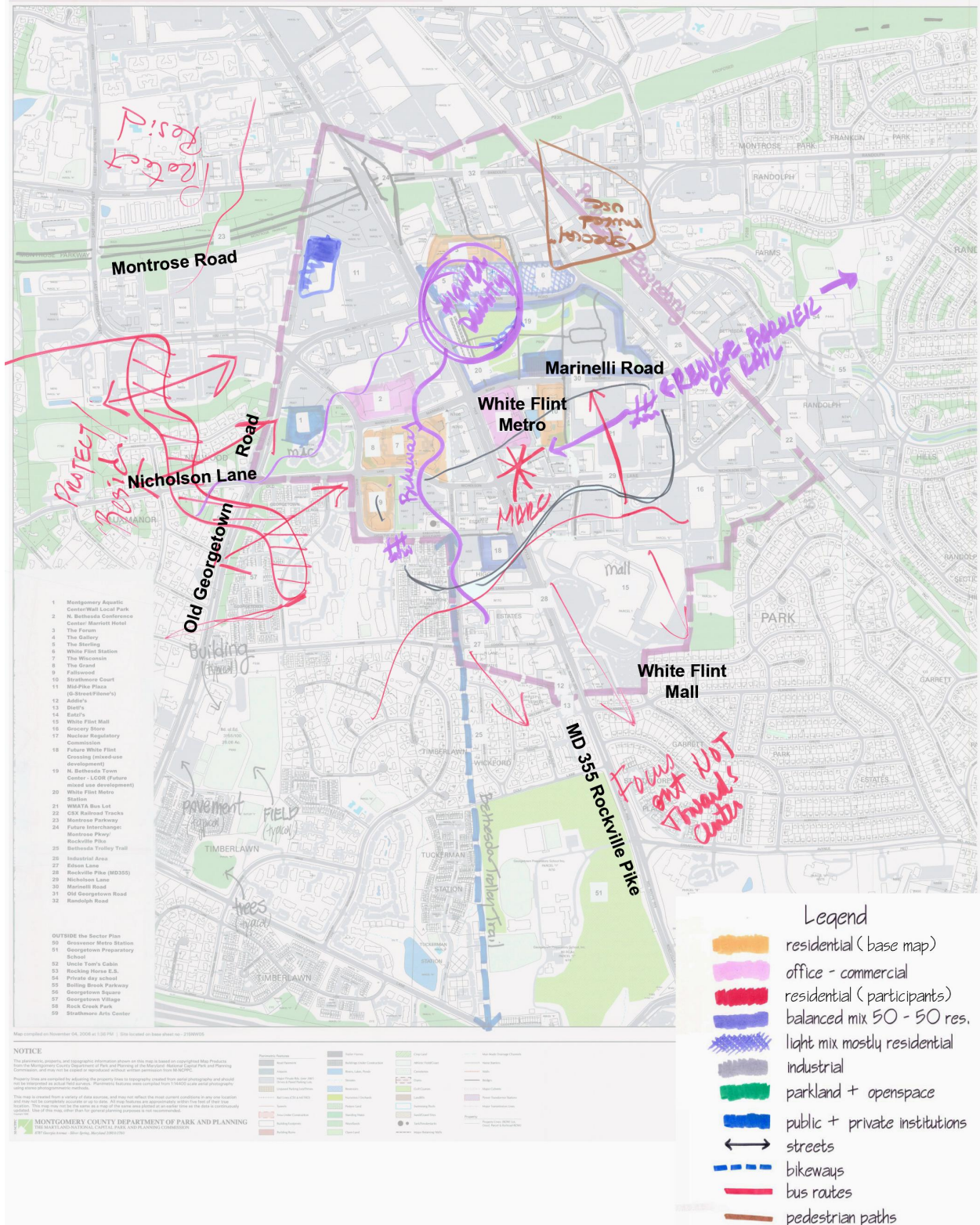
CHARACTERISTICS

- Provide for people with disabilities
 - Shop while cars are serviced
 - Provide for parking
 - On street
 - Handicapped
 - Walk to lots of services
 - Improve the pedestrian crossing of MD 355
 - Improve access to Metro (both sides of MD 355)
 - Improve transit access
 - Provide circulating buses (Bethesda 8) with working lifts
 - Provide moving sidewalks
 - Provide an accessible underpass (elevator) under MD 355
 - Create MD 355 as a boulevard
 - Provide setbacks
 - Increase green
 - Improve pedestrian access
 - Provide buses with working lifts
 - More set back (see Sterling)
 - Increase green
 - Improve sidewalks
 - Places to walk
 - Grade separation at Nicholson Lane
 - Street car
 - Rail
 - Coordinate traffic signals
 - Adjust timing of signals at all times
 - Create a sense of place
 - Provide an entrance/exit feature
 - Provide a new Zip Code
 - Establish a new place name (e.g. White Flint)
 - New name for MD 355
 - Plan for the retired
 - Provide MD 355 as a major transportation corridor
 - Create a place like parts of Shirlington
 - Recognize high traffic volume
 - Improve traffic leaving White Flint Mall
 - Upgrade park area around Aquatic Center
- Connect Old Georgetown Road to Executive Boulevard from the north
 - Add parks and public open space like Friendship Heights Town Hall
 - Connect to cultural activities

PRESENTATION NOTES

- The official name should be: The Community of North Bethesda.
- Town Center should be the nucleus of the neighborhood and Metro at its center.
- Metro needs to be more easily accessible.
- Diversity or a variety of businesses and residents would make a good community.
- Need underpasses or overpasses to get people across Rockville Pike.
- Need more ways to get into Metro.
- Need elevator(s) on both sides of the Pike.
- Need circulation buses or reliable public transit above ground as well as below. Local transit in the immediate area. Need a moving sidewalk.
- Upgrade and develop parks into more usable areas for the residents.
- Expand Old Georgetown Road to connect to Executive Boulevard from the north.
- Widen walkways on both sides of Rockville Pike to maximize pedestrian use.
- Add lots of trees on Rockville Pike—green zone.

WHITE FLINT SECTOR PLAN Table 4



- 1 Montgomery Aquatic Center/Blair Lacer Park
 - 2 N. Bethesda Conference Center/ Marriott Hotel
 - 3 The Forum
 - 4 The Gallery
 - 5 The Sterling
 - 6 White Flint Station
 - 7 The Wisconsin
 - 8 The Grand
 - 9 Fallwood
 - 10 Strathmore Court
 - 11 Mid-Place Plaza (a.k.a. Plaza)
 - 12 Addie's
 - 13 East's
 - 14 East's
 - 15 White Flint Mall
 - 16 Grocery Store
 - 17 Nuclear Regulatory Commission
 - 18 Future White Flint (existing land-use development)
 - 19 N. Bethesda Town Center - L.OOR (Future mixed-use development)
 - 20 White Flint Metro Station
 - 21 WMATA Bus Lot
 - 22 CBX Railroad Tracks
 - 23 Montrose Parkway
 - 24 Future Interchanges: Montrose Plaza/ Rockville Pike
 - 25 Bethesda Trolley Trail
 - 26 Industrial Area
 - 27 Edison Lane
 - 28 Rockville Pike (HS350)
 - 29 Nicholson Lane
 - 30 Marinelli Road
 - 31 Old Georgetown Road
 - 32 Randolph Road
- OUTSIDE the Sector Plan**
- 50 Grosvenor Metro Station
 - 51 Georgetown Preparatory School
 - 52 Uncle Tom's Cabin
 - 53 Rocking Horse E.S.
 - 54 Private day school
 - 55 Balling Bank Parkway
 - 56 Georgetown Square
 - 57 Georgetown Village
 - 58 Rock Creek Park
 - 59 Strathmore Arts Center

NOTICE

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NOT TO SCALE



White Flint Sector Plan
November 06, 2006