

Table #4**VISION**

White Flint will be a unique livable green community surrounded by established residential communities. Pedestrian access into the Metro Station area and across the rail tracks will increase connectivity and reduce the rail barrier between the residential neighborhoods and commercial uses. Land uses will consist of a mix of uses including: increased residential density, commercial employment areas including light industrial and small business uses, high density mixed uses at the Metro Core, and a variety of green spaces.

CHARACTERISTICS

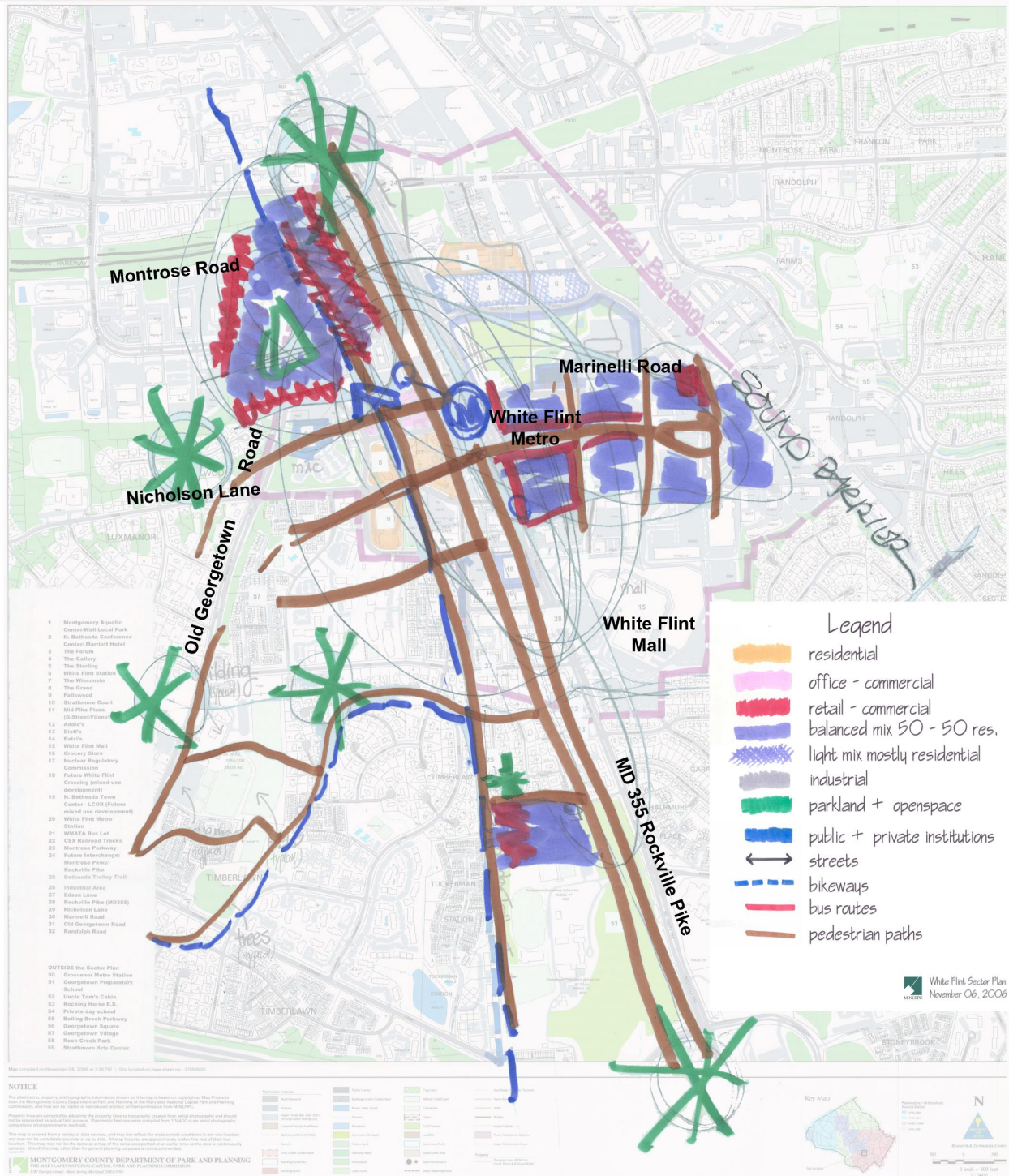
- Circulation
 - Provide transportation connectivity within and around White Flint
 - Expand connectivity
 - Maximize rail crossing
 - Use skywalks and bikeways
 - Make more pedestrian friendly—convenient and safe with access to Metro and crossing MD 355
 - Provide grid or network of streets—alternate routes to MD 355
 - Maximize railroad crossings—reduce as a barrier—air rights, perhaps
 - Provide for more usable green space – parks, walkways
 - Provide a People Mover / light rail option
 - Provide better connectivity between schools, residential development and Metro
 - Use MARC to better expand the transportation network – relocate the Marc station to White Flint - consider the light industrial areas and the area south near the residential neighborhoods
 - Construct a People Mover in North Bethesda
- Land Use and Density
 - Provide greater height and density at Metro – transition to lower densities and height near surrounding communities
 - Reconsider light industrial uses
 - Keep light industrial core
 - Increase density on residential edge to increase density
 - Protect and enhance existing communities

- Tent building heights so that the greatest height is at the Metro and it transitions down to surrounding communities
- Provide for flexibility of boundaries
- Construct new buildings closer to streets
- Increase residential uses
- Retain some industrial uses
- Encourage small businesses
- Provide all varieties of parks—design parks a la Central Park with restaurants surrounding
- Community Character
 - Livable communities
 - European style town center green space like Prague and Paris
 - Make the area safe through design
 - Connect buildings with walkways
 - MD 355 character—a boulevard with trees and pedestrians
 - Build a 24-hour development
 - Need to consider urban schools that are 3-4 stories
 - Maximize existing infrastructure
- The Environment
 - Good Environment—green buildings, trees
 - Build good energy efficient buildings—use ventilation to make high-rise buildings more efficient
 - Green buildings
 - Use trees to protect buildings from the sun

PRESENTATION NOTES

- Needs to be unique, livable and especially green—a Sustainable Green Development.
- Mix of light industrial and mixed-use development.
- Use the light industrial as a barrier between the residential areas and the CSX railroad tracks.
- Protect existing residential areas and create more parks and walkways to connect them.
- Easier access to the Metro and improve cross-ability.
- Relocate the MARC line and have green barriers around it.

WHITE FLINT SECTOR PLAN Table 5



NOT TO SCALE



Table #5

VISION

No Vision Provided.

POSITIVE CHARACTERISTICS

- Close to Metro, Bethesda, I-270
- Lots of businesses, restaurants
- The North Bethesda Town Center
- Some of the development that is planned for the area
- Some of the new projects recently developed
- High rise neighbor at Wisconsin

CHALLENGES OF WHITE FLINT

- The lack of pedestrian connections
- The noise that the MARC train makes at late hours of the night
- The idea that tall buildings at North Bethesda will block the view of the “gallery” buildings facing the Center
- The streetscape
- Parking lots along Rockville Pike

GENERAL COMMENTS

- Bring buildings close to the street - with streetscape.
- Provide a north entrance to the White Flint Metro Station. It does not have to be another large entrance, but it should be accessible to people living on the other side of Old Georgetown Road.
- Encourage a tree-lined Rockville Pike with side roadways similar to K Street in Washington, D.C. Buildings lining Rockville Pike would be closer to the street with parking below and behind the buildings.
- Provide town centers along the neighborhoods located behind Rockville Pike, urban density toward Rockville Pike, lowering as you move away west and east.
- Increase the dependence upon the Metro system and walkability and decrease the dependence on cars.

SUMMARY OF THE GROUP DRAWING

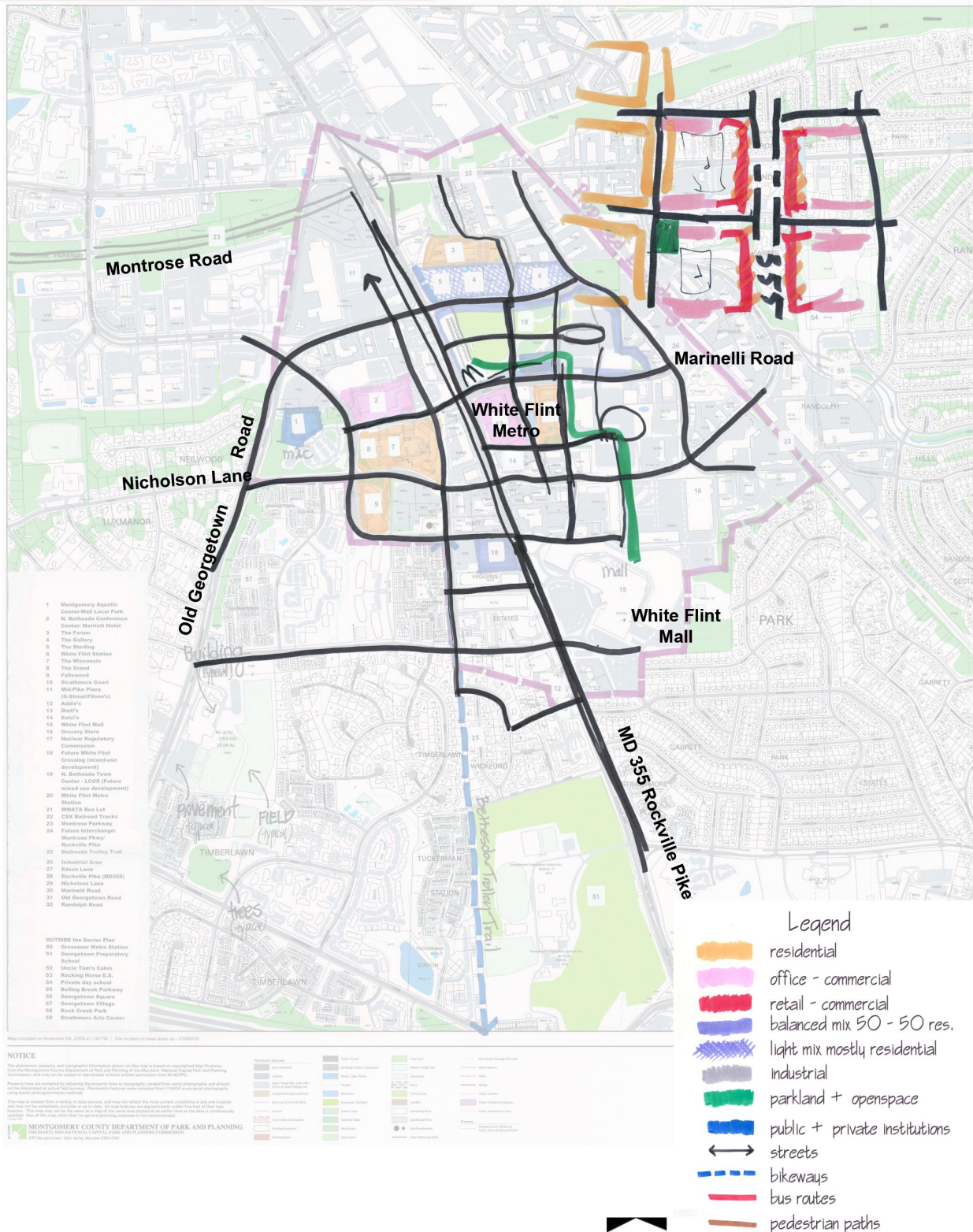
- Provide a sense of place
- Provide north and south gateways

- Make White Flint pedestrian friendly
- Provide a north entrance to Metro
- Provide a sound barrier to offset the Marc train noise
- Add more green, especially on Rockville Pike
- Construct buildings to the street (parking lots in back/under)
- Add smaller blocks
- Provide alternate modes of transportation
- Provide connections to nearby communities
- Concentrate density at Metro stations
- Be architecturally artistic

PRESENTATION NOTES

- Create a sense of place.
- A north entrance to Metro is very important
- Minimize the train noise for the residents.
- The neighborhood should be a green zone.
- Create smaller, walkable blocks with pathways to parks and between the commercial and residential areas.
- Reduce the need to use an automobile to get from one shopping center to another.
- Encourage walking by residents and others.
- Services and amenities should be near where the users work and live.
- Have design-sensitive architecture; aesthetics are key to the look and feel of Rockville Pike's future.

WHITE FLINT SECTOR PLAN Table 6



NOT TO SCALE



White Flint Sector Plan
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