

Table #6

VISION

White Flint is a place to live, work, play, shop, and walk with sufficient density to encourage quality redevelopment. Vibrant streets and consistent streetscapes are important.

CHARACTERISTICS

- White Flint should be a CBD.
 - Provide more walkable areas
 - Provide more mixed-use
 - Add high density
 - Include operational elements like parking district
 - Provide an urban district
- Provide more interconnected roads
 - Provide breaks in the superblocks and provide connections to adjacent communities
 - Make sure the network is intuitive for both motorists and pedestrians
 - Separate through traffic from local traffic
 - Add local lanes on MD 355
- Encourage local focus and attention on the streets that connect to MD 355 (like Ellsworth in Silver Spring)
 - The type of land use in each block is unimportant
 - Focus on form and density.
 - Provide for ground floor retail. (The group discussed whether that retail belonged primarily along MD 355, on a parallel "Ellsworth-type" street, or uniformly throughout, but no consensus.)
- Consider some selected grade-separated pedestrian connections
- Maintain a retail base to build upon. MD 355 is now a regional draw for retail.
- A key for open space requirements is to focus on quality rather than quantity.

PRESENTATION NOTES

- Being a Central Business District is key to the functionality of White Flint.
- Inter connecting walkways should be established and strengthened.
- Street system of small blocks, departure from the superblocks.

- Live, work, walk etc., all in one place; as a locally important commercial center, this area is great for this type of development.
- Hope to see more pedestrians. Create an environment conducive to walking, rather than driving.
- Add public use space on either side of Rockville Pike.
- Unify the east and the west side of the Pike with better pedestrian cross traffic.
- Under- or over-passes would help to create a connection for pedestrians and cars and would help unify the business/residential/ park mixes.

WHITE FLINT SECTOR PLAN Table 7

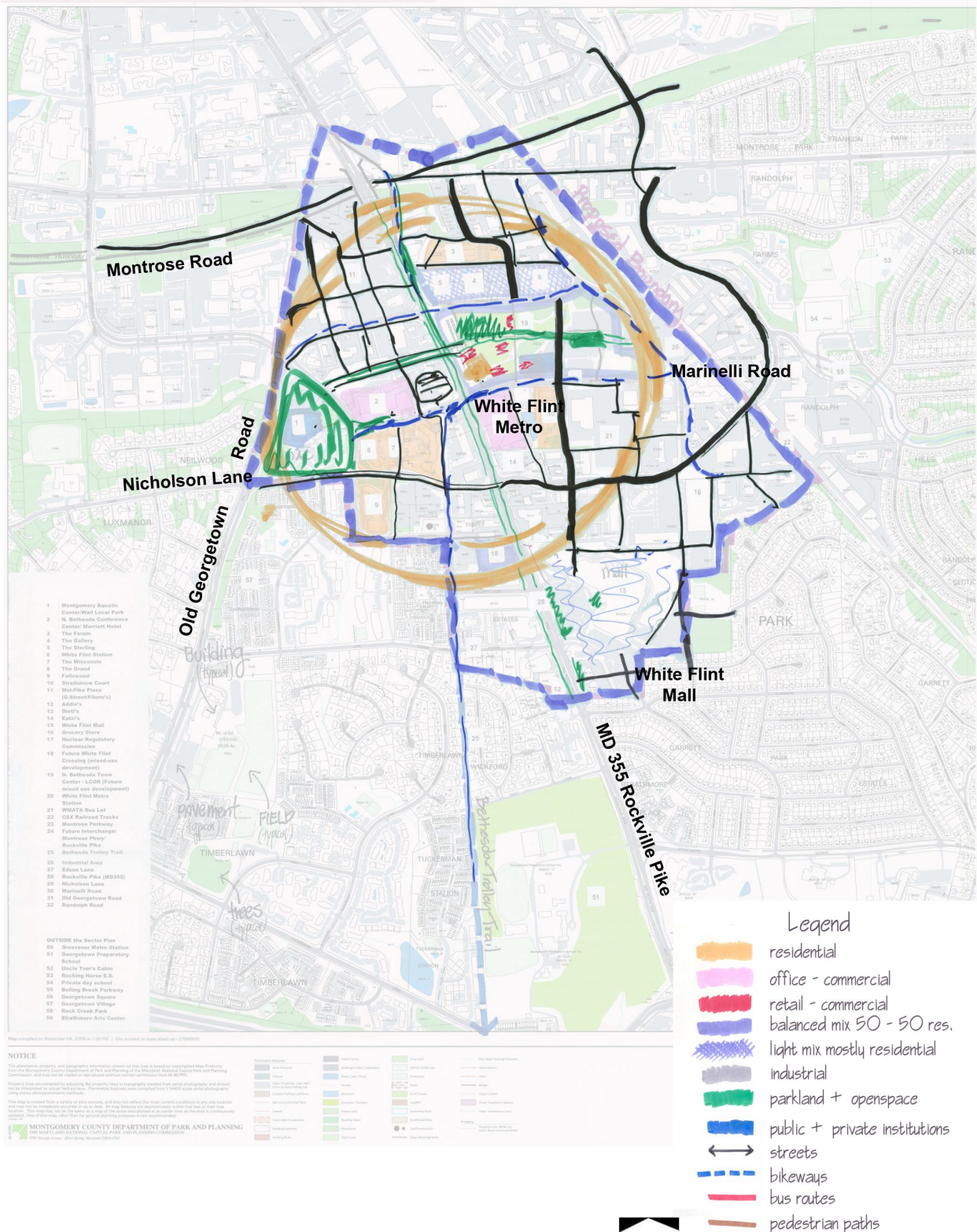


Table #7

VISION

No Vision Provided

POSITIVE CHARACTERISTICS

- Good modes of transit
- Infrastructure should be built before development (smart growth)
- Should have the ability to walk
- Should be conducive to less use of cars
- Keep traffic at a “social speed” on side roads (traffic on Executive Blvd is very fast—not conducive to shared use with bikes and pedestrians.)
- Channel through traffic

EMPHASIS

- Provide a minimum of “transit trips” before development can proceed, rather than Level of Service (transit must be at a certain percentage of mode share before any additional development is approved.)
- Provide adequate side roads; provide a network of streets rather than just 355.
- Ensure street architecture—control, not necessarily only with lights. Roundabouts?
- Provide more human scale development
- Consistent addressing with visibility of numbers

QUESTIONS

- Outlying densities? What are they?
- Provide “numbers” to compare White Flint to Bethesda and Silver Spring
- Provide the results of a White Flint traffic study
- Shuttle use:
 - White Flint Mall to Metro—does it still exist? Is it used?
 - Other shuttles?

DRAWING COMMENTS

- Street, sidewalk and bikeway interconnectivity is most important
- Look at jobs/housing balance; consider the capacities of all public facilities
- Create an identity, create an identifiable place

- Focus should be within walking distance of Metro
- More green—green parks and green boulevards
- Retail near Metro
- No parking between Metro and the conference center—build in this area
- Be like Munich, with public spaces, shops on the streets and parking behind
- Be like San Francisco

PRESENTATION NOTES

- Want to see more walking incorporated into the plan.
- A streetscape and an identity should be included in the urban spine.
- Create a town center or square.
- Facades would be portals to shopping, cafes, restaurants and commercial establishments. Loading and deliveries should be in the rear of buildings.
- Green along Rockville Pike with trees and landscaping.
- Bike paths and walking paths connecting the various commercial areas and residential neighborhoods with parks.

Table 8



Table #8

VISION

White Flint is an urban village centered around Metro that provides a focal point for surrounding neighborhoods, and that uses existing infrastructure and provides public and private urban amenities and public institutions, and safe and attractive pedestrian access between residential and commercial areas.

DISCUSSION HIGHLIGHTS

- Create a Sense of Place
 - Create an identifiable Town Center that is a focus for the community
 - Create a “Market Square” near Metro that is pedestrian friendly and provides green space
 - Locate public facilities near the Center including a post office and library
 - Provide an urban-type elementary school
 - Build pedestrian and shuttle bus connections to the Center and Metro (see map)
- Housing
 - Provide a better balance of housing for varied incomes
- Density
 - Locate highest densities at Metro and taper off beyond that
 - Locate moderate density along Montrose/Randolph to Nebel Street (see map)
 - Locate moderate density where surface auto sales are now (see map)
 - Locate moderate density where White Flint Mall is now (see map)
 - Locate higher density along Rockville Pike at Nicholson Lane (see map)
- Zoning / Land Use
 - Provide zoning that encourages retail for necessities in walking distance of residential development
 - Convert some industrial areas behind Metro along Nebel Street to mixed use/residential
 - Redevelop Mid-Pike Plaza as a fully mixed-use center with higher density closest to Metro, moderate density beyond. Include a green boulevard in the center that is an activity center (see map)
- Transportation and Accessibility
 - Improve traffic control
 - Add safe and attractive ways to get between commercial areas without a car
 - Change Rockville Pike so cars know to go slower and it is safer to cross the road
 - Add more traffic lights from Strathmore to Montrose/Randolph to create breaks in traffic
 - Add new roads that break up large blocks and create alternative ways to get around (see map)
 - Parking
 - Stop allowing parking in the front of stores to create a nicer streetscape
 - Add more parking garages - get rid of most surface lots
 - Bus Transit
 - Add shuttle buses to go from nearby neighborhoods to commercial areas
 - Show bus destinations, not just numbers which are meaningless
 - Provide a shuttle bus that loops from White Flint Mall to Metro to the residential areas along Old Georgetown Road East (see map)
 - Pedestrian Access
 - Improve streetscaping and create wider and more pleasant sidewalks down Rockville Pike to encourage walking
 - Improve pedestrian access for safety and attractiveness, including crossing the Pike
 - Provide more clearly defined crosswalks - use X crossing for “allwalk”?
 - Add lighting along sidewalks, not just roadways
 - Connect neighborhoods to retail with walking paths
 - Add wayfaring signage (possible amenity fund item)
 - Retain the green frontage along Rockville Pike near Strathmore Avenue (see map)
 - Add a sidewalk along Strathmore Avenue to the Catholic School (see map)
 - Coordinate development so that improved pedestrian access and new development happen together
 - Bicycle Access

- Add more bike paths, perhaps along the train corridor
- Expand the Bethesda Trolley Trail up and over to Metro (see map)

PRESENTATION NOTES

- Want an urban village.
- The White Flint area should be centered at the Metro.
- Rockville Pike and Old Georgetown Road should be green corridors.
- Upgraded shuttle bus service is needed to provide non-vehicle ways to get around the area.
- Extend existing bike paths north of the present locations to the Metro.
- A nexus of bicycle, hiking, walking and parks need to all lead back to the urban village center and circulate throughout the White Flint area.