

# **Think Big – Build Small**

Presented to White Flint Sector Plan  
Advisory Committee

Nov, 2007

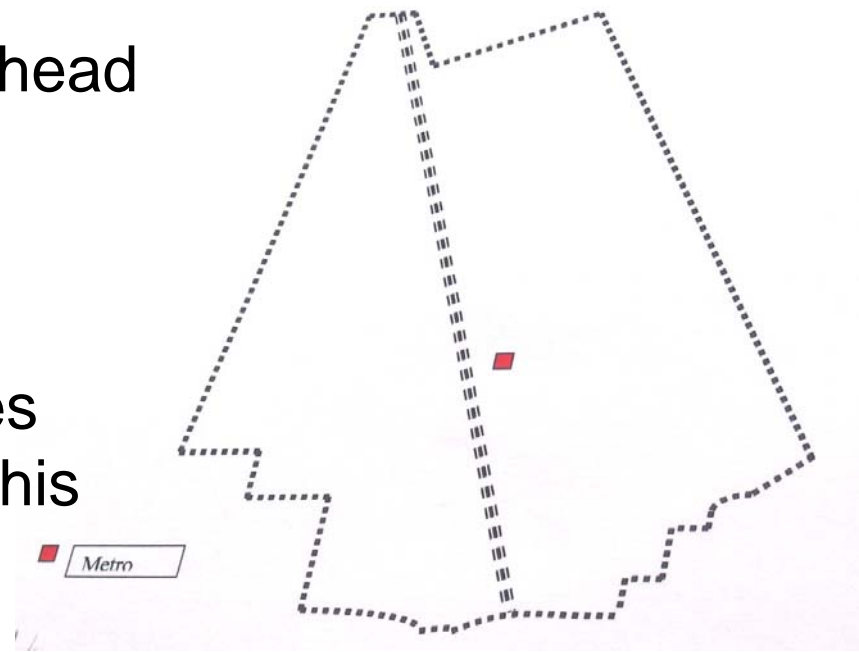
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# Think Big – Build Small

- Rockville Pike First
- Balance Development and Transportation
- Urban Village – not Urban Sprawl

# Rockville Pike First

- If not first – never
- Pressure for development causes buildings to leap ahead
- Congestion continues, especially mid day and weekends
- Boulevard concept requires space to breathe. Create this space before adding development



# Rockville Pike First

- Reduce Internal Auto Trips
  - Trip that originate and end within Sector
  - Trips coming into the Sector for a specific purpose
- Reduce Commuter Trips thru Sector
- Reduce Community-Based Local Trips (into and thru the sector)

# Reduce Internal Auto Trips

- Encourage Walking and Biking
- Provide streets for pedestrians (no cars)
- Construct median on Rockville Pike for safe crossing
- Capitalize on underpass at Marinelli
  - Provide convenience shopping
  - ADA compliant
  - Broaden entrance points to create inviting entrance

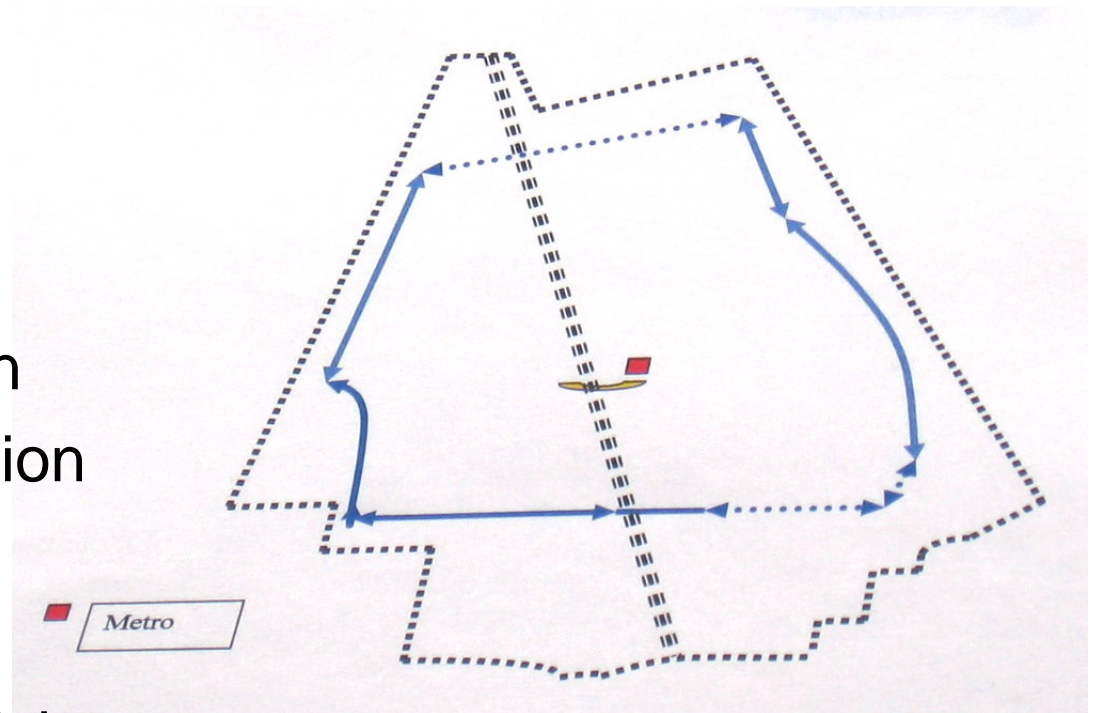
# Reduce Internal Auto Trips

- **Provide loop road encircling core area**
  - Divert short distance traffic around or to grid network
  - Pedestrian friendly streets in and out from loop
  - Structured parking at loop
  - Frequent shuttle service
  - Routed away from existing communities

# Reduce Internal Auto Trips

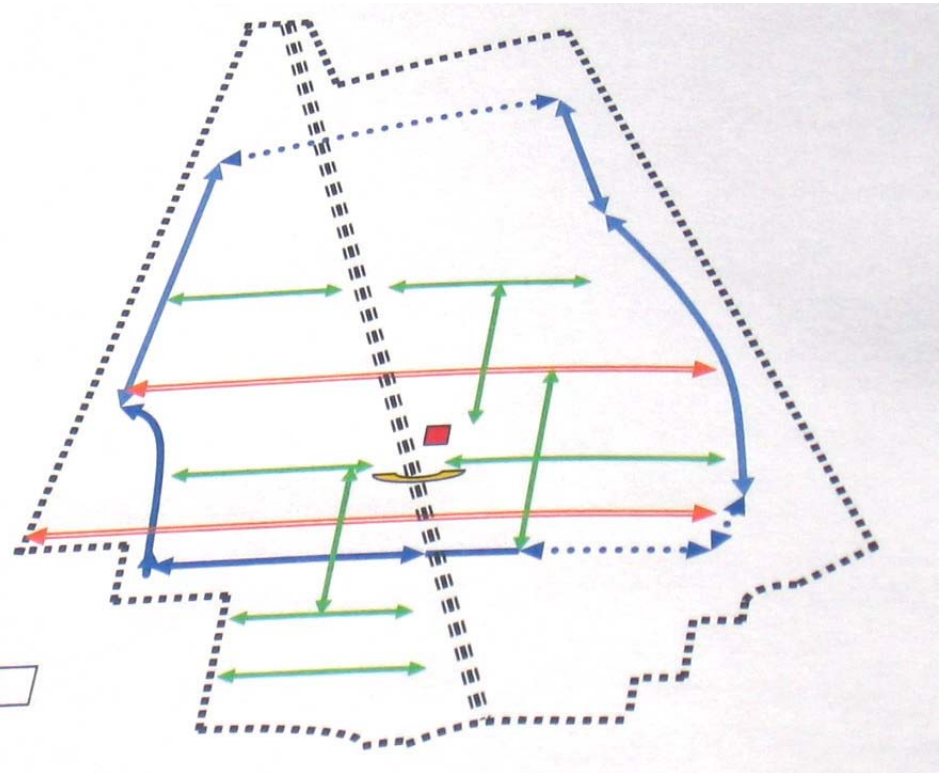
## Suggested Loop (Clockwise)

- Mid Pike Plaza Road
- Extension eastward
- Nebel Street
- Nebel Street Extension
- Executive Blvd Extension
- Executive Blvd
- Old Georgetown Rd
- Old Old Georgetown Rd



# Reduce Internal Auto Trips

- **Develop Grid Network**
  - North/South streets parallel Pike
  - East-West Streets stop at Rockville Pike
  - Exception: Nicholson Lane – grade separated interchange
  - Possible exception: Old Georgetown or Marinelli for buses





# Reduce Commuter Trips thru Sector

- Reinforce public transit
  - Complete Master Plan initiatives
    - Extend turnaround on Red Line to Shady Grove
    - Build North Bethesda Transitway
  - Increase Red Line Capacity
- Encourage County-wide initiatives
  - Improve bus mobility
  - Build Corridor City Transitway
  - Transit Demand Management Activities

# Reduce Community Based Local Trips

- Provide pedestrian access to development
- Increase transit accessibility in surrounding communities
  - Shuttle to Metro Station and Loop Road
- Divert vehicles to loop road as soon as possible

# Balance Development and Transportation

- Assume 1992 Master Plan was balanced between development and infrastructure
- Reality: Additional development coming
  - White Flint View, Symphony Park
- Bonus densities affect MP balance
- No additional roads or transit planned
- After full implementation, balance will not exist

# **Balance Development and Transportation**

- Implement Full MP Transportation Network before increasing density
  - North Bethesda Transitway
  - Red Line Turnaround
  - Montrose Parkway to Viers Mill Road
  - Grade separated interchange at Nicholson Lane and Rockville Pike

# Balance Development and Transportation

- For new development
  - Consider planned transportation in conjunction with planned development
  - Scope of feasible transportation initiatives to determine scope of development
  - Consider cost of implementation and responsibility for funding
  - Use staging plan to require dependency on transportation infrastructure

# Urban Village – not Urban Sprawl

Village to consist of:

- **Urban Core**

- Area within  $\frac{1}{4}$  mile of Metro
- Maximum point to point distance of  $\frac{1}{2}$  mile

- **Urban Suburban**

- Area  $\frac{1}{4}$  mile to  $1\frac{1}{2}$  mile from Metro

- **Sprawl area**

- Beyond  $\frac{1}{2}$  mile

# Urban Village – not Urban Sprawl

- Urban Core is village center
  - Metro Station area
  - Major concentration for development
  - Synergy encourages walkability and browsing
  - Mixed use reduces dependence on auto trips
  - Suitable for all types of development including retail shopping center

# Urban Village – not Urban Sprawl

- Suburban Urban (1/4 to 1/2 mile away)
  - Provide transition to lower heights
  - Provide lower density
  - Residential accompanied by convenience retail
  - Office – most likely to enforce non-auto transportation options



# Urban Village – not Urban Sprawl

- Consider impact on Existing Communities
  - Visual Impact
  - Impact of new roads and increased traffic
- Consider opportunities offered to these communities

# Summary

- Plan for Rockville Pike first
- Develop Loop Road
- Develop grid - minimize east-west connectivity
- Implement MP transportation initiatives
- Plan additional development in conjunction with new transportation improvements
- Create urban village around Metro in compact walkable area
- Remember existing communities – do them no harm

# Questions

- Where's the
  - Fire Station
  - Police Station
  - Library
  - Post Office
  - Elementary School