

white flint
a rethink

r3

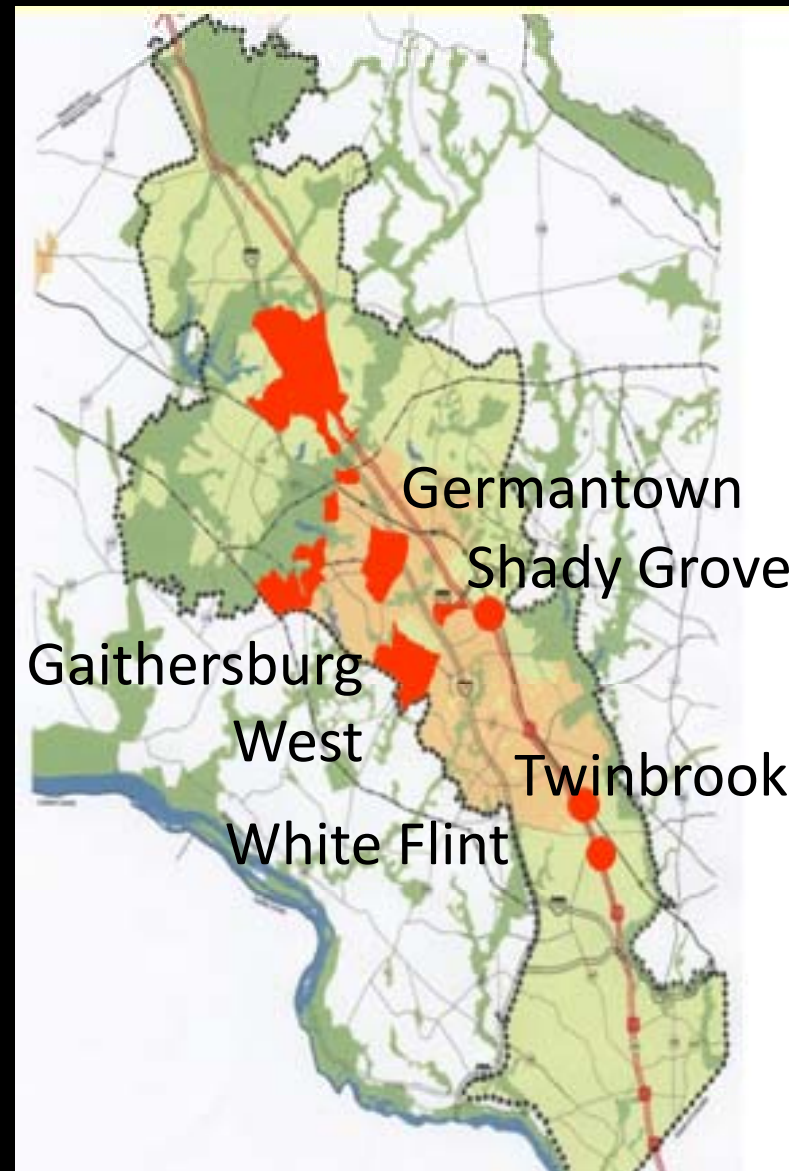
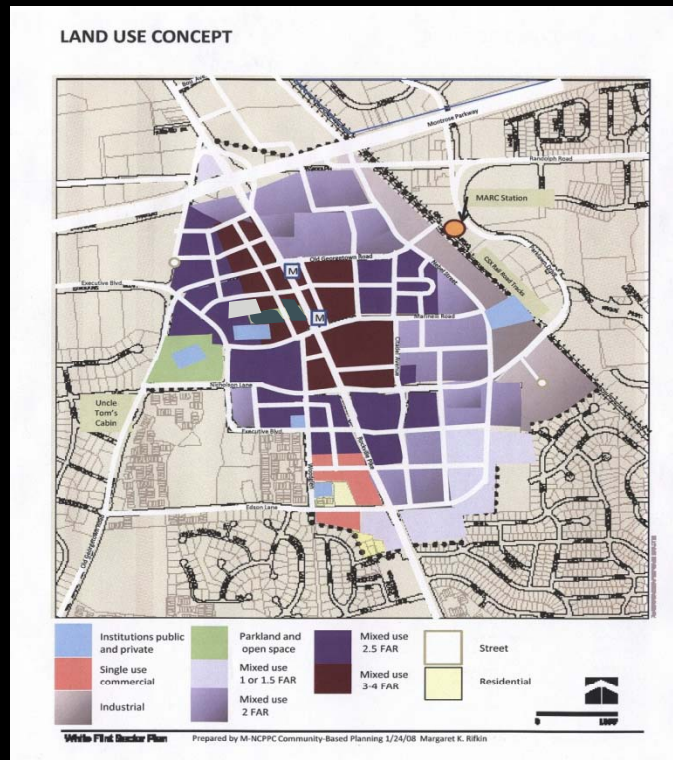
redevelopment

revitalization

renewal

background
directions
progress
next

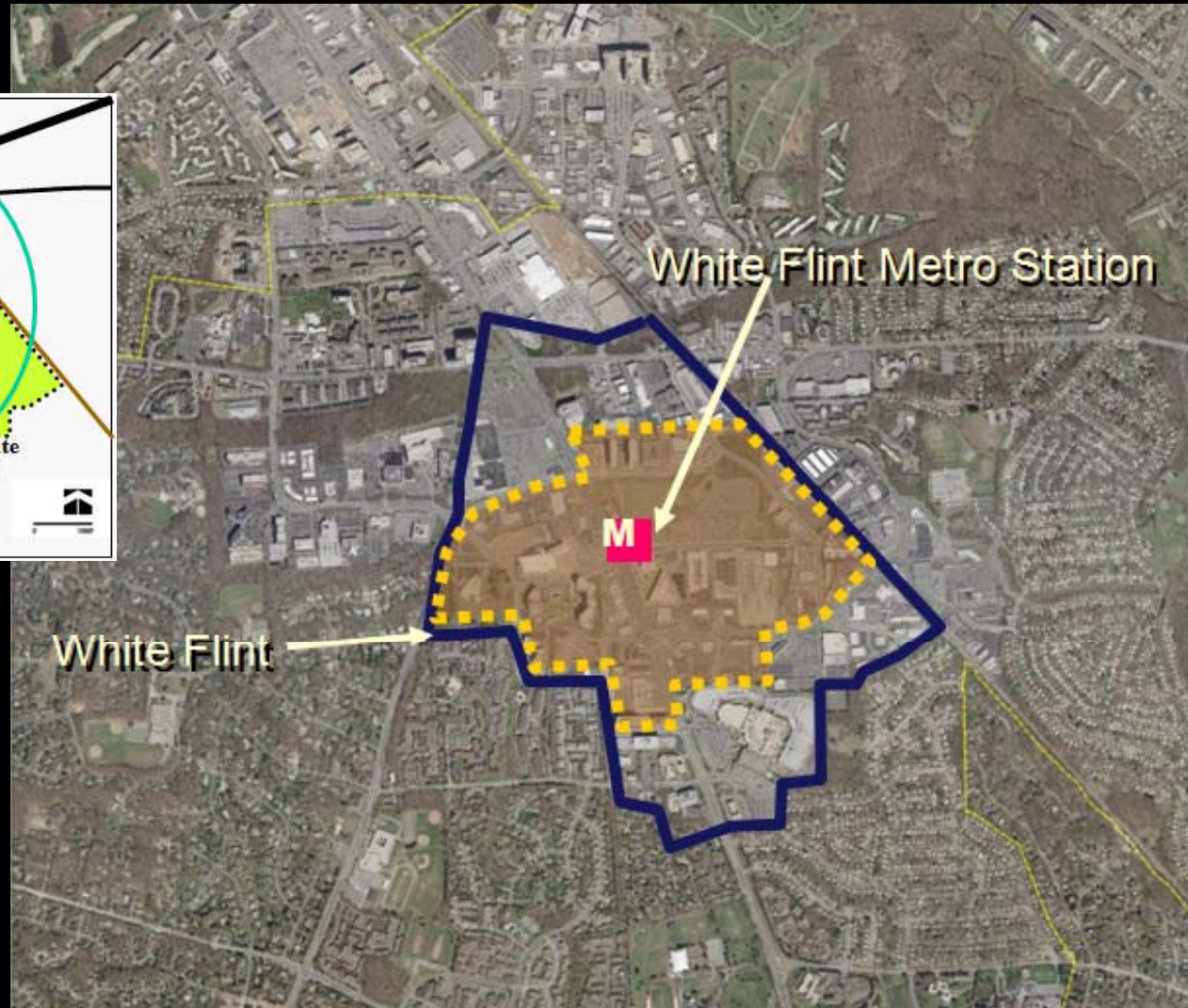




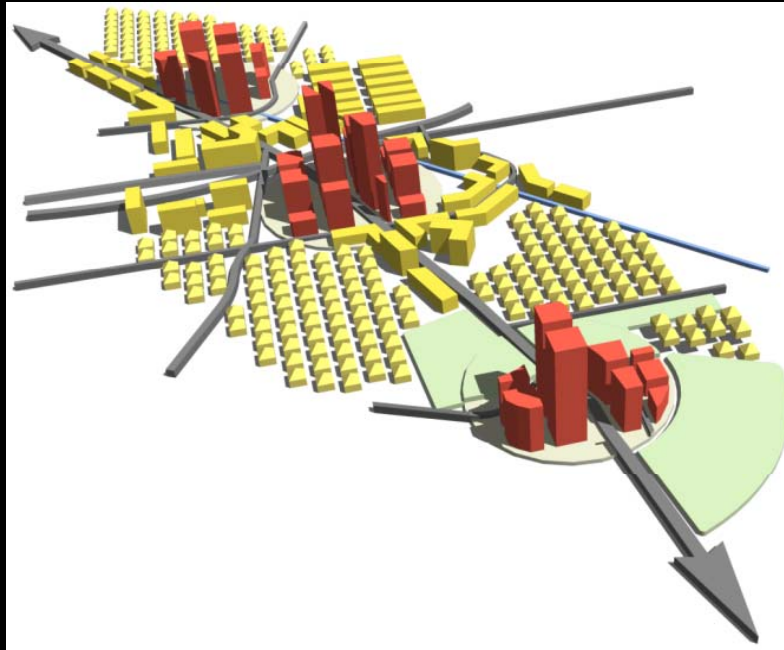
b a c k g r o u n d

b a c k g r o u n d

b a c k g r o u n d



b a c k g r o u n d



background

background

advisory group
regional marketplace
multi use centre



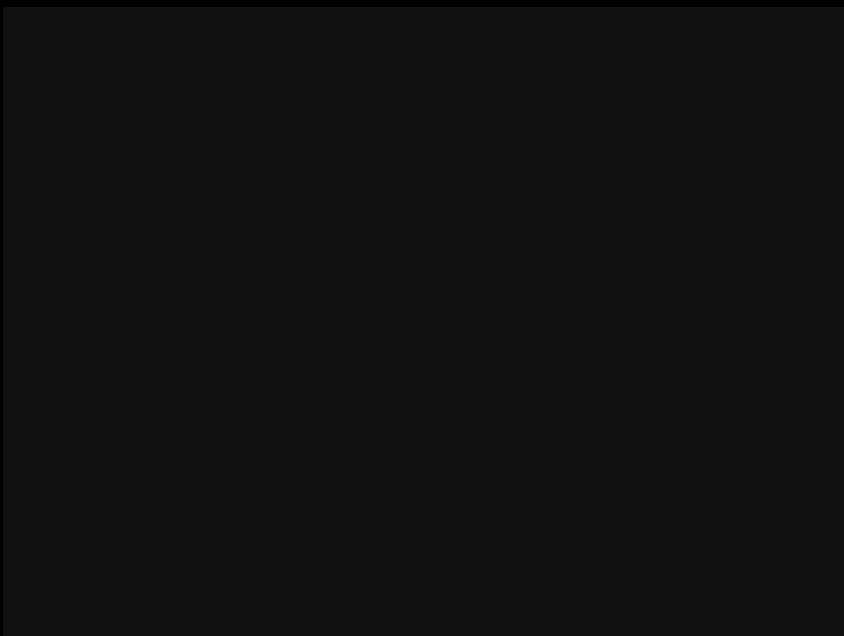
background

land use
transit / mixed uses
density = activity

circulation
street hierarchy
alternatives
role of the pike

b a c k g r o u n d

public space
hierarchy
connections
guidelines



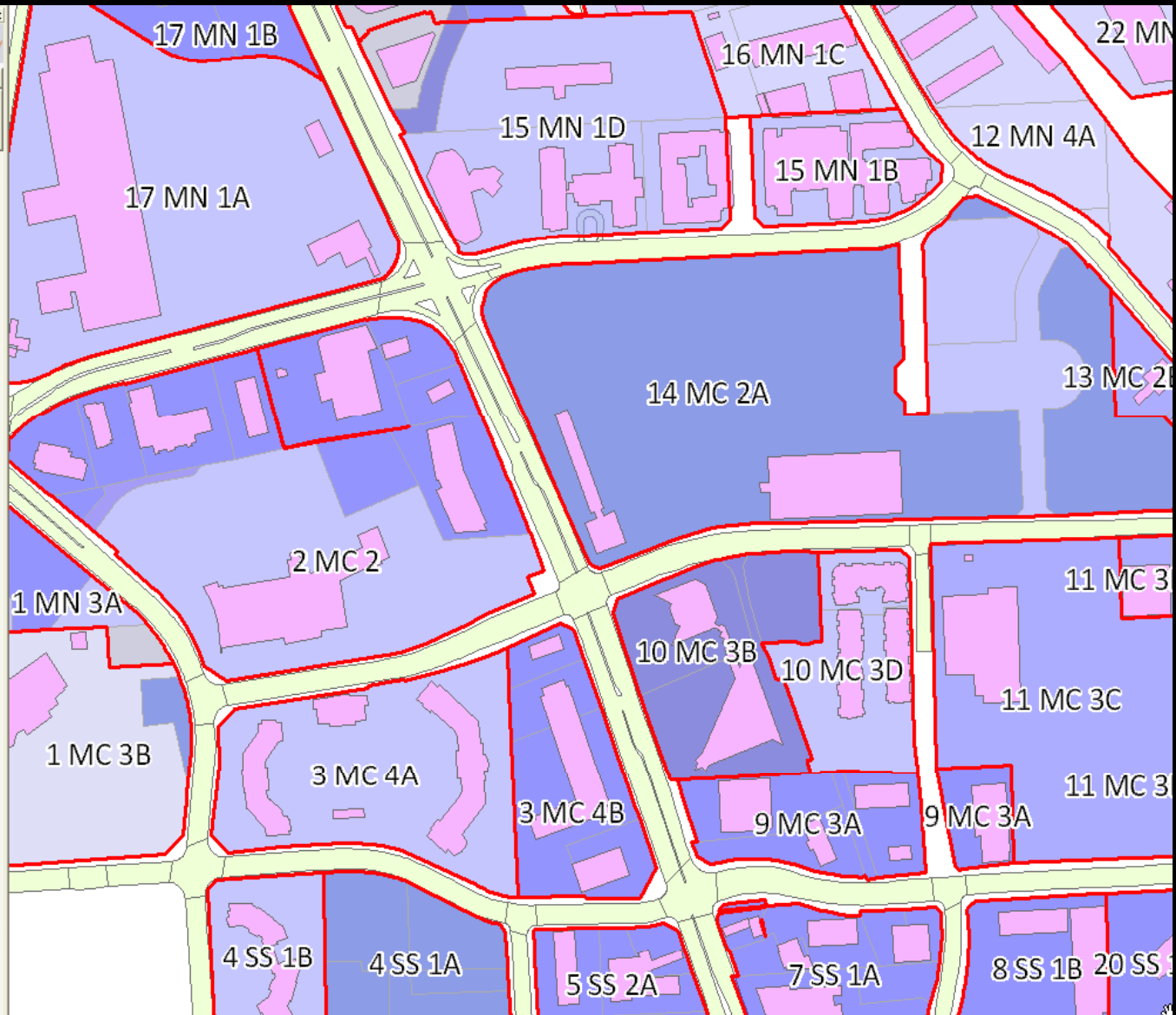
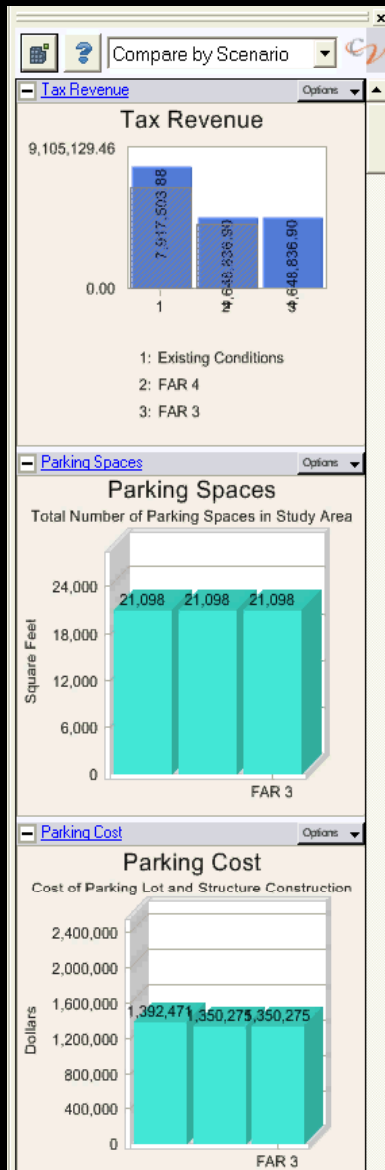
background

recent work
team effort
modeling
massing
economic
transportation
design



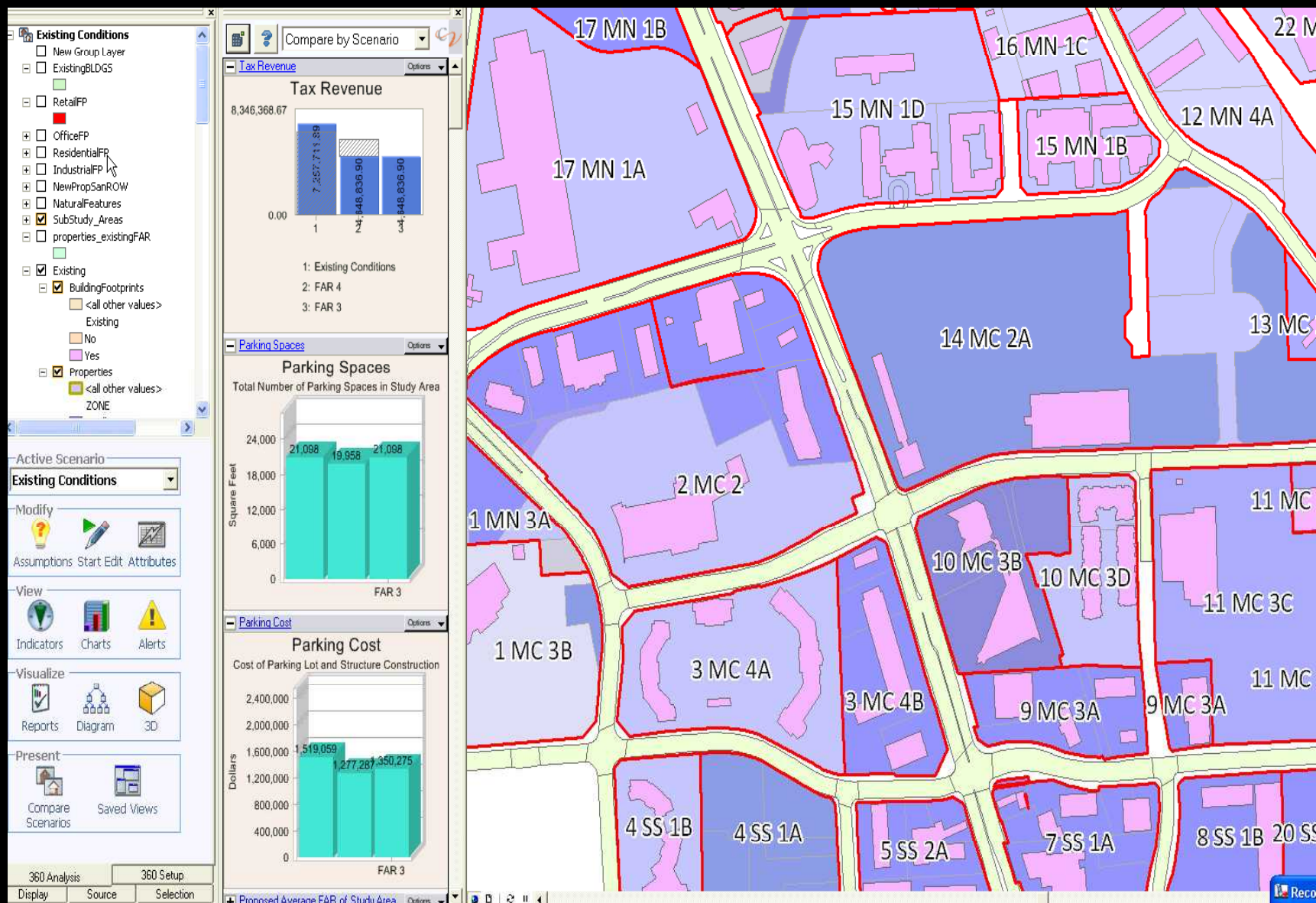
progress

modeling



progress

modeling



progress

create a vision
what will this place be like
who will live there
what can they do every day
how will they connect



defining spaces
opportunities for people to meet
building relationships
built & natural environment
buildings & spaces
cars & people
people & cars & alternatives
daily activities
area & region



implementation
what comes first
who pays & how
level of service



a clear design vision can create
positive action on a scale that can
define the character of an area

strategic
connection
create quality of place

design of urban areas is based
on the relationship between
mass / space / use

these relationships determine
the success of plans & designs—
defined through guidelines /
master plans



projections applied to past trends
surrender to an extrapolated future
which at best can be nothing more
than an extension of what existed
before



form + function



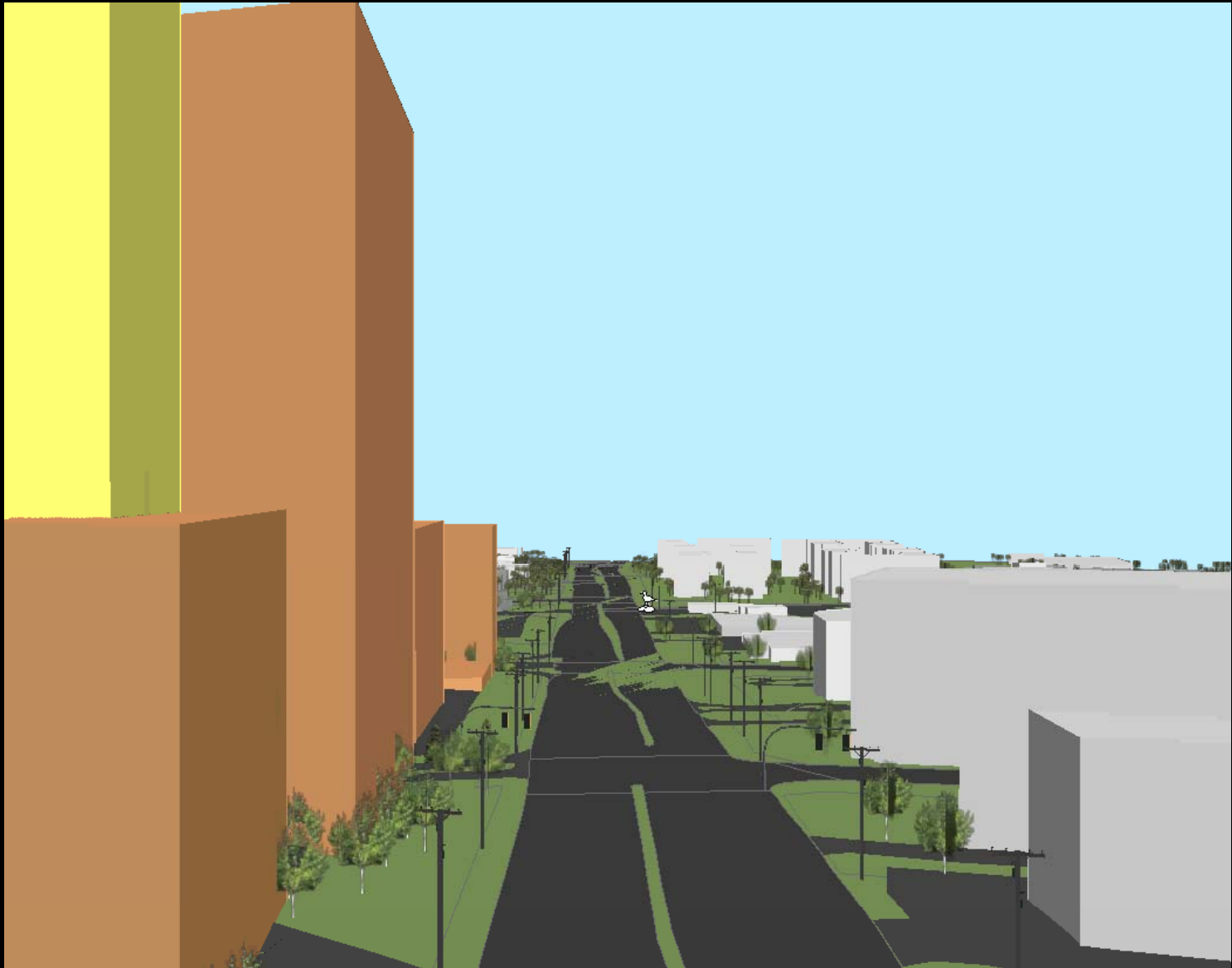
vision



form + function

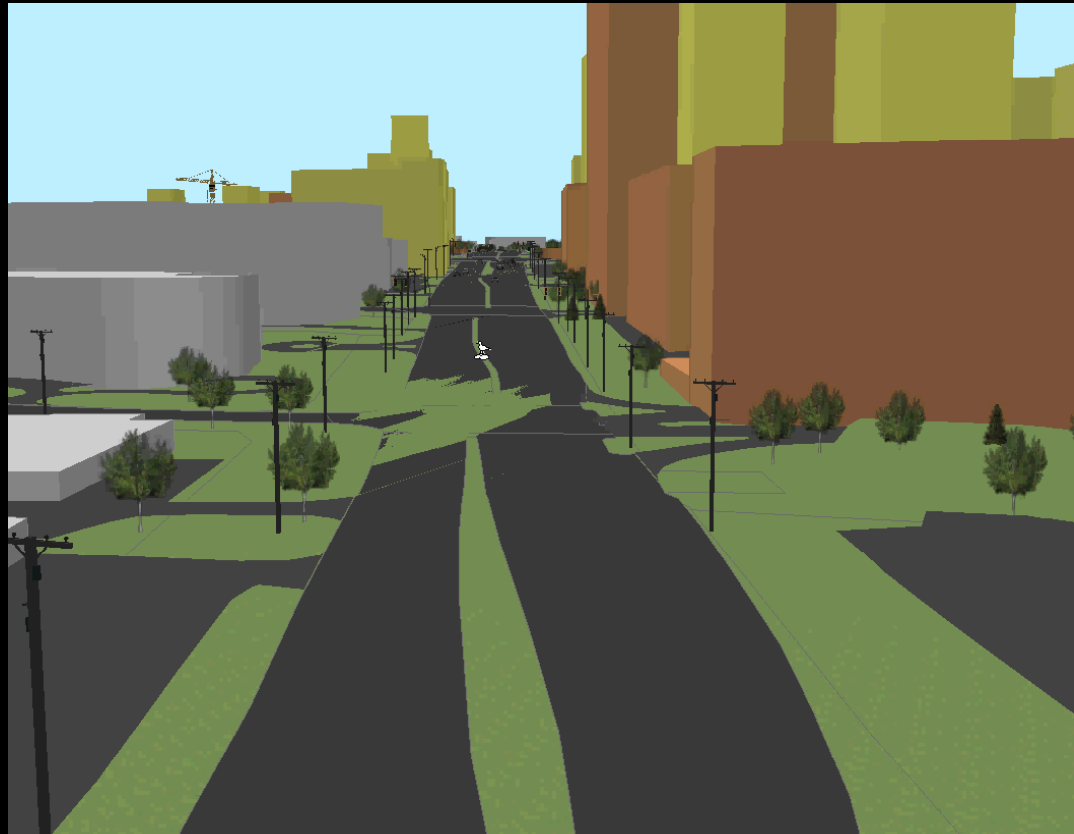
vision

f o r m + f u n c t i o n



vision

think beyond design & circulation
establish volume of space in scale
to future needs



v o l u m e o f s p a c e

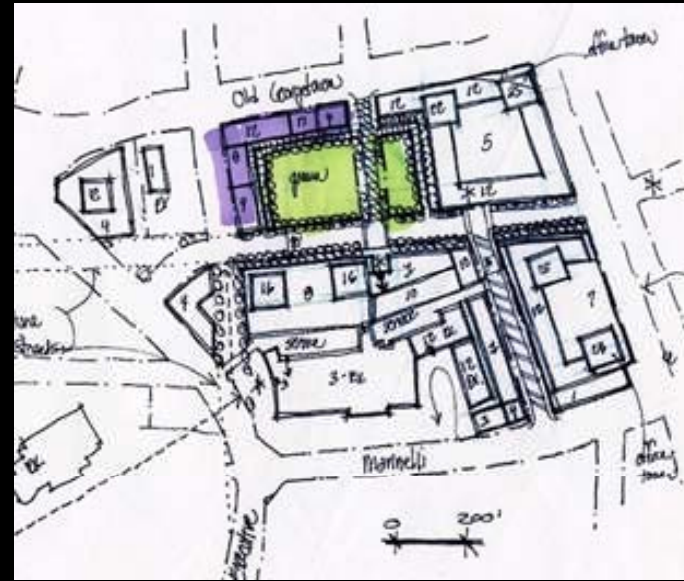
vision

zoning & guidelines
define the elements that create
the volume for design freedom &
establish the architectural
vernacular



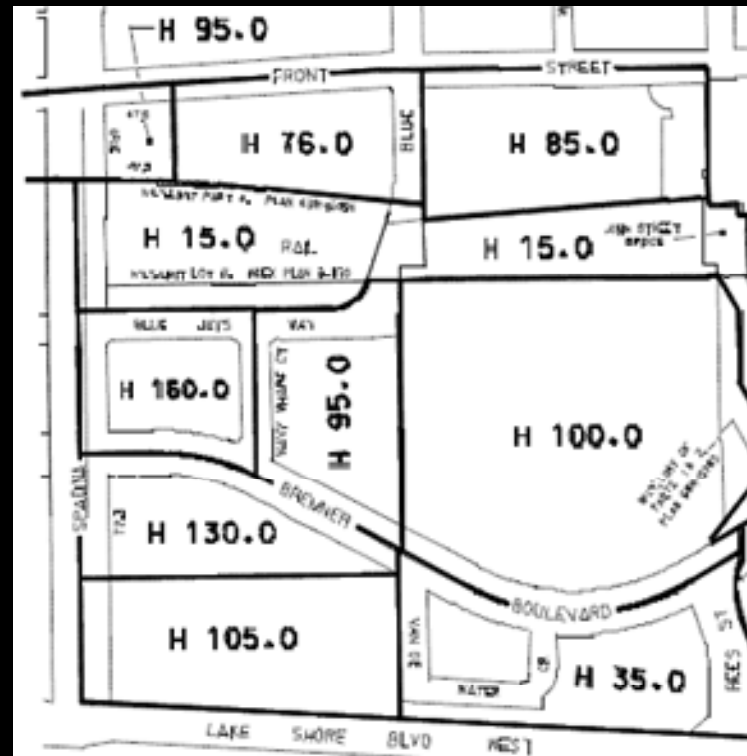
v o l u m e o f s p a c e

z o n i n g

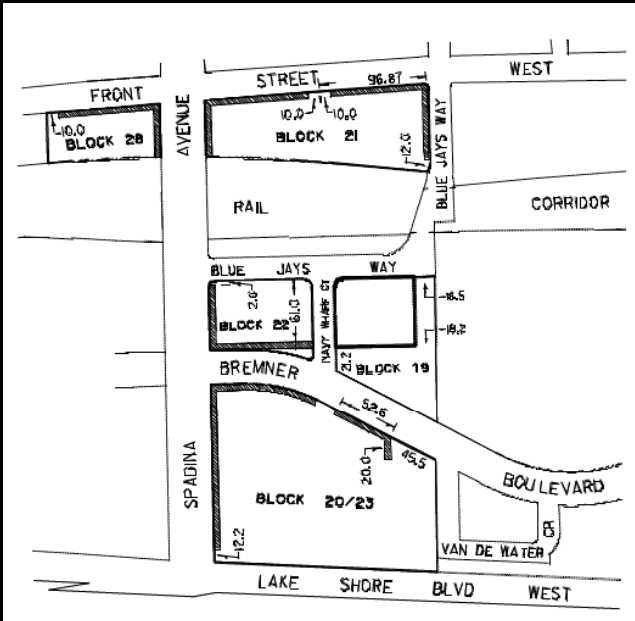


COLUMN A	COLUMN B	COLUMN C	COLUMN D
BLOCK	MAXIMUM NON-RESIDENTIAL GROSS FLOOR AREA (square metres)	MAXIMUM RESIDENTIAL GROSS FLOOR AREA (square metres)	MAXIMUM COMBINED FLOOR AREA (square metres)
<i>block 18AB</i>	21 127	0	21 127
<i>block 18C</i>	23 225	0	23 225
<i>block 19</i>	47 100	46 000	47 100
<i>block 19A **1</i>	12 242	0	12 242
<i>block 20/23</i>	30 650	103 593	107 909
<i>block 21</i>	88 709	92 160	96 000
<i>block 22</i>	40 900	44 160	46 000
<i>block 28</i>	36 458	35 000	36 458

zoning



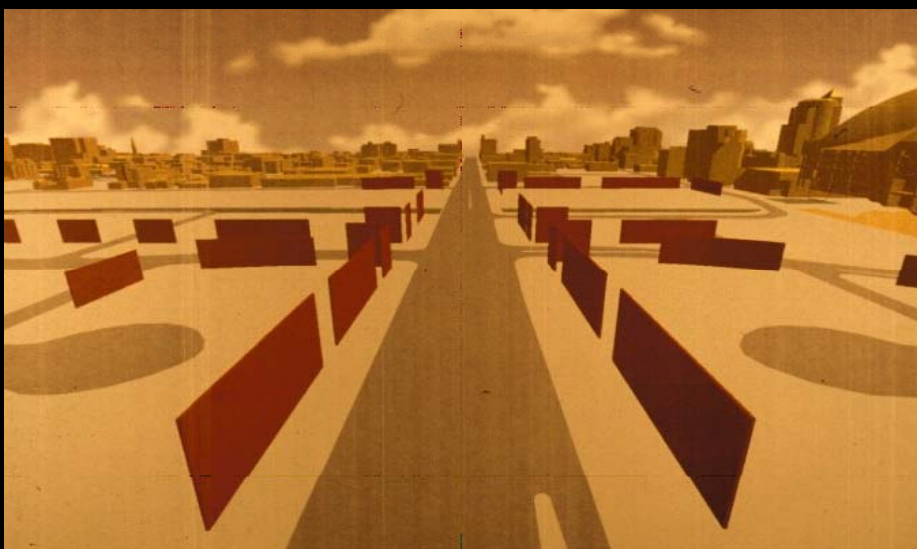
height



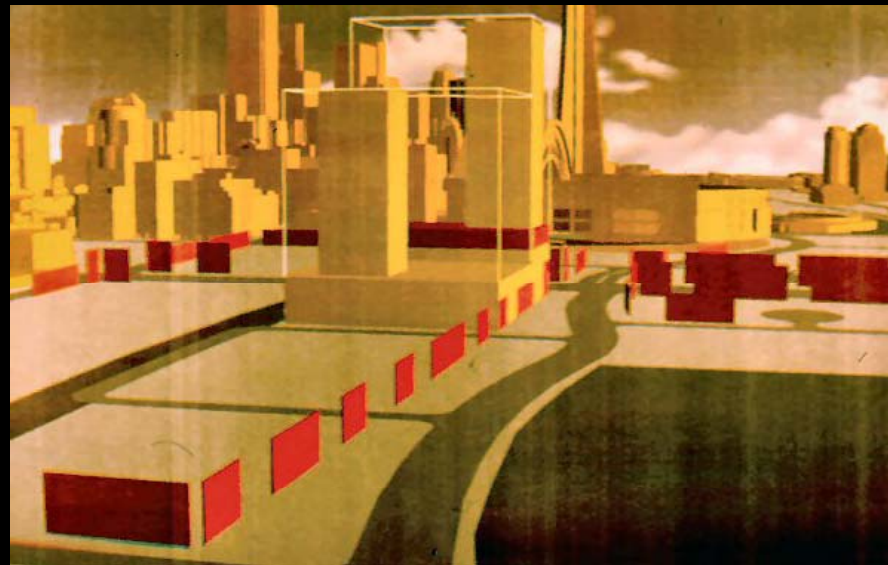
z o n i n g



building walls

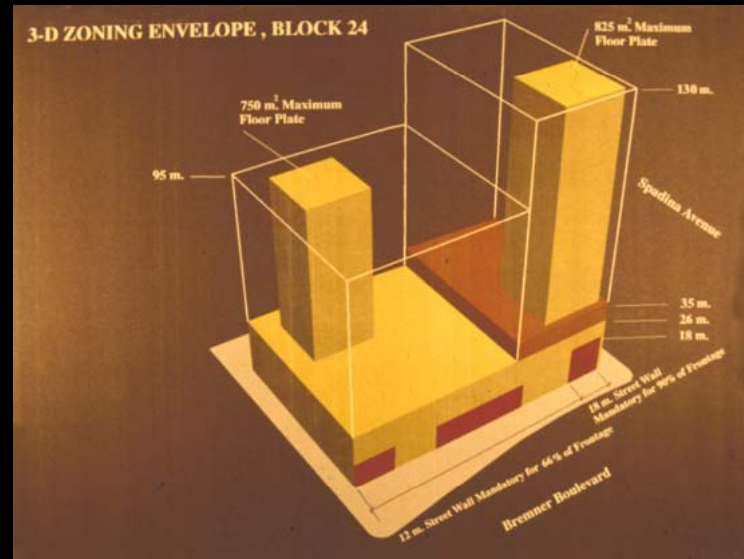


zoning



building walls

zoning



f a c i n g w a l l s



z o n i n g

public space



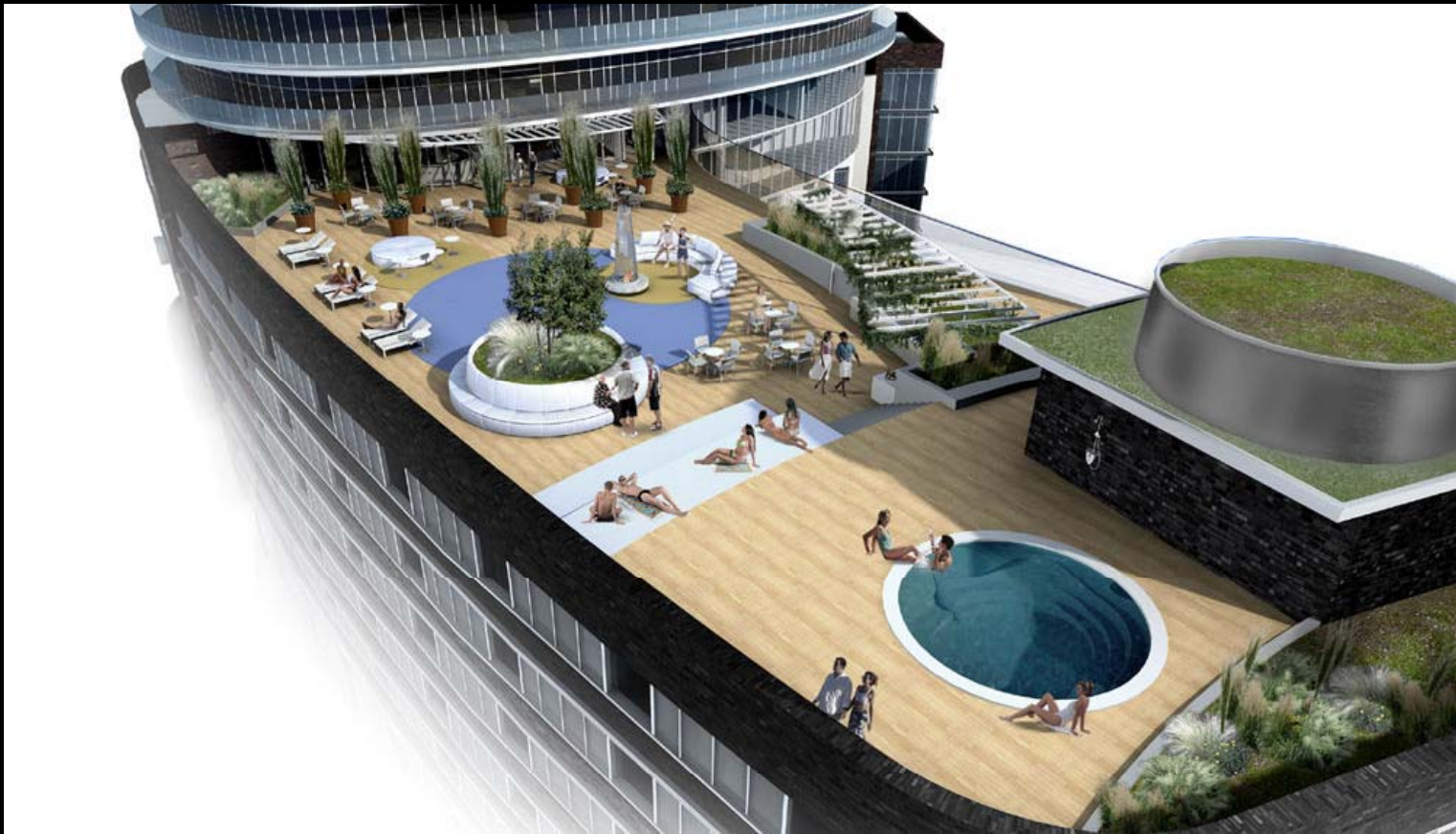
zoning

public space

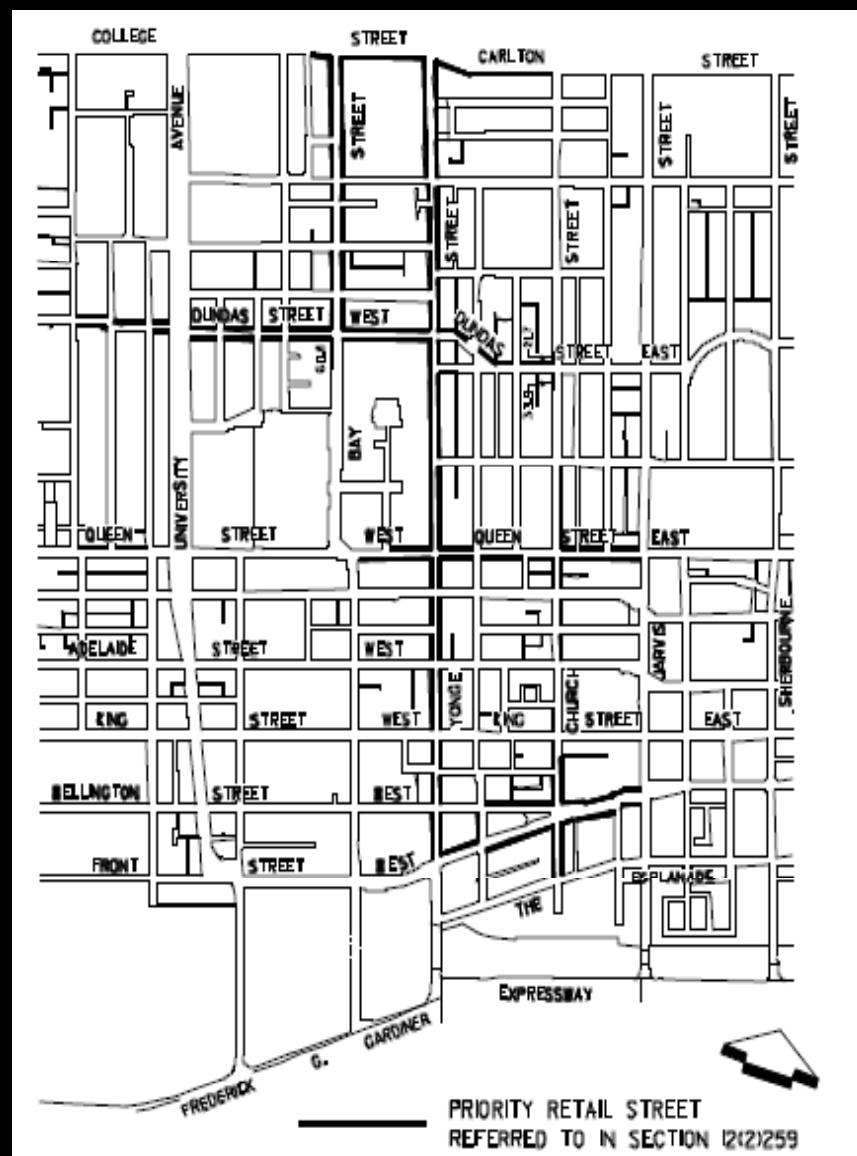


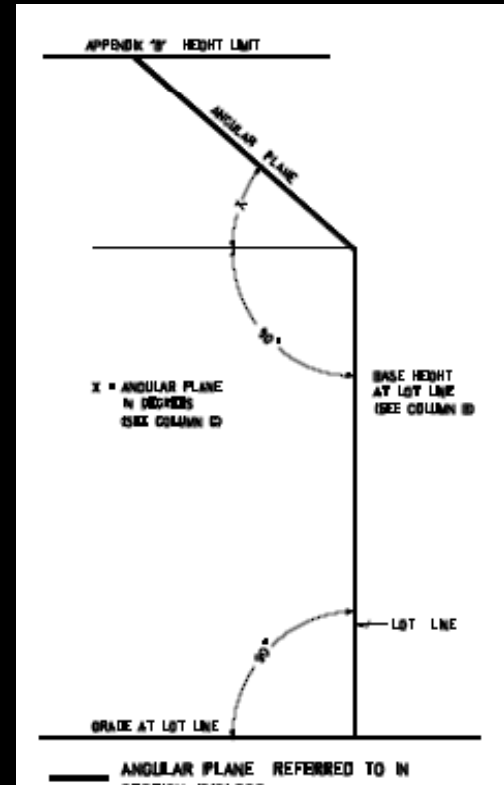
zoning

a m e n i t y s p a c e



z o n i n g





Market Rate Units

Unit
Type

Number of
Units

Parking Provided

Alternative Standard

Efficiencies

37

1 space/ unit= 37 spaces

.5 space/unit =19 spaces

One-bedroom

206

1.25space/ unit = 258 spaces

.75 space/unit= 155 spaces

Two-bedroom

122

1.5 space/unit = 183 spaces

1 space/unit = 122 spaces

Three-bedroom

9

2 space/ = 18 spaces

1.25 space/unit = 11 spaces

Total Parking

Spaces (Market)

374 parking spaces

307 parking spaces



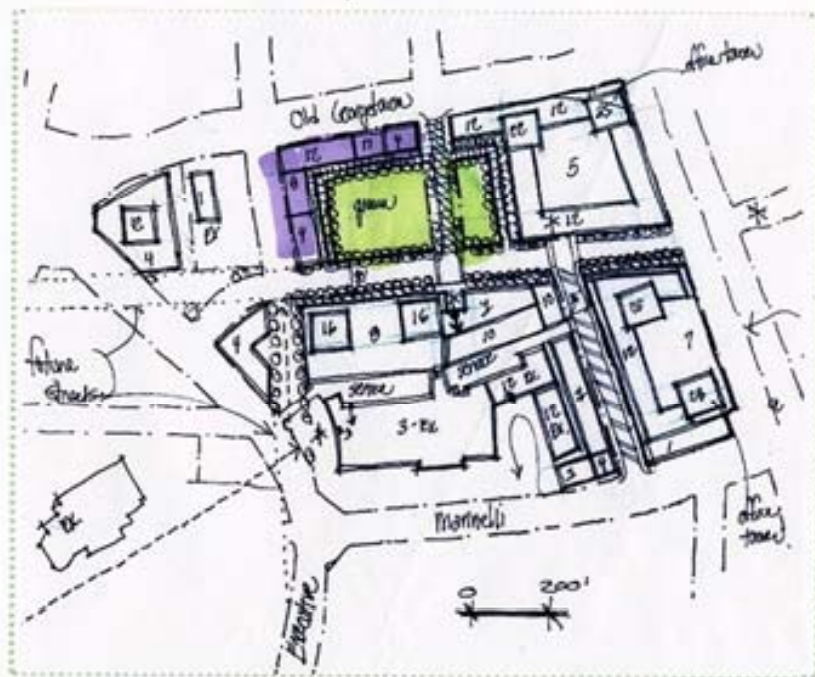
quality of space
defining the space & animating it
through use, form, light, texture
& colour is critical



design guidelines

Conference Center Area

CIVIC Green Edges + LANE



buildings
height
setbacks
step backs
buildings
base
middle
exterior

design guidelines

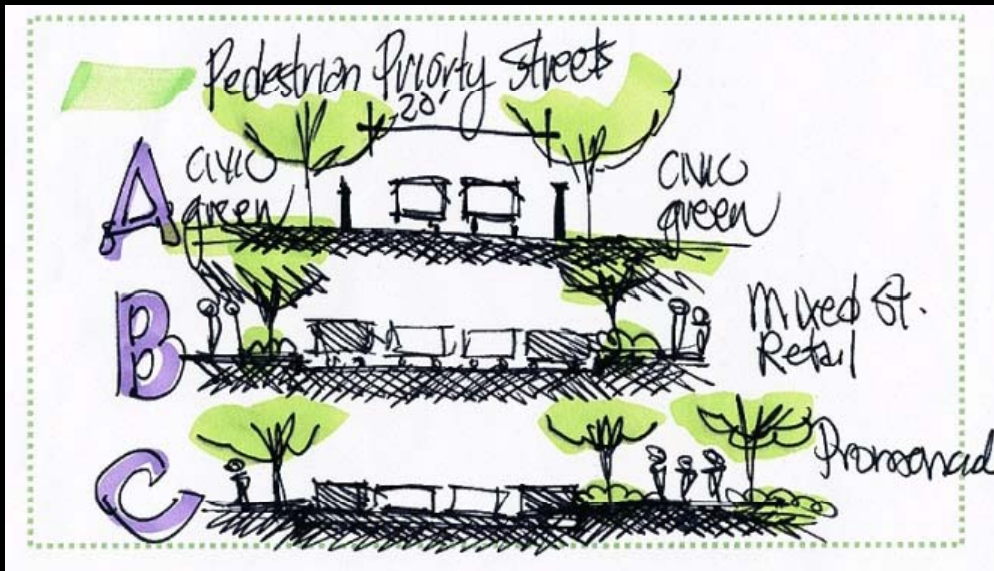
spaces
mid block
street eddies
open space
shadows
sky views
gateways
key sites / views

Building Form

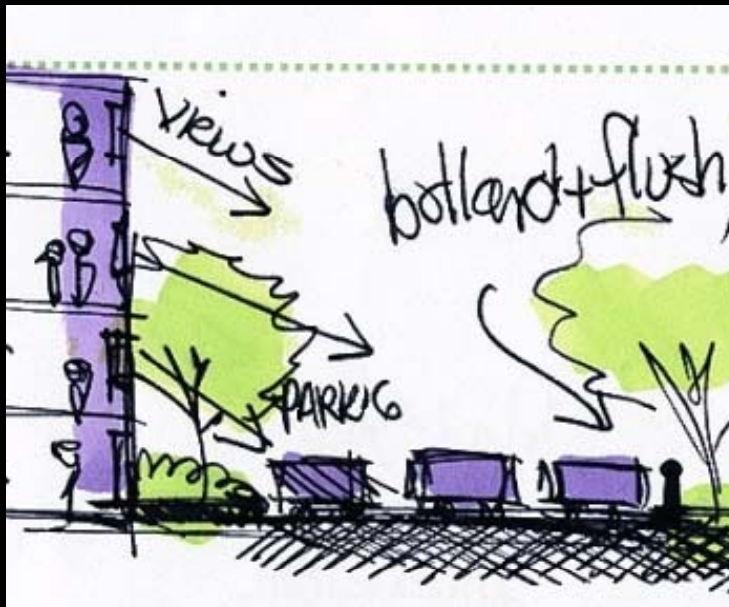


design guidelines

streets
boulevard
e / w main street
civic green lane
woodglen drive
alleys
pedestrians



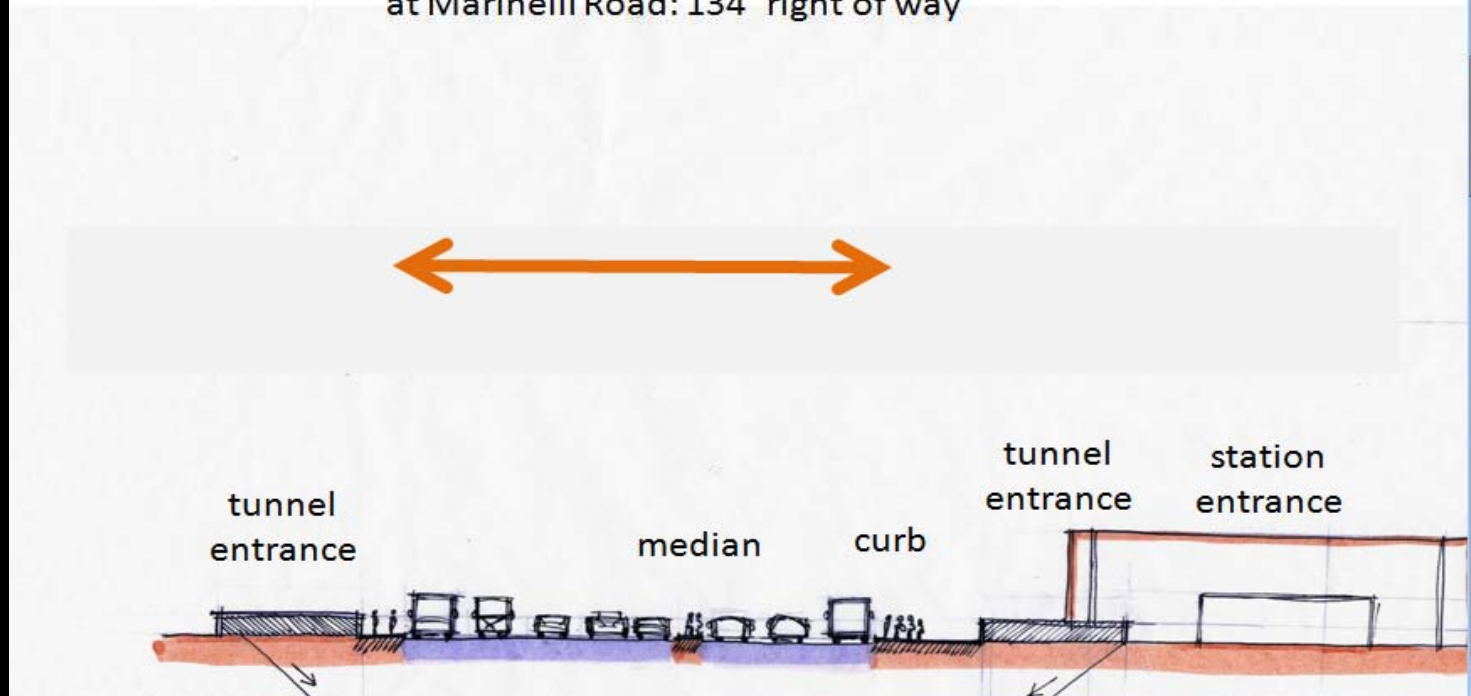
design guidelines



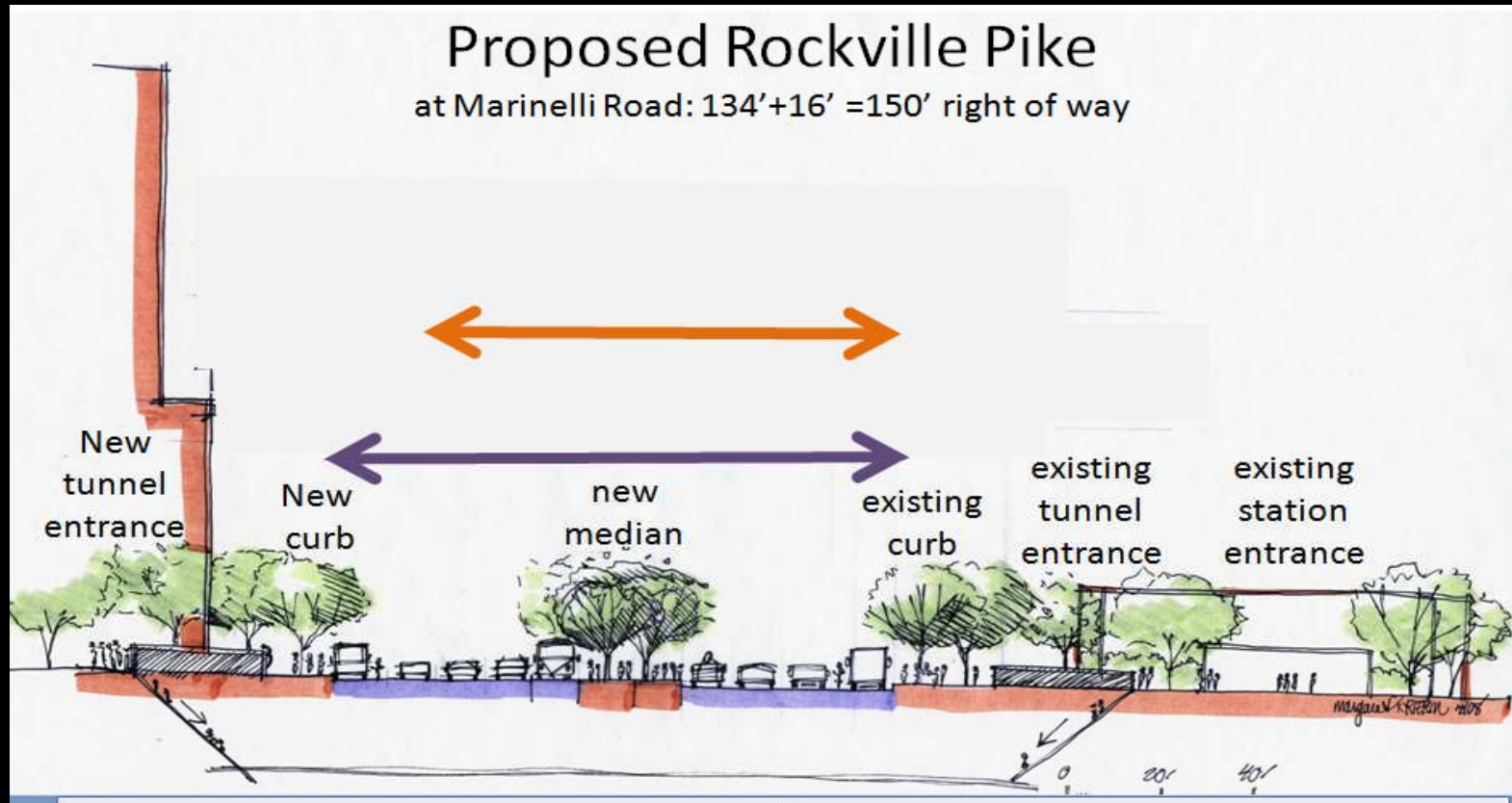
design guidelines

Existing Rockville Pike

at Marinelli Road: 134' right of way



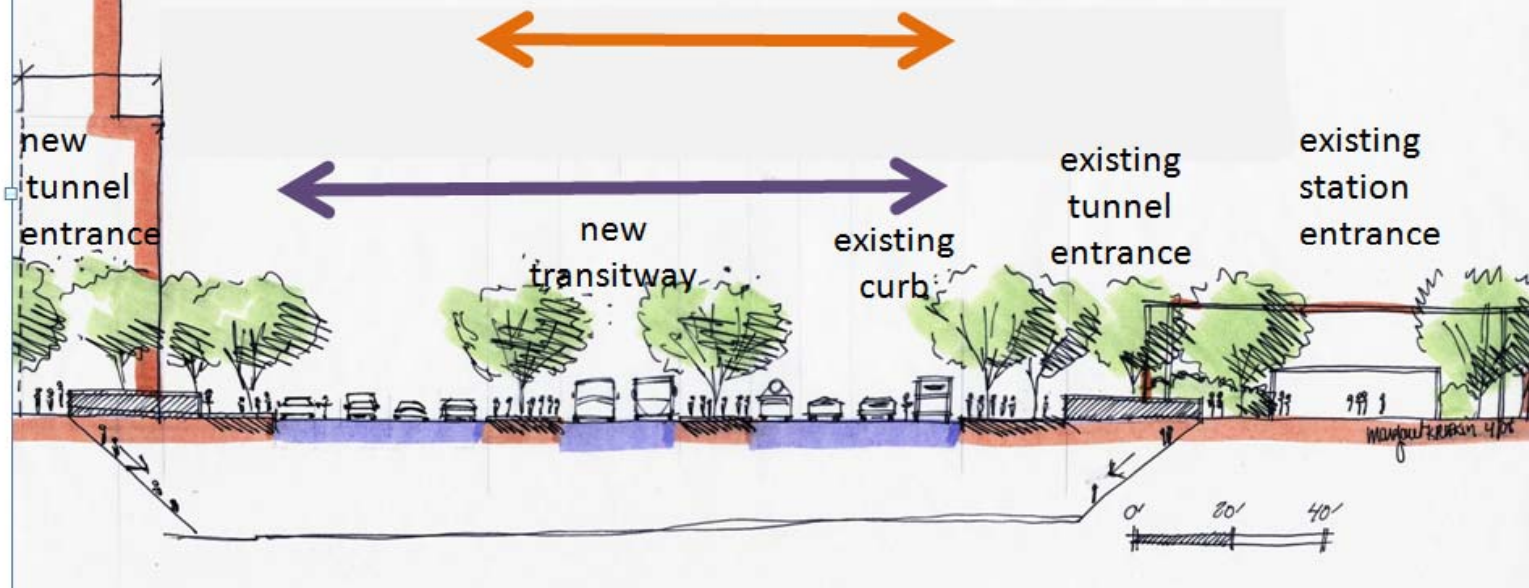
design guidelines



design guidelines

Rockville Pike + Transitway

at Marinelli Road: $134' + 16 + 26 = 176'$ right of way



design guidelines



connections



open space

design guidelines

hierarchy
public
private as public
private



design guidelines

i n t e r i o r s p a c e s



d e s i g n g u i d e l i n e s

interior spaces



design guidelines



f l a n k i n g s t r e e t s

d e s i g n g u i d e l i n e s

loading & access



design guidelines



urban infrastructure

Insert lcor site plan



infrastructure

design guidelines

bio better



b i o b e t t e r



b i o b e t t e r





b i o b e t t e r

modeling
land use
implemenation
feasibility
fiscal
financial
practical



progress
cost / benefits
strategies
financing
partnerships
administrative
testing

1		
27	Existing Commercial (SF)	
28	Retail	\$
29	Office	\$
40	Industrial	\$
41		
42	REVENUES	
43	<i>Residential Property Tax Revenues (Existing)</i>	\$651
44	For-Sale Multifamily	\$0
45	For-Rent Multifamily	\$0
46	Single Family/TH	\$0
47	<i>Residential Property Tax Sub-Total (Existing)</i>	
48		
49	<i>Residential Property Tax Revenues (Under Four Years Old)</i>	\$
50	For-Sale Multifamily	\$195.00
51	For-Rent Multifamily	\$195.00
52	Single Family/TH	\$195.00
53	<i>Residential Property Tax Sub-Total (Under Four Years Old)</i>	
54		
55	<i>Residential Impact Fee</i>	
56	For-Sale Multifamily	\$0
57	For-Rent Multifamily	\$0
58	Single Family/TH	\$0
59	<i>Total Residential Impact Fee</i>	
60		
61	TOTAL RESIDENTIAL TAXES	
62		
63	<i>Commercial Property Tax Revenues (Existing)</i>	\$651
64	Retail	\$
65	Office	\$
66	Industrial	\$
67	<i>Commercial Property Tax Total (Existing)</i>	
68		
69	<i>Commercial Property Tax Revenues (Under Four Years Old)</i>	\$

factors

new development

existing structures

infrastructure costs

absorption rates



e c o n o m i c s

p h a s i n g



e c o n o m i c s

services
schools
libraries
recreation
health clinics



mobility needs rise
with development
parking / tdm linkage
ongoing work
feasibility
alternatives



t r a n s p o r t a t i o n

what we know
street grid
interchanges
no nicholson
parkway



t r a n s p o r t a t i o n

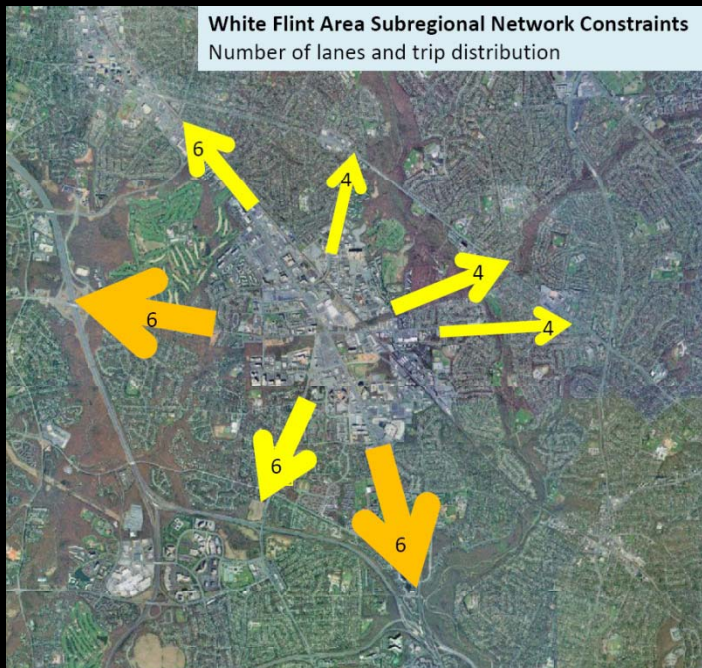
alternatives

o p p o r t u n i t y



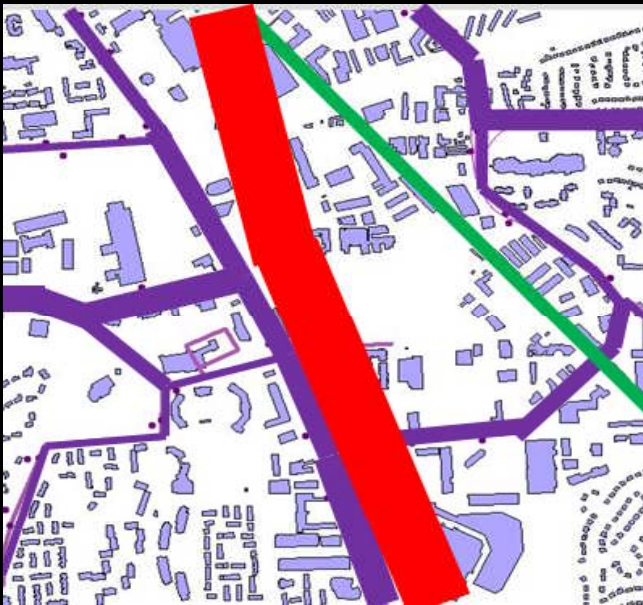
circulation

working on
streets to north / east
regional connections
staging priority
travel demand
marc location



transportation

bus network
feeder / circulator
service changes
land use
network additions
sector plan



t r a n s p o r t a t i o n

what's next
additional modeling
economic projections
phasing
writing



schedule

april 22	advisory group
april 24	planning board
june 08	advisory bd review
	planning bd review
sept 08	draft - planning bd
oct 08	worksessions
dec 08	submit to council



winter 09 county review
summer 09 amendments*

*budget conditional