

The Vision for White Flint

“White Flint will be a place where different lifestyles converge to make urban living interesting and exciting. The proposed cultural and retail destinations in and around the civic core, the open space system, and the walkable street grid unite to energize White Flint. From this energy, White Flint will become a vibrant and sustainable urban center that can adapt and respond to existing and future challenges.”

From 2010 White Flint Sector Plan

Public Engagement

Extensive

Started November, 2006
White Flint Advisory Committee
White Flint Steering Committee
Public Workshops/Charrettes
Informational Meetings
Civic and Homeowners Associations
Presentations
Web Sites etc.



2010 Aerial View

White Flint Sector Plan



White Flint Sector Plan Vision

County Council Adoption of Sector Plan – April, 2010

Mid Pike Plaza



Pike & Rose



Rockville
Pike

20-30
Year
Timeframe

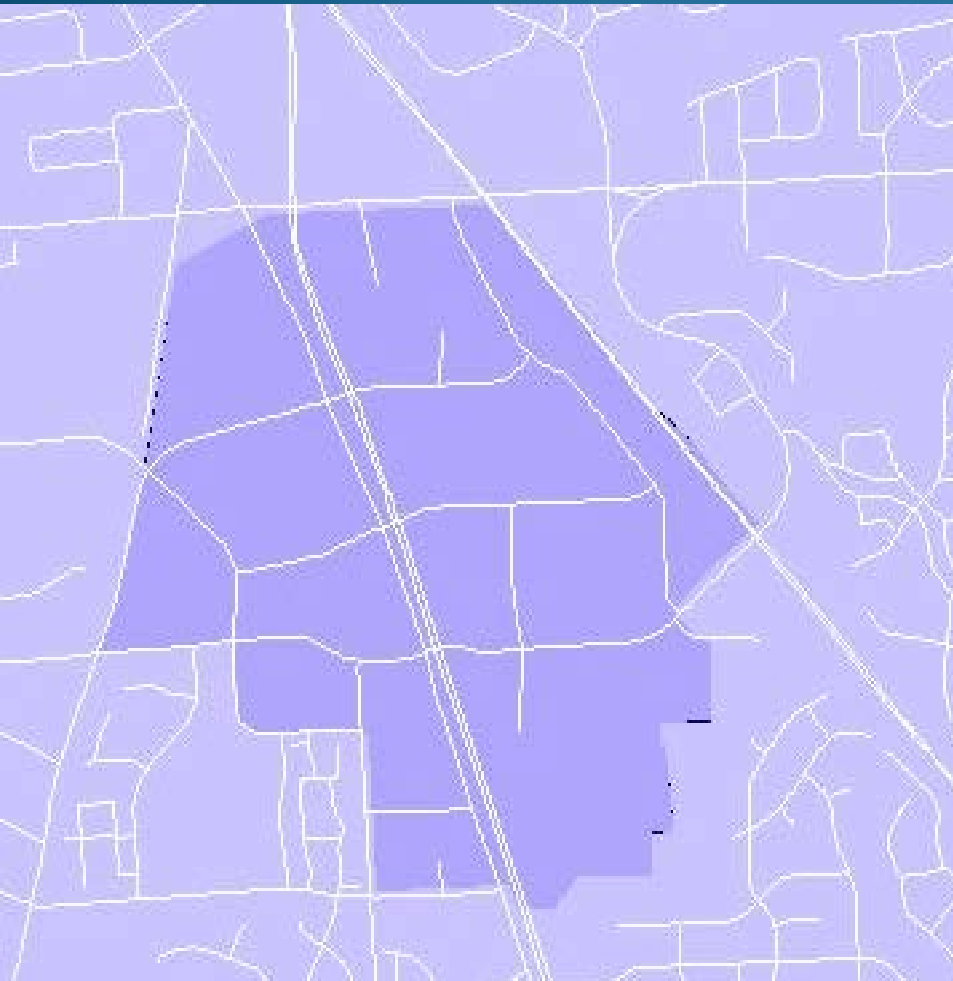


Transportation Network

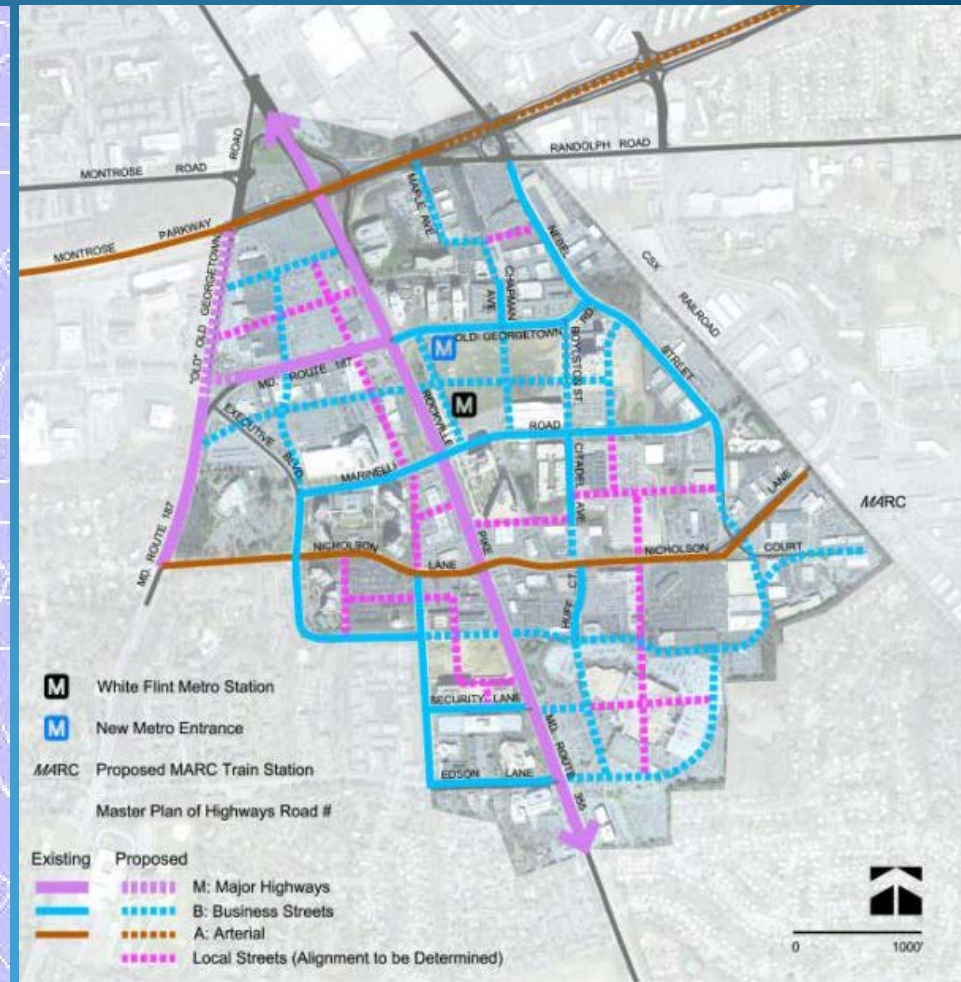
- Reconfigure the mobility system
- Provide alternative routes and types of roads through County, Private and Tax District funded projects
 - Rockville Pike – eventually a Boulevard
 - Business Streets and Private Streets
 - Bike Paths, bike lanes, and trails
- Form smaller blocks/grids - connected & convenient
- Improve the pedestrian and biking environment
- Improve links to transit / Metro
- Encourage newer concepts in mobility

Public / Private Projects Transportation Network

Existing in 2010



Proposed



Improving Walking and Driving Interest

North side of Old Georgetown Road
looking west – New Pike & Rose side



South side of Old Georgetown Road
looking west from the same point



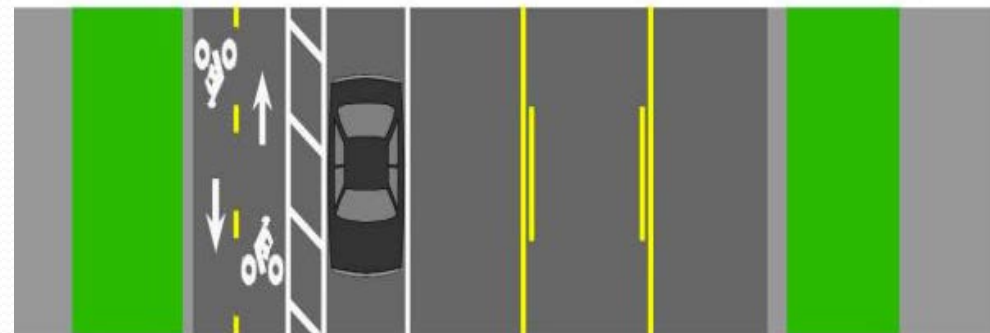
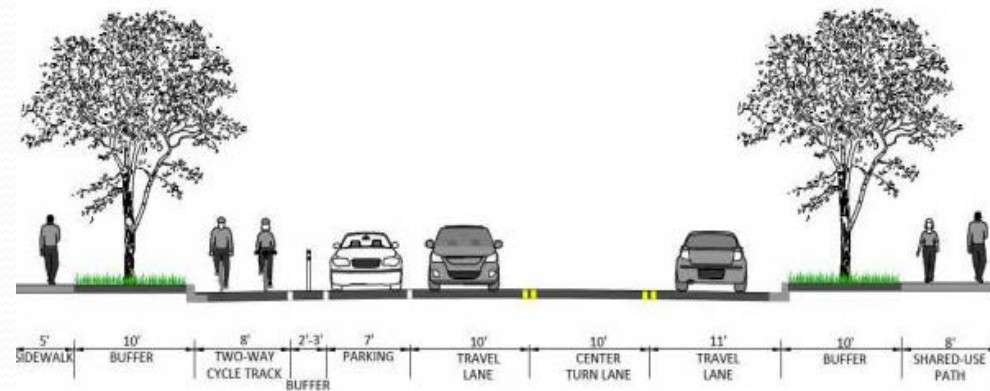


Bicycle Mobility

Woodglen Drive (Parallel to Pike – by Whole Foods)

- ❖ Montgomery County's first protected bike lanes
- ❖ Two-way track, separated by parking, buffer, and flexible posts
- ❖ Connects Bethesda Trolley Trail into White Flint
- ❖ One of the first protected lane projects in a suburban area in the Country

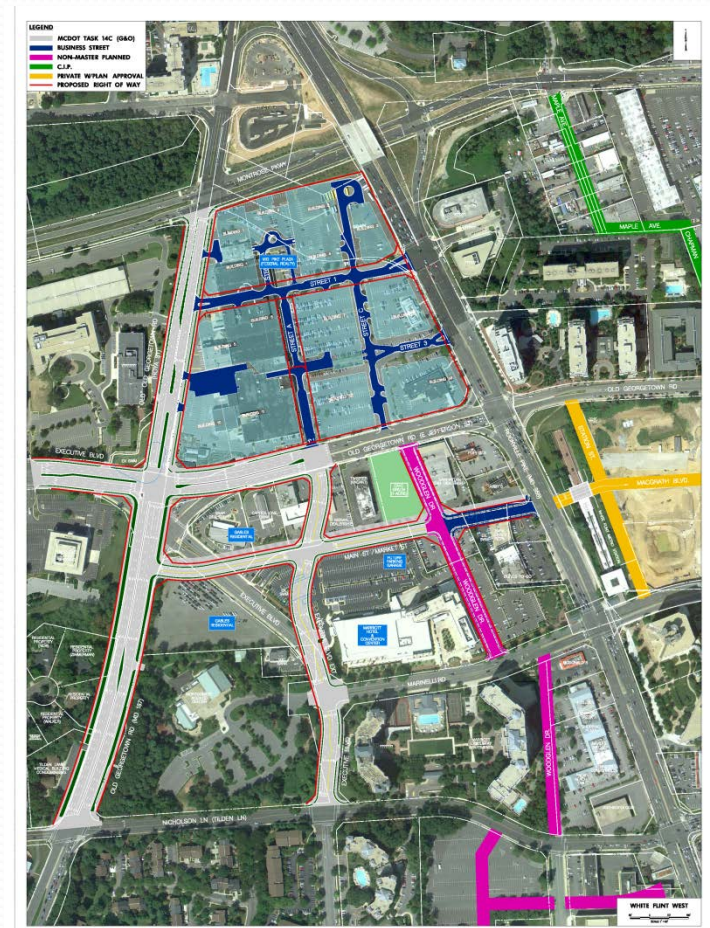
A more comprehensive bike lane network is being proposed and designed for White Flint, beyond what was called for in the 2010 Sector Plan.



NICHOLSON DRIVE TO EDSON LANE

Transportation District Project

Executive Boulevard, Market, Old Georgetown and Hoya 2 Phases - (Western Workaround in Grey)



Sector Plan Staging

Table 6 : Staging Plan

Phase 1 3,000 dwelling units 2 million square feet non-residential	Phase 2 3,000 dwelling units 2 million square feet non-residential	Phase 3 3,800 dwelling units 1.69 million square feet non-residential
<p>Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Contract for construction of Market Street (B-10) in the Conference Center block.</p> <p>Fund streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT and M-NCPPC.</p> <p>Achieve 34 percent non-auto driver mode share for the Plan area.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.</p>	<p>Construct streetscape improvements, sidewalk improvements, and bikeways for substantially all of the street frontage within one-quarter mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.</p> <p>Complete realignment of Executive Boulevard and Old Georgetown Road.</p> <p>Construct the portion of Market Street as needed for road capacity.</p> <p>Fund the second entrance to the White Flint Metro Station.</p> <p>Explore the potential for expediting portions of Rockville Pike where sufficient right-of-way exists or has been dedicated. It should be constructed once the "work-around" roads are open to traffic.</p> <p>Increase non-auto driver mode to 42 percent.</p> <p>The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.</p> <p>The Planning Board must develop a plan to determine how to bring the mode share to 51 percent NADMS for residents and 50 percent NADMS for employees during Phase 3.</p>	<p>Complete all streetscape improvements, sidewalks, and bikeways outside one-quarter mile from the Metro.</p> <p>Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.</p> <p>Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 percent NADMS for employees.</p>

Implementation can only be achieved through Collaboration, Cooperation, and Market Forces

- County, State and Federal Agencies
- Property Owners
- Residents
- Employers and Employees
- Businesses and their Patrons
- Organizations and their Members