



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item # 5
3/5/09

February 26, 2009

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief *GK*
Vision Division

FROM: Piera Weiss, *PW* Master Planner (301.495.4728)
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South Central Transit Corridor
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SUBJECT: White Flint I Sector Plan Worksession #3:
Land Use and Zoning/Property Owners Presentations

STAFF RECOMMENDATION: Review and Discuss Presentations

SCHEDULE

The Planning Board held a public hearing on the proposed White Flint I Sector Plan on January 12, 2009. The Planning Board has held two worksessions on the Public Hearing Draft. On February 5, staff presented the transportation analysis and rationale for the transportation improvements. On February 19, staff presented the results of the financial analysis for the Sector Plan. The following is the proposed schedule for future worksessions.

| | |
|----------|---|
| March 5 | Worksession #3: Land Use and Zoning/Property Owners Presentations |
| March 19 | Worksession #4: Continuation of Land Use and Zoning/Property Owners Presentations; Public Facilities: Schools, MARC Station |
| April 9 | Worksession #5: Environment and Design Guidelines |
| April 23 | Worksession #6: Transportation, Staging and Implementation |

PURPOSE OF THIS WORKSESSION

The purpose of this worksession is twofold: (1) to present an overview of the public hearing testimony regarding land use and density and (2) to allow property owners to explain in greater detail where and how they agree or disagree with the Draft Plan recommendations.

Most of the testimony from the public hearing supports the vision of the Plan and the mixed-use concept. There is a major divergence of opinion regarding density, building heights, location and type of public facilities, the amount of acceptable traffic congestion and the mechanics of implementation.

The testimony from the development community and the property owners is extensive. Staff does not believe that we can fully or accurately capture what each developer envisions for their property. Many of the property owners desire more density; even those property owners who support the Plan recommendations believe that more density may be necessary to accomplish the vision of the Plan.

Staff has asked the property owners to prepare a presentation for the Planning Board that explains why they need more density and what aspects of their proposals provide a rationale for additional density. These presentations will provide the additional information we believe is necessary to inform the subsequent decisions the Planning Board must make in order to realize the Plan's vision.

OVERVIEW OF TESTIMONY – DENSITY AND BUILDING HEIGHTS

Density

a) Too much density

The surrounding residential communities (Garrett Park Estates/White Flint Park Citizens Association, Luxmanor Civic Association, individual residents) believe that the Plan proposes too much density. The proposed density and the recommendation to expand the boundaries of the Metro Station Policy Area raise the levels of “acceptable” congestion to a point that is unacceptable to the community. A related viewpoint is that the densities are spread out over too large an area.

b) Not enough density

Much of the testimony from the property owners states that the densities are too low to accomplish the vision of the Plan, build the infrastructure needed for their projects and pay for all “exactions” (e.g. MPDUs, workforce housing, BLTs, area wide transportation network, public use spaces, impervious limits, tree canopy) that the Plan recommends. In general, this group favors expanding the Metro Station Policy Area.

A group of six property owners, JBG, Holladay, Federal Realty Investment Trust (FRIT), Lerner, Combined, and Gables own approximately 126 acres. They propose a different density allocation and configuration, the Ellipse Proposal (Attachment 1).

- They propose an ellipse centered at the existing Metro, because the second entrance will not change the transit service capacity, only access to transit. The ellipse shifts the density south and allows more of the White Flint Mall property (Lerner) to be included in a higher FAR ring.
- They propose that the band along Rockville Pike (the transfer band in the Draft Plan) have a 0.5 FAR as additional by-right density that does not require a transfer of density.
- They calculate the total density of their scheme is about two million square feet more than that recommended in the Draft Plan.

Staff response:

It is difficult to resolve these divergent views regarding density. Compact mixed-use development needs a critical mass to create communities and neighborhood services. The 1992 Plan concluded that a density of 2.4 - 2.5 FAR under the TSR and TSM zones was necessary to spur redevelopment around the Metro station, and that was before workforce housing requirements and the Building Lot Termination (BLT) initiative. Whatever amount of development is ultimately recommended, it must be designed and located to ensure compatibility with the existing communities, provide choices and enhance the quality of life for the larger community.

Staff tested a number of scenarios comparing different scenarios (densities levels) with transportation network alternatives. The scenarios ranged from low (less than 2.0 FAR overall) to high (3.0 FAR overall). The scenarios were translated into different density patterns and presented to the Planning Board before the drafting of the Plan. The Planning Board agreed with staff that in order to develop a coherent concept and equitable distribution of density, the selected pattern should be based on location to transit services. This resulted in the concentric ring concept.

The transportation analysis indicated that the amount of development that could be accommodated by the proposed infrastructure, including existing and future development, was about 30,000,000 square feet, if 60 percent of the total new development were residential units. Table 4 in the Sector Plan indicates the amount of development that could be accommodated to have balance between land use and transportation capacity (Attachment 2).

The Plan goal is to distribute and stage this level of development. Additional density should not be considered unless there is an overwhelming benefit to the community.

With respect to the Ellipse Proposal, staff notes the following:

- The Ellipse Proposal gives all members of the Collaborative the density they believe they need to redevelop. They are not alone in their desire. Other property owners would like to have more density as well. Tables 1 and 2 indicate how much more FAR the property owners want compared to the Draft Plan.
- The Plan distributes density in a fair and equitable manner. The Ellipse Proposal results in a redistribution of density that disproportionately benefits some property owners.
- The amount of FAR associated with the transfer band is about 1.6 million square feet. Density as a transfer accomplishes the objective of locating density along Rockville Pike without increasing the density overall. Staff acknowledges that the density transfer will affect the economics of redevelopment. It is possible that assemblage and agreements between property owners, as opposed to the purchase of density, might lessen the economic impacts. Inherent in the transfer band is the idea that higher densities are acceptable. An option the Planning Board may want to consider is replacing the Transfer Band with a Density Bonus Band. Those who wish more density would have to provide a public benefit greater than already required, such as paying a far greater share for public infrastructure, more affordable housing, or public amenities.
- As noted earlier, the amount of development that can be accommodated by the infrastructure recommended in the Plan is the staging capacity—9,800 new residential units and 5.69 million square feet (see Attachment 2).
- Raising densities will not affect the staging capacity. If more density is placed on fewer properties, those properties, depending on timing will likely use the available staging capacity cap.

| Collaborative FAR Proposal Compared To Sector Plan FAR | | | | | | |
|---|--------------|-------------------|-----------------|-------------------|--------------------|-------------------|
| Collaborative | Acres | Acreage SF | Plan FAR | Plan SF | Request FAR | Request SF |
| FRIT | 23 | 1,000,000 | 2.75 | 2,750,000 | 3.20 | 3,174,077 |
| JBG | 19 | 828,000 | 3.50 | 2,898,000 | 3.50 | 2,901,486 |
| Holladay | 4.48 | 195,000 | 3.00 | 585,000 | 4.00 | 780,595 |
| JBG | 1.6 | 69,700 | 2.50 | 174,250 | 3.90 | 273,257 |
| JBG | 3.9 | 170,000 | 2.50 | 425,000 | 3.70 | 636,858 |
| JBG | 6 | 261,000 | 2.50 | 652,500 | 3.50 | 904,362 |
| JBG | 5.43 | 237,999 | 2.50 | 594,998 | 3.10 | 727,218 |
| Lerner | 44 | 1,916,000 | 2.25 | 4,311,000 | 2.80 | 5,328,098 |
| Combined | 15 | 653,000 | 2.25 | 1,469,250 | 2.5 | 1,633,500 |
| TOTAL | 122.4 | | | 13,859,998 | | 16,359,451 |

| Non Collaborative Property Owners FAR Proposals Compared To Sector Plan FAR | | | | | | |
|--|--------------|-------------------|-----------------|------------------|--------------------|-------------------|
| Owner | Acres | Acreage SF | Plan FAR | Plan SF | Request FAR | Request SF |
| Eisinger | 5 | 196,020 | 2.50 | 490,050 | 4.00 | 784,080 |
| Fitzgerald | 4 | 179,903 | 2.50 | 449,757 | 4.00 | 719,611 |
| Fitzgerald | 4 | 155,509 | 2.50 | 388,773 | 3.00 | 466,528 |
| WRIT 1 | 7 | 291,852 | 2.50 | 729,630 | 2.50 | 729,630 |
| WRIT 2 | 3 | 126,324 | 2.50 | 315,810 | 2.50 | 315,810 |
| TOTAL | 23 | | | 2,374,020 | | 3,015,659 |

Building Heights

a. Errors

JBG testified that the Sector Plan does not recognize the 289 foot tall building on the North Bethesda Market site, as shown in Figure 19 in the Draft Plan (Attachment 3).

Staff response:

The testimony is correct. Figure 19 will be corrected.

b. The building heights are too tall.

With building heights, as with density, the surrounding communities and development interests have divergent views. The Garrett Park Estates/White Flint Park communities are concerned that the proposed heights nearest their communities (100 feet) are not compatible with the existing development (single-family homes).

The Montgomery Civic Federation questions why 300 feet is the recommended height limit in the core, when the height limit is 200 feet in other Metro Station areas (CBDs). The Federation also notes the Zoning Ordinance allows taller heights for MPDUs and workforce housing units in excess of any limitations in the zone or master plan.

Staff response:

There are at least two buildings in White Flint taller than 200 feet: NRC - 276 feet and North Bethesda Market - 289 feet. These buildings were approved under the TSM and TSR zones, which do not have a height limit. These heights were determined by the Planning Board to be compatible at site plan review.

It is true that the Zoning Ordinance also allows taller buildings for the public purpose of accommodating workforce housing (Sec. 59 a. 6.18.) If the building height in a master or sector plan is lower than what is allowed in the zone, then the following provision of the ordinance supersedes:

- 3) *Any building height established in a master plan or sector plan is exceeded to the extent required for the number of workforce housing units that are constructed, but no more than the maximum height of the zone.*

The maximum height limit in the C-O Zone, which is the zoning on the property directly adjacent to the Garrett Park Estates/White Flint Park communities, is 97 feet. The existing medical buildings have heights of about 75 feet. Staff set the height limit in this area to match that allowed in the existing zone. Staff agrees that the language on pages 46-47 of the Plan should be stronger regarding compatibility of redevelopment on the White Flint Mall property with the adjoining community. Similarly on the west side, the Crest of Wickford community has concerns regarding the proposed height. Additional language may be necessary for the Hillery Way Block on page 49 (Attachment 4). Staff will address these two issues during the review of the recommendations specific to each district.

c. The building heights are not tall enough.

The Collaborative recommends a maximum height of 335 feet and possibly taller adjacent to the Metro station.

Staff response:

Staff believes that 300 feet is a reasonable building height limit in the core area, being only 11 feet taller than the tallest building (289 feet) nearby. Buildings that are 335 feet tall would be 46 feet taller than the tallest existing building; staff considers this excessive. The standard in the Sector Plan should be set closer to existing conditions.

PROPERTY OWNERS PRESENTATIONS

The property owners will be presenting on March 5 in the following order:

1. The Developers Collaborative Ellipse Proposal
2. Metro East District:
 - LCOR – Block 1
 - Jolles Property – Block 1
3. Maple Avenue/Nebel Districts
 - WRIT (Washington Real Estate Investment Trust) properties-(Randolph and Montrose Shopping Center)
4. Metro West District
 - JBG – Block 1
 - Nissan VOB – Block 1
 - Gables – Block 2
5. NOBE District
 - JBG – Block 1
 - JBG – Block 2
 - JBG – Block 3
6. NRC District
 - JBG
 - Fitzgerald
 - White Flint View
7. White Flint Mall District
 - Fitzgerald – Block 1

In order to evaluate the relative merits of the each presentation compared to the Plan recommendations, staff prepared a series of lists that display the Plan recommendations for specific items or goals.

- List 1 is a list of zoning requirements for all new development that would be obtained through subdivision and site plan processes.
- List 2 is a list of specific facilities and amenities in each District that would be obtained through subdivision and site plan review. Some of the costs could be partially absorbed/subsidized by development outside the District as part of a public amenities requirement.
- List 3 contains a list of infrastructure that will be financed through the Public Sector as presented in Worksession #2.
- List 4 contains development and infrastructure as recommended in the Plan organized by District.

LIST 1: ZONING REQUIREMENTS FOR ALL NEW DEVELOPMENT

Mixed Use

- 60% Residential Development (minimum)
- 40% Non-Residential Development (maximum)

Affordable Housing

- 12.5% Moderately Priced Dwelling Units
- 10% Workforce Housing

Agricultural Preservation

- Building Lot Termination (BLTs) - commercial only

Sustainability

- 20% energy needs on-site generation
- No net loss of pervious land cover
- 20% pervious area for all new development
- 30% tree canopy for plan area (includes street trees)
- Native vegetation

Public Use Space

- 20% (minimum) on-site public use space for new parks/open spaces. Sizes 1/4 acre or larger

Public/Private Streets along Frontage/Interior

- Dedicate ROW and construct
- Street trees
- Underground utilities
- New or improved sidewalks

Parking

- Underground/structured – standards reduced for proximity to transit

LIST 2: PUBLIC FACILITIES AND AMENITIES BY DISTRICT

Items marked with an asterisk are the construction phase for which a monetary contribution from off-site development is possible.

Public Facilities and Amenities

- Land for school
- Land for police sub-station
- Space for express/urban library
- Land for Civic Green
 - *Contribute to Feasibility Study
 - *Contribute to Construction Costs
- Space for Farmers' Market
- Wall Park
 - *Contribute to Feasibility Study
 - *Contribute to Structured Parking
- Rockville Pike Promenade
 - *Contribute to streetscape
- Land for East West Main Street
 - *Contribute to Construction

LIST 3: INFRASTRUCTURE TO BE FUNDED THROUGH THE PUBLIC SECTOR

- Rockville Pike
- Main Street and Bikeway construction
- Reconstruction of Old Georgetown Road/Executive Boulevard
- Circulator Bus
- Second Metro Station
- MARC station
- School
- Fire Station
- Police Station
- Express Library
- Nebel Street/Montrose Parkway connection
- Chapman Avenue
- Citadel Avenue

LIST 4: DEVELOPMENT AND INFRASTRUCTURE AS RECOMMENDED IN THE PLAN BY DISTRICT

NOTE: The total number of units and square footage in each table reflect the zoning recommendations for each District. These numbers reflect new development, not existing or approved based on the Concentric Ring Concept. The zoning capacity is 11,475 new units and 6.48 million square feet non residential. The staging capacity is 9,800 new units and 5.69 million square feet non-residential.

| METRO EAST DISTRICT: 1,183 Units; 574,300 Square Feet; 265 *Aff. Units | | |
|---|---|--------------------------|
| | Block 1 North Bethesda Town Center | Block 2 Sterling |
| Units | 990 | 193 |
| Non Res SF | 420,000 | 154,300 |
| MPDUs/WFH | 124+98=222 | 24+19=43 |
| Infrastructure | Private Streets | Citadel Avenue Extension |
| | Public Streets B-10, B-4, B-13, B-11, B-6, B-2 B-12 | |
| | Space for Express Library | |
| | Bridge | |

| MAPLE AVENUE DISTRICT: 630 Units; 314,000 Square Feet; 142 *Aff. Units | |
|---|--|
| Units | 630 |
| Non Res SF | 314,000 |
| MPDUs/WFH | 79+63=142 |
| Infrastructure | Maple Avenue /Randolph Road connection |

| NEBEL DISTRICT: 700 Units; 567,000 Square Feet; 157 *Aff. Units | |
|--|---|
| Units | 700 |
| Non Res SF | 567,000 |
| MPDUs/WFH | 88+70=157 |
| Infrastructure | Land for MARC Station Extension of Old Georgetown Road |

*Aff. represents MPDUs and workforce housing

| METRO WEST DISTRICT: 1,850 Units; 1,138,200 Square Feet; 417 *Aff. Units | | | |
|---|-----------------------------------|---|------------------------|
| | Block 1 Conference Center | Block 2 Wall Park | Block 3 Holladay |
| Units | 1,570 | 170 | 110 |
| Non Res SF | 795,600 | 134,600 | 208,000 |
| MPDUs/WFH | 197+157=354 | 21+17=38 | 14+11=25 |
| Infrastructure | Private Streets | Private Streets | Private Streets |
| | Space for Farmers Market | Wall Park Structured Parking | B-15 Woodglen Extended |
| | Land for Civic Green | ROW for Reconstruction of Old Georgetown/ Executive Blvd. | Bethesda Trolley Trail |
| | Land for B-10 (Main Street) | | |
| | B-6 Marinelli Road Reconstruction | | |
| | Bikeway along Old Georgetown Road | | |

| NOBE DISTRICT: 660 Units; 736,200 Square Feet; 145 *Aff. Units | | | | | |
|---|---------------------------|----------------------------------|--------------------------|-----------------------|------------------------|
| | Block1 Water Tower | Block 2 North Bethesda Market | Block 3 Security Lane | Block 4 Edson Lane | Block 5 Hillery Way |
| Units | 290 | 290 | | 50 | 30 |
| Non Res SF | 231,000 | 311,000 | 87,100 | 84,100 | 23,000 |
| MPDUS/WFH | 36+29=65 | 36+29=65 | | 6+5=11 | 4 |
| Infrastructure | WSSC property for Park | Bethesda Trolley Trail | | | |
| | ½ acre neighborhood green | | | | |

| NRC DISTRICT: 770 Units; 990,000 Square Feet; 311 *Aff. Units | |
|--|------------------------------|
| Units | 1,380 |
| Non Res SF | 990,000 |
| MPDUs/WFH | 173+138=311 |
| Infrastructure | Rockville Promenade |
| | Citadel Avenue Extension |
| | Private Streets (WMATA Site) |

*Aff. represents MPDUs and workforce housing

| WHITE FLINT MALL DISTRICT: 3,860 Units; 2,090,000 Square Feet; 869 *Aff. Units | | | | |
|---|-----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| | Block 1 Eisinger Fitzgerald | Block 2 White Flint Plaza | Block 3 Nicholson Ct | Block 4 White Flint Mall |
| Units | 600 | 740 | 820 | 1700 |
| Non Res SF | 422,000 | 396,000 | 652,000 | 620,000 |
| MPDUS/WFH | 76+60=136 | 92+74=166 | 102+/82=184 | 213+170=383 |
| Infrastructure | Private Streets | Private Streets | Private Streets | Private Streets |
| | Connected Public Use Space | Connected Public Use Space | Connected Public Use Space | Connected Public Use Space |
| | Rockville Pike Promenade | Neighborhood Green | Space for MARC Station | Rockville Pike Promenade |
| | | Land for School | | Land for School |

| MID PIKE DISTRICT: 1,200 Units; 627,000 Square Feet; 270 *Aff. Units | |
|---|-----------------------------------|
| Units | 1,200 |
| Non Res SF | 627,000 |
| MPDUS/WFH | 150+120=270 |
| Infrastructure | One acre park |
| | Space for express library |
| | B-16, B-7 |
| | Private streets |
| | Bikeway along Old Georgetown Road |

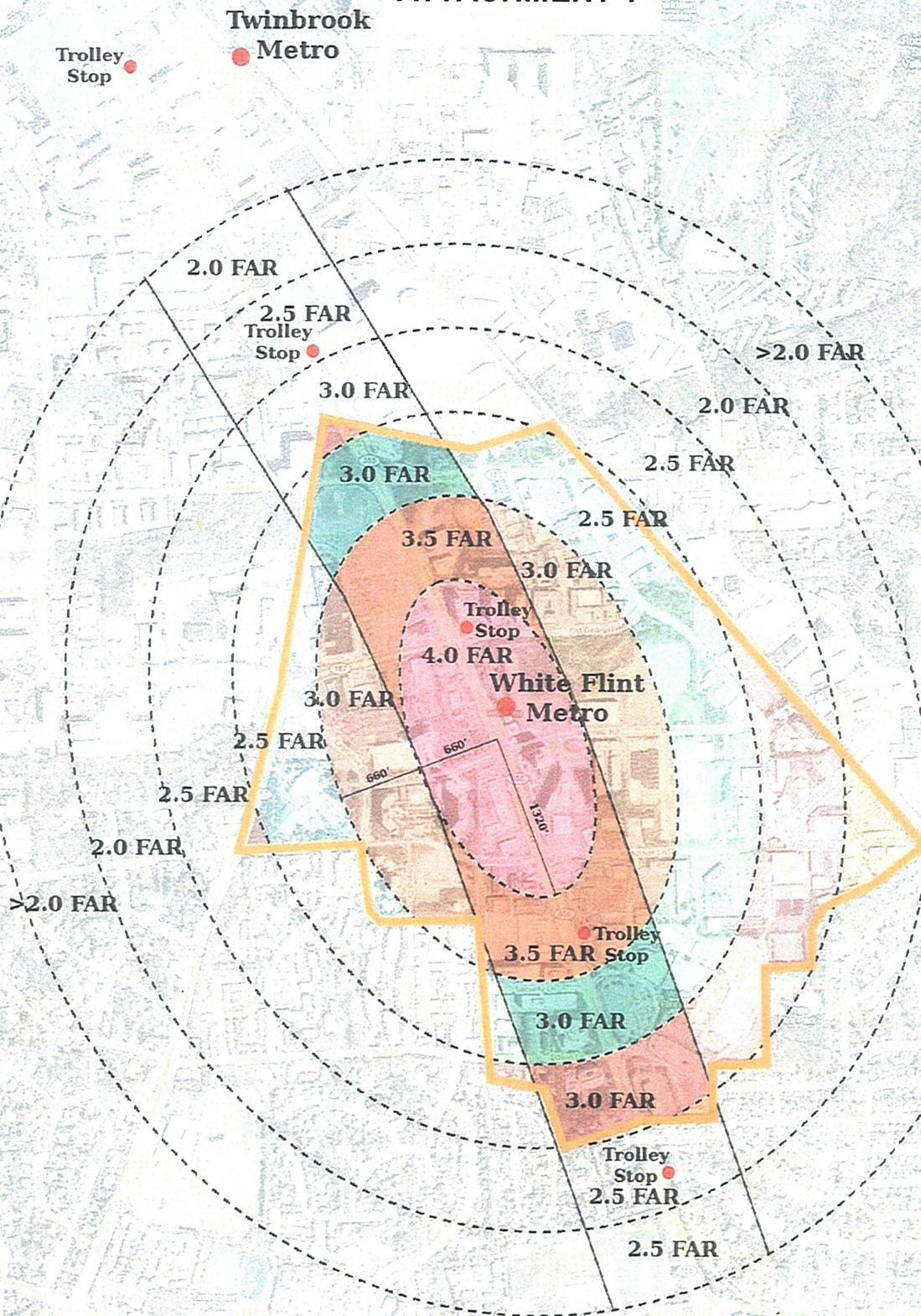
*Aff. represents MPDUs and workforce housing

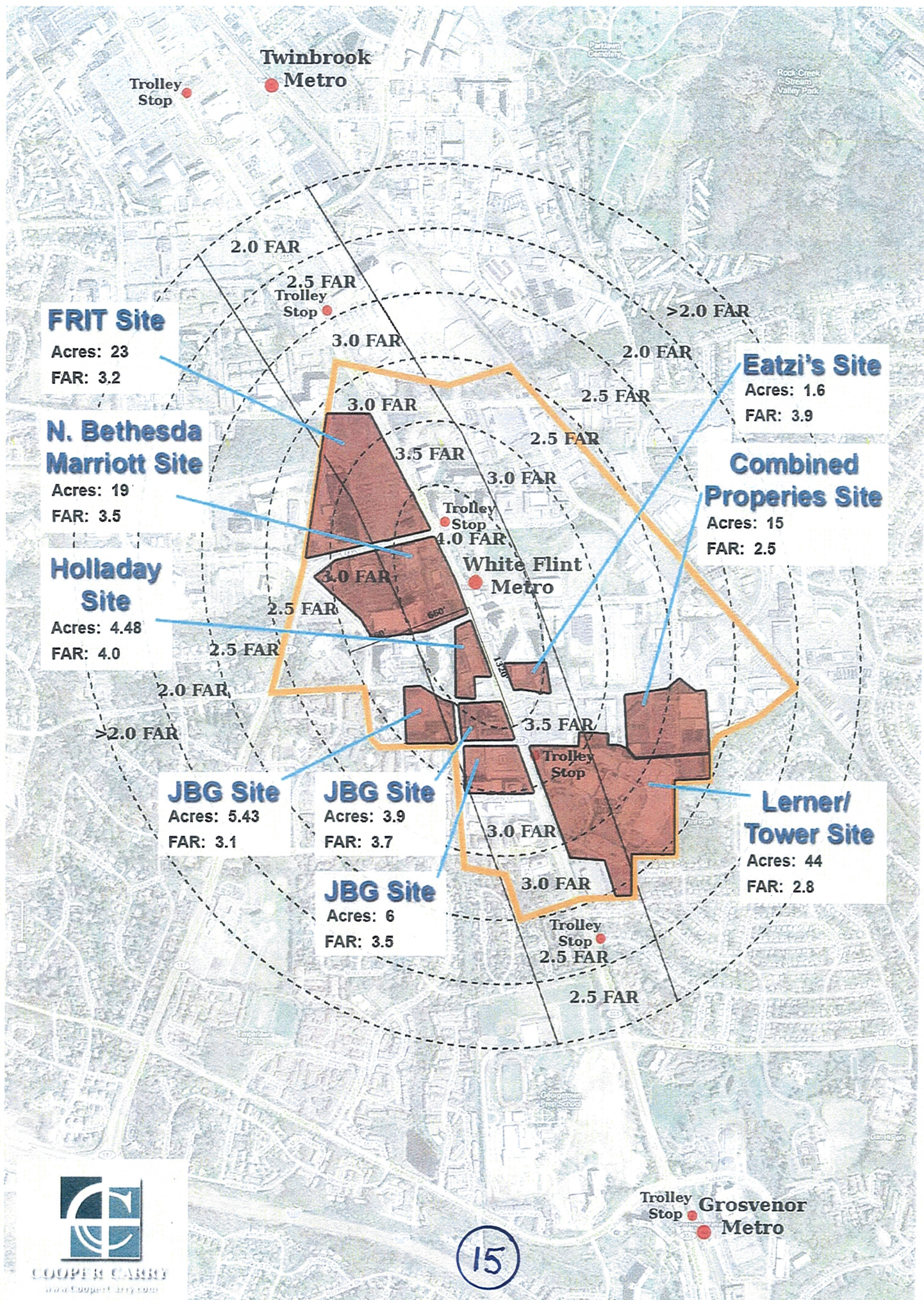
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Attachments:

1. Ellipse Proposal (3 pages)
2. Table 4 From Draft Plan
3. Figure 19 From Draft Plan
4. Pages 46,47, 49 from Draft Plan regarding compatibility and building heights

ATTACHMENT 1





Consortium FAR Study
January 12, 2008

| SITE | TOTAL ACREAGE | Multiplier | Total Allowable SF | Average FAR |
|---------------|------------------|-------------|----------------------|-------------|
| FRIT | 23 | 0.83977849 | 3174077.555 | 3.168121486 |
| Marriott | 19 | 0.80684429 | 2901486.879 | 3.505735439 |
| Holladay | 4.48 | 1.063010115 | 780595.2 | 4 |
| JBG Northwest | 5.43 | 0.913011452 | 727218.6156 | 3.074519748 |
| JBG Northeast | 3.9 | 0.913801324 | 636858.5997 | 3.748785052 |
| JBG South | 6 | 0.877891907 | 904362.7706 | 3.460218743 |
| Lerner/Tower | 44 | 1.141348609 | 5328098.572 | 2.779916193 |
| Eatzi's | 1.6 | 0.604000097 | 273257.3387 | 3.920703322 |
| Combined | 15 | 1.132938784 | 1633500 | 2.5 |
| | | 0.921402785 | 16,359,455.53 | |

| TOTAL | | | | | |
|--------|------------|----------|-----------|--------------------|---------------|
| RING | ACREAGE | Total SF | FAR | Total Allowable SF | |
| | 4.0 | 52.17 | 2272525.2 | 4.0 | 9,090,100.80 |
| | 3.5 | 47.54 | 2070842.4 | 3.5 | 7,247,948.40 |
| | 3.0 | 125.66 | 5473749.6 | 3.0 | 16,421,248.80 |
| | 2.5 | 142.44 | 6204686.4 | 2.5 | 15,511,716.00 |
| | 2.0 | 8.78 | 382456.8 | 2.0 | 764,913.60 |
| TOTALS | 376.59 | | | | 49,035,927.60 |
| | 0.90283863 | | | | 44,271,529.74 |

371.900826

Housing for seniors and special populations is a permitted use in the TMX Zone. This Plan recommends

Table 4: Proposed Development

| | Existing and Approved | Proposed | New MPDUs (12.5%) | New Workforce Housing (10%) | BLTs |
|-------------------|-----------------------|----------|-------------------|-----------------------------|-------|
| Residential Units | 4,479 | 9,800 | 1,225 | 980 | |
| Nonresidential SF | 7.29M | 5.69M | | | 70-80 |

that units for seniors and special populations be included in residential development, particularly in locations nearest local services and transit.

Child Daycare

One difficulty faced by families is finding good quality child daycare near work or home. Child daycare is a permitted use in the TMX Zone. Child daycare should be incorporated in new office development and residential development near the transit facilities.

Hotels

Hotels should be located close to transit, especially within the first 1/8 mile of the Metro station. Hotels at this location will support the Conference Center facilities and could be integrated with residential uses and ground floor retail.

Industrial

While this Plan endorses mixed-use development, it may not be possible for all properties. There are properties with existing low-intensity industrial uses at the edges of the Sector Plan where redevelopment is questionable or not in the foreseeable future. This Plan does not discourage the continuation of these uses.

Retail

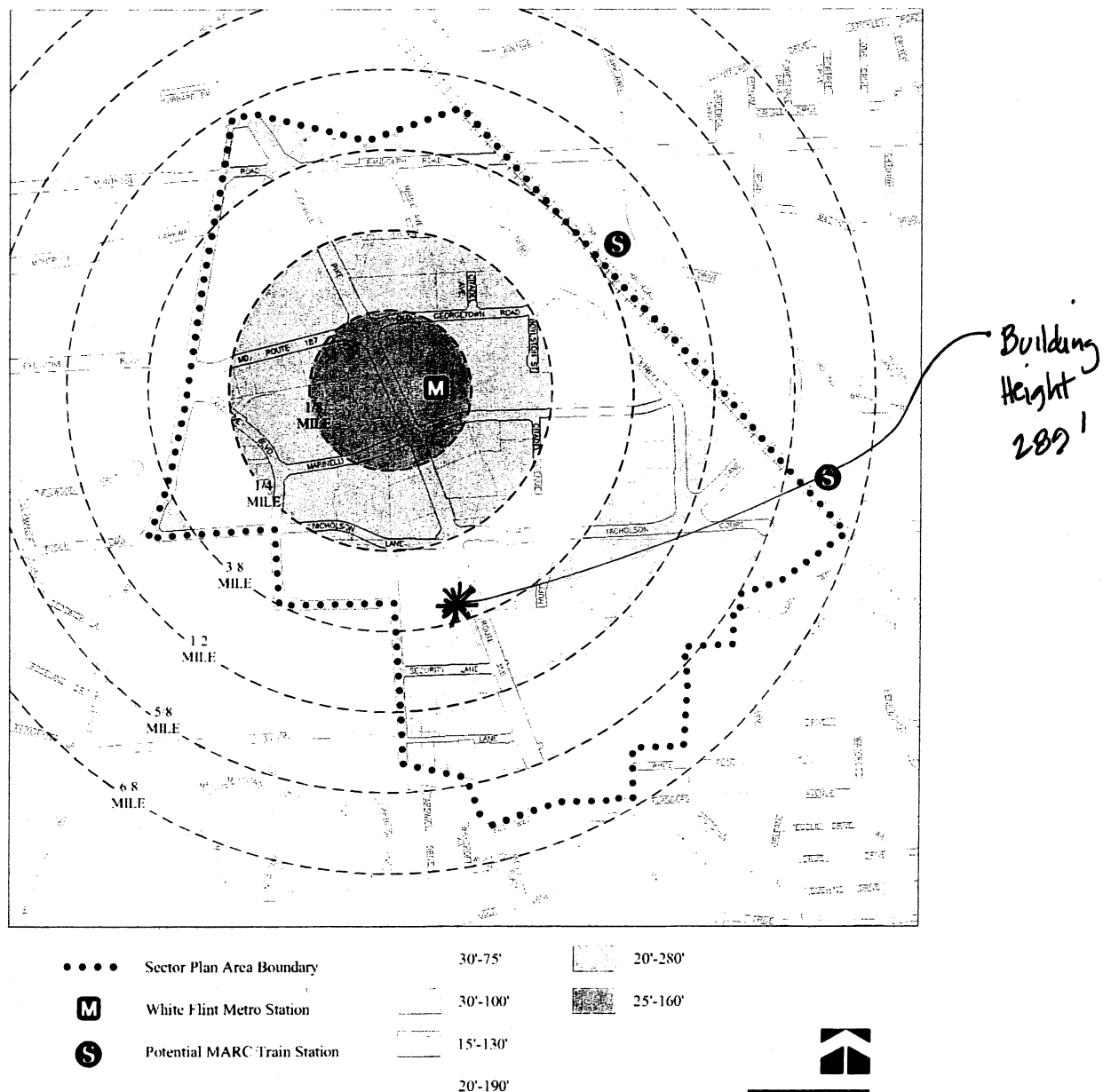
Grocery stores, local retail and commercial services, such as hair salons, pharmacies, and dry cleaners make a neighborhood desirable. Local retail should be incorporated in the ground floor of buildings along the roads that cross the Pike such as Old Georgetown Road, Executive Boulevard, Marinelli Road, Nicholson Lane or interior north/south roads such as Woodglenn Extended and Nebel Street. Regional retail, such as White Flint Mall, is best located along Rockville Pike where there is high visibility.

Table 4 indicates the amount of proposed development proposed in the Sector Plan. The proposed development equals the amount of development allocated in the three phases of the Staging Plan and supported by the transportation analysis and network recommendations (see pages 73-75).

Building Heights

The standard method of development in the TMX Zone sets a maximum height of 42 feet; there is no maximum height limit for the optional method. Heights for the optional method are established through the master or sector plans. The Plan recommends a building height range to ensure the projects have height variation and are compatible with adjoining properties, especially residential communities where building heights may be less than 40 feet. Setting a building height range reinforces the urban design principle of height differentiation for the structural parts of building: the street-framing portion, podiums, structured parking, and towers. Building heights along Rockville Pike should accentuate important intersections where distinctive architecture may be desirable.

Figure 19
Existing Building Heights



Block 1: Eisinger/Fitzgerald

This C-2 zoned block contains commercial properties located at the northwestern and northeastern corners of the intersection of Huff Court and Nicholson Lane. The Fitzgerald block has frontage along Rockville Pike while the Eisinger block is located at the northeastern intersection of Nicholson Lane and Huff Court. Uses include an automobile sales center, office buildings, and a commercial shopping center. New mixed-use development is anticipated for both blocks. The Eisinger block is anticipated to develop with more residential than nonresidential development.

- Rezone the entire block to the TMX Zone.

Block 2: White Flint Plaza

East of the Eisinger block is White Flint Plaza, a commercial shopping center zoned C-2. The shopping center has surface parking and several single story buildings. There are some long-term leases in this shopping center that may affect the timing of redevelopment.

A new neighborhood green is proposed when the shopping center is redeveloped. This block will contribute a portion of its property to an elementary school site, if a school is located within the Plan area.

- Rezone the entire block to the TMX Zone.

Block 3: Nicholson Court

Light industrial and commercial uses, including a Ride On bus parking facility and warehouses, are the primary uses in this block. Redevelopment in this district is likely to take place in the long-term. This block could redevelop as a residential enclave with local services. The block is a candidate for the MARC station and there may be some interest in a combination of Ride On bus storage and MARC parking facilities. Nicholson Lane, the northern boundary, crosses the CSX tracks and will provide excellent east-west access to the MARC station. Any new development must provide transitions in height and density to the adjacent single-family residential community.

- Rezone to the entire block to the TMX Zone.
- New development to transition to the adjoining residential neighborhood.

Block 4: White Flint Mall

The White Flint Mall is the Plan area's largest property and has been home to premier department stores for 40 years. Two of the stores, Bloomingdale's and Lord and Taylor, own their respective buildings, which has implications for redevelopment. The property is zoned General Commercial (C-2) and Commercial Transition (CT). There are two medical office buildings zoned Commercial Office (C-O) along Rockville Pike and south of the mall. White Flint Neighborhood Park is to the immediate east and Garrett Park Estates is to the immediate south.

New vertical residential and nonresidential uses will transform this property. New public amenities and facilities, public uses, neighborhood greens, and an expanded road network will create walkable blocks. Using the WMATA tunnel as a pedestrian promenade will enhance this block and improve pedestrian access. This property could accommodate an elementary school. Development along Rockville Pike may be denser and the buildings taller than the eastern segment of the property.

- Rezone to entire block to the TMX Zone.

- Building heights should not exceed 50 feet at the rear to be compatible with the adjoining Garrett Park Estates. Any redevelopment of the medical office buildings should be compatible with the homes along Flanders Street.
- Landscape buffers may be necessary along the eastern and southern boundaries to transition to the existing single-family detached homes. The school location may also be considered for compatibility.
- Extend Executive Boulevard through White Flint Mall to White Flint Plaza with lateral extensions to Nicholson Lane.

- Rezone the Luttrell property to the TMX Zone.
- Locate a ½-acre neighborhood green on the Luttrell property.
- Building heights along Executive Boulevard should be compatible with the residential community to the immediate south.

Block 2: North Bethesda Market

This block, approximately 10 acres, contains a signature mixed-use building at the intersection of Executive Boulevard and Rockville Pike. Existing zones are Transit Station, Mixed (TS-M) and General Commercial (C-2). Particularly combined with adjacent properties, this site is a significant redevelopment opportunity and could include a hotel, retail, residential, and offices. Development in this block should activate adjacent roadways, including Rockville Pike, Nicholson Lane, Woodglen Drive, and Executive Boulevard.

- Rezone the North Bethesda Market property and properties at the northeastern corner of Woodglen Drive and Nicholson Lane to the TMX Zone.
- Properties north of Executive Boulevard extended may be more suitable for nonresidential, mixed-use development.
- Widen the west sidewalk to accommodate the extension of the Bethesda Trolley Trail.

Block 3: Security Lane

Two office buildings with associated parking garages are the primary uses along Security Lane between Rockville Pike and Woodglen Drive. Security Lane is a business street with on-street parking.

- Retain the Rockwall and Cascade office buildings in the C-O Zone.

Block 4: Edson Lane

Office buildings, residential townhouses, a religious institution, and commercial properties comprise the Edson Lane block. This block is surrounded by the Crest of Wickford and Old Georgetown Village residential communities south and east, respectively. Commercial properties are west of Rockville Pike. Edson Lane connects Woodglen Drive to Rockville Pike. The entrance to the Bethesda Trolley Trail is located at Edson Lane and Woodglen Drive.

- Rezone the office buildings at 11140 Rockville Pike, 11200 Rockville Pike, and 11130 Rockville Pike to the TMX Zone.
- Confirm the C-T Zone for properties between 5420 and 5510 Edson Lane.
- Confirm the R-90/TDR Zone for the Edson Park townhouses and Ajen David Synagogue.
- New development should ameliorate impacts to residential neighborhoods and be located in structures of compatible density and height.

Block 5: Hillery Way

This block is under single ownership and transitions to residential communities to the immediate south and west. Hillery Way provides the only access to the residentially-zoned areas. The 1992 Master Plan recommended retaining the R-90 Zone. Townhouse development will make a transition to the existing community.

- Confirm the R-90 Zone for the properties under single-ownership. These properties are suitable for the Residential Townhouse (RT-12.5) as transitional development to existing residential community.
- Rezone the property at the northwestern intersection of Rockville Pike and Hillery Way to the TMX Zone.