



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

MCPB
Item # 5B
5/07/09

May 1, 2009

MEMORANDUM

TO: Montgomery County Planning Board

FROM: John A. Carter, Chief *JAC*
Urban Design and Preservation Division

Luis Estrada, Project Urban Designer *LE*
Urban Design and Preservation Division

SUBJECT: Draft Urban Design Guidelines for the White Flint Sector Plan

STAFF RECOMMENDATION

Approval to Proceed with the Guidelines

The Draft Urban Design Guidelines for the White Flint Sector Plan have been prepared at this time to assist in finalizing the recommendations for the White Flint Sector Plan. They will be revised in accordance with the final Planning Board recommendations for the Sector Plan.

DISCUSSION

With the exception of the standards for the right-of-way, the guidelines are not regulations that mandate specific building forms. The guidelines are illustrative to assist in shaping the public realm in accordance with the recommendations in the White Flint Sector Plan.

The development of the White Flint Urban Design Guidelines represents a creative effort by the Planning Department to assist in implementing the recommendations in the White Flint Sector Plan. The combination of this comprehensive sector plan and the proposed urban design guidelines will provide greater clarity to applicants seeking approval of specific development proposals. The guidelines will also provide a graphic visualization of the recommendations for the White Flint area to assist the Planning Board, staff, property owners, County Council, and others during the review and approval of the sector plan.

The guidelines are intended to accomplish the following:

- Foster design excellence in community building in accordance with the recommendations in the Approved and Adopted White Flint Sector Plan
- Clarify design expectations for streets, open spaces and buildings
- Provide guidance in accordance with the approved and adopted sector plan that recognizes the need for flexibility and allows for the most creative design solutions

Scope of the Design Guidelines

In accordance with the recommendations in the White Flint Sector Plan, this document provides design guidance for the basic building blocks of a community as follows:

- **Streets** Using the framework established in the White Flint Sector Plan, the design guidelines establish the character for the street network in accordance with the standards in the Road Code.
- **Open Spaces** Based on the White Flint Sector Plan's open space concept, the design guidelines establish goals and specific recommendations for each category of open space.
- **Buildings** The design guidelines expand the guidance in the White Flint Sector Plan for building form and heights. The intent is to ensure a form of development that is attractive, sustainable and compatible with existing and proposed residential communities.

OUTREACH AND COORDINATION

The Planning Department, the County Executive, and the community continue to work collaboratively on the preparation of the design guidelines. The comments from MCDOT to date include:

- Clearly state the County Executive's responsibility is to approve design standards and guidelines for rights-of-ways
- Concerned with narrow streets and the extensive use of private streets
- Concerned with the Sector Plan's recommended public rights-of-way that are not included or do not comply with the Road Code

The staff presented the draft guidelines to the White Flint Steering Committee on May 5, 2009.

NEXT STEPS

- Incorporate any Planning Board modifications to the Sector Plan into the draft guidelines
- Transmit the draft guidelines to the County Council for use in their review and approval of the White Flint Sector Plan prior to the County Council public hearing
- Hold worksessions, revise the guidelines, and approve the urban design guidelines by the Planning Board after the County Council approves the Sector Plan

Attachment:

- Draft Urban Design Guidelines for the White Flint Sector Plan, dated April 2009

April 2009

DRAFT

Urban Design Guidelines

For the White Flint Master Plan



Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

Contents

3 Foreword

4 Introduction

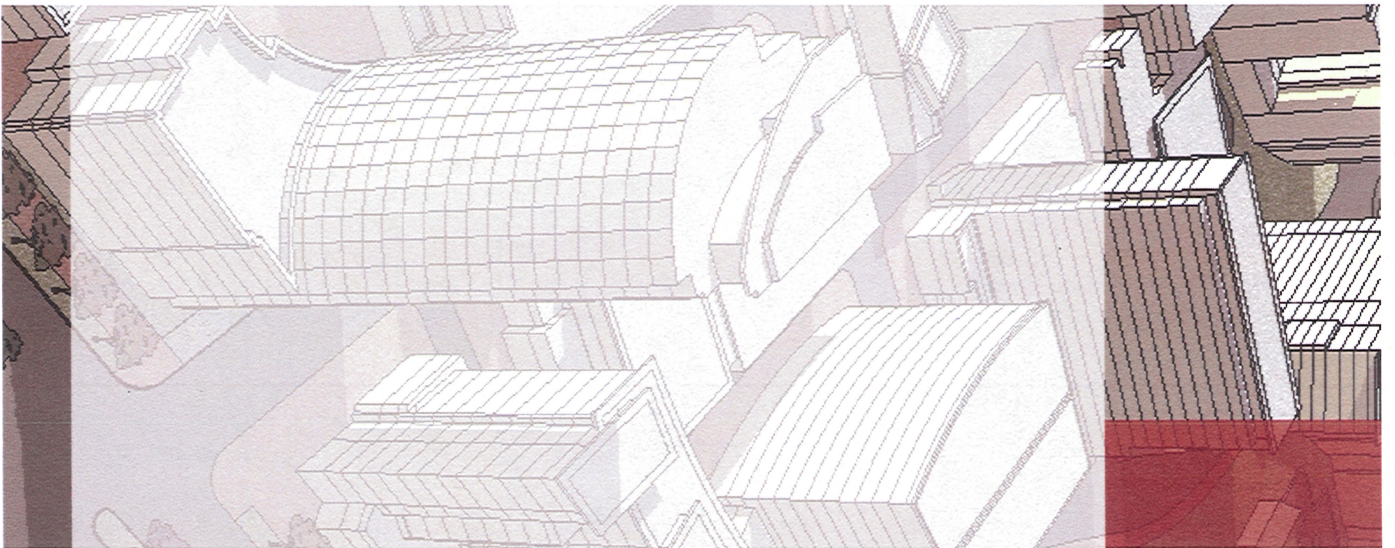
Purpose
Review Process and Design Guidelines

6 Area Wide Guidelines

Streets
Public Open Space System
Buildings

26 Districts

White Flint Mall District
NoBe Market District
Metro West District





Foreword

The Montgomery County Planning Department adopts the following (draft) Urban Design Guidelines. These guidelines are based on the approved and adopted Sector Plan for the White Flint Area, 2009, an amendment to the approved and adopted 1992 North Bethesda/Garret Park Master Plan. They provide greater clarity to applicants seeking development approval and reflect the Planning Board's expectations to create a unified place through outstanding design.

The Urban Design Guidelines were developed in collaboration with the property owners, residents, institutions, representatives of the County Executive, and others. Following County Council's approval of the Sector Plan, the guidelines have been revised to ensure consistency with the Sector Plan. After approval of the Sector Plan, the Planning Board held a public hearing followed by worksessions and adoption of the guidelines. The guidelines will be revised periodically and updated at least once every six years.

With the exception of standards for the rights-of-way, the guidelines are not regulations that mandate specific building forms and locations. They are meant to be illustrative and to encourage applicants and public agencies to propose designs that create an attractive and successful public realm defined by streets, open spaces, and attractive buildings. The guidelines include recommendations for the following:

- Streets-Specific standards and guidelines for the development of rights-of-way approved by the County Executive in accordance with the new Road Code. Street standards and guidelines are binding unless a waiver is granted by the Planning Board to achieve context sensitive design. Local street layouts illustrate design principles and are not mandated.
- Open Spaces-Location and design guidelines for public open spaces. The design guidelines are illustrative and the locations are approximate except for open spaces identified in the approved and adopted Sector Plan.
- Buildings-Guidelines for the massing, form and design of buildings, and identification of building types appropriate to the area. Alternative and innovative designs that further Sector Plan goals are welcomed.

Applicants are encouraged to schedule informal consultation with development review, urban design and community planning staff while plans are in an early conceptual stage before submitting applications. In addition, applicants should refer to the White Flint Sector Plan, the 2009 Zoning Ordinance, and other guideline documents such as the recreation and noise guidelines.

Royce Hanson, Planning Board Chairman



1

Introduction

Purpose

To foster design excellence while creating a distinct community character.
To clarify expectations for design professionals, property owners, and decision makers.
To provide the Planning Board with enough flexibility to respond to emerging technologies and better design options.

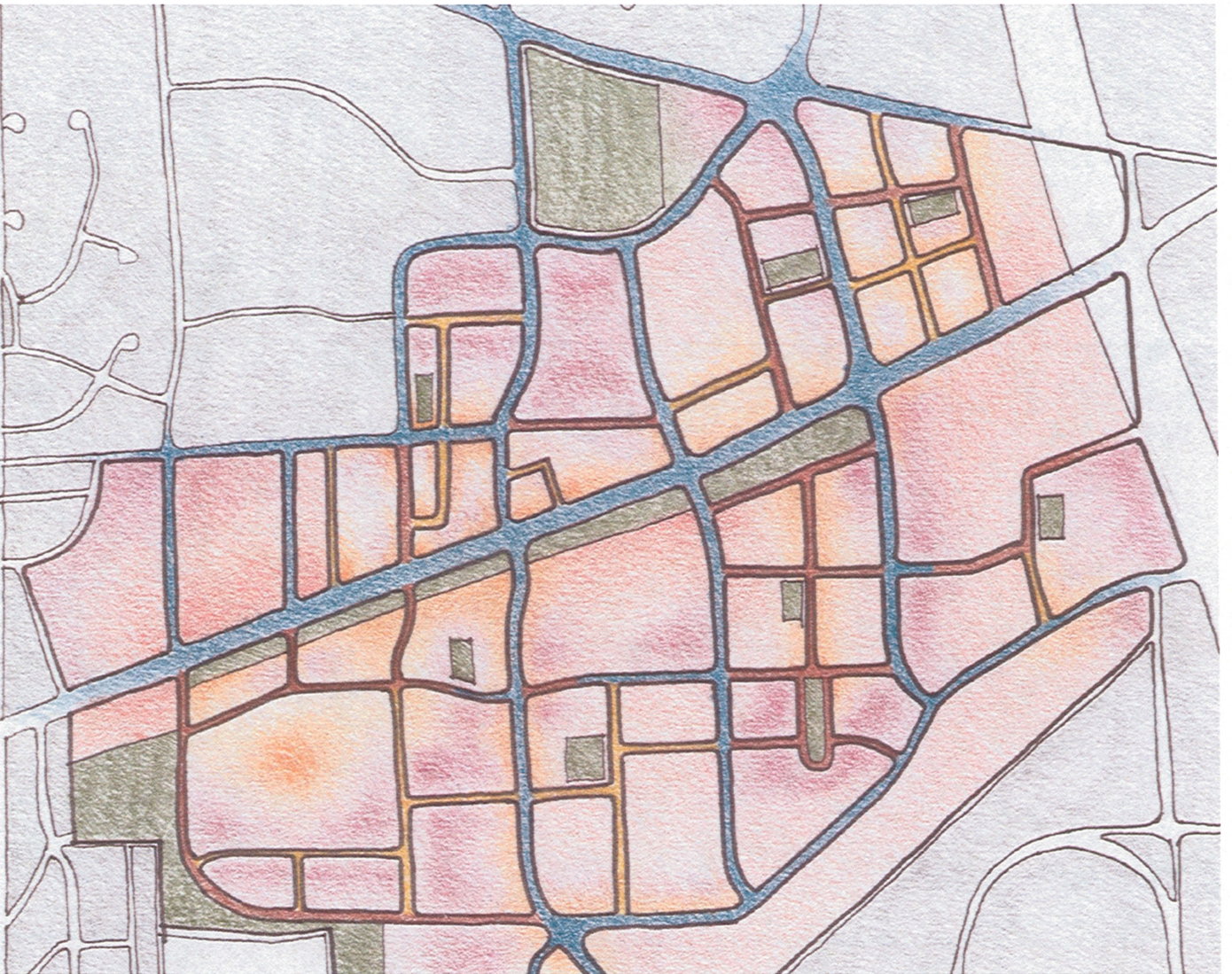
The White Flint Sector Plan envisions a vibrant new urban center organized around the Metro station and along Rockville Pike (MD 355). These guidelines describe the elements that will make the center a place. To that end, the guidelines:

- suggest techniques to create development that is sustainable and transit accessible
- create a grid of streets that will establish walkable blocks with local services within short distances
- establish design parameters for public spaces to serve all communities
- encourage excellence in the design of the buildings that form the streets and open spaces.

Review Process and Design Guidelines

These design guidelines are to be used in conjunction with at least three other planning and urban design documents, namely:

- White Flint Sector Plan
- Montgomery County Zoning Ordinance
- Forest Conservation Law
- Environmental Guidelines



Streets

Standards and Guidelines for development of rights-of-way.

Open Space

Approximate locations and descriptions for spaces identified in the Master Plan

Buildings

Guidelines for massing, form and design of buildings.



2

Area Wide Guidelines

Streets

Streets will be the framework for urban White Flint. The existing street pattern is fragmented and automobile centric; an enhanced street network is necessary to improve pedestrian access and vehicular flow. Although most traffic will continue to be through traffic along Rockville Pike, the new grid pattern will increase access options to transit and services, and will aide in distributing movement more efficiently than currently available roads. This new pattern will better serve surrounding communities and White Flint residents by providing more access to commercial activity as well as more options to move around the area.

The streets and sidewalks of White Flint must:

- provide a place that pedestrians, cyclists, and vehicles can navigate safely
- establish an urban environment with wide sidewalks and streetscape
- use low impact development strategies to manage storm water.

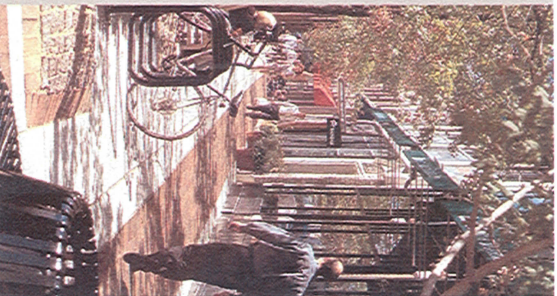
Objectives

Walkable Rockville Pike

Transform Rockville Pike into an urban boulevard lined with street facing buildings, a landscaped median, improved tree canopy, and safe crosswalks.

Guidelines:

1. Wide Sidewalks
2. Street Beautification
3. Consistent Street Wall
4. Unobtrusive Street Furnishings
5. Safe Intersections
6. Underground Utilities



Hierarchical Street Grid

Establish a grid of streets to improve access for vehicles, pedestrians, and bicyclists.

Guidelines:

1. Establish Nebel Street, Nicholson Lane, and "Old" Old Georgetown Road as alternatives to Rockville Pike for traveling north-south.
2. Establish a pattern of local streets to distribute movement away from Rockville Pike.



Walkable Blocks

Create short blocks to expand pedestrian access throughout White Flint. This will maximize building frontage and increase sidewalk activity.

Guidelines:

1. Preferred block length is between 250 and 350 feet. Building frontages along longer blocks shall be articulated to reduce the block's visual length.



Safe Intersections

Require crosswalks at all intersections to improve pedestrian access and safety.

Guidelines:

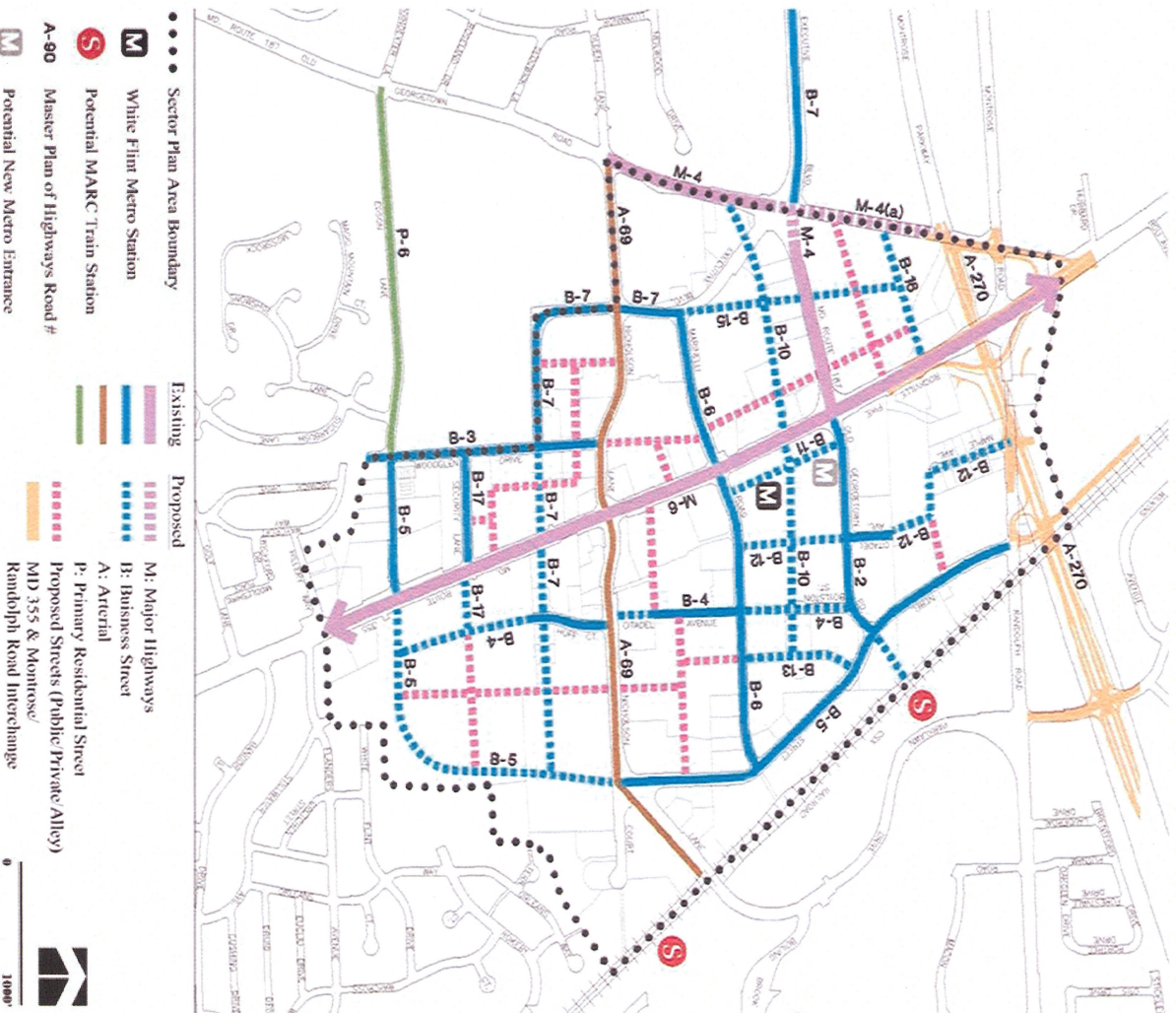
1. Minimize crossing distances with pedestrian refuge areas
2. Modest Turning Radii
3. Special paving at designated crosswalks



Master Plan of Highways

Street Standards

All streets shall be constructed to business street standards in accordance with requirements set forth in the Road Design Standards by the Montgomery County Department of Transportation.



Road Chart

Table below identifies each street, its master plan of highways number, recommended right-of-way, setbacks and special conditions

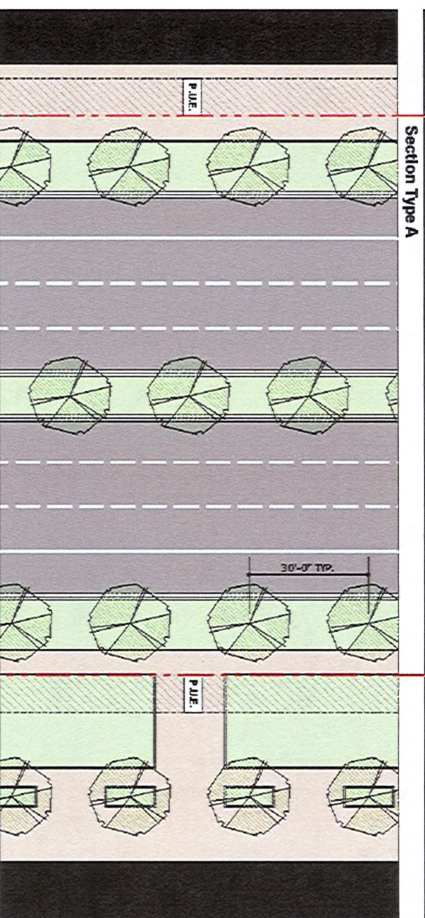
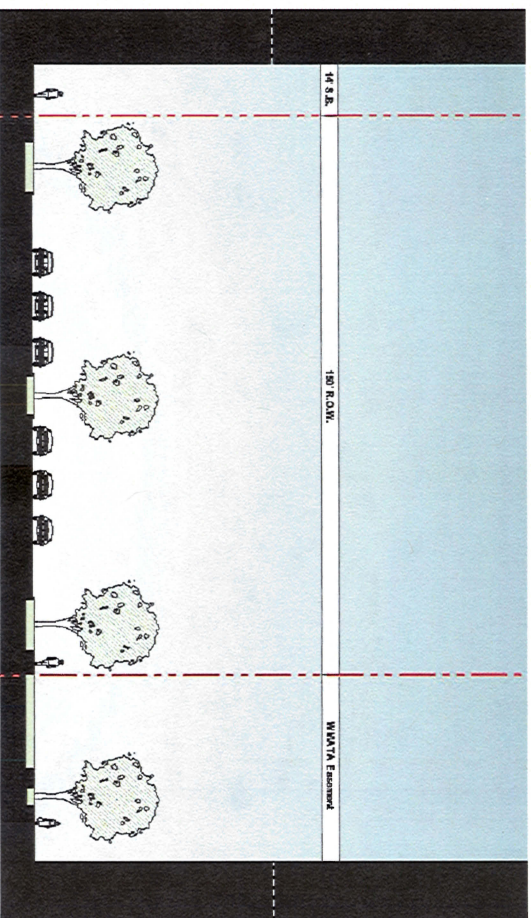
Street Name and Classification (*)	Road Number(*)	ROW (feet) (*)	Lanes(*)	Setbacks (curb to building)	Notes
Major Highways					
Old Georgetown Road	M-4	150	6, divided	20'	
"Old" Old Georgetown Road	M-4a	120	4, divided	20'	
Rockville Pike	M-6	150	6-8, divided	30' west side	WMATA easement east side, double row of trees both sides, green median (17")
Arterial Roads					
Montrose Parkway	A-270	300	4, divided	NA	
Nicholson Lane	A-69	90	4	20'	
Business Streets					
Chapman Avenue	B-12	70	2	15'	
Citadel Avenue	B-4	70	2	15'	
Edson Lane	B-5	70	2	15'	
Executive Boulevard	B-7	90	4	20'	40' east side for the recreation loop
Huff Court	B-4	70	4	15'	
Main Street	B-10	70	2	15' south side	40' north side for the promenade
Marinelli Road	B-6	90	4	20'	
Nebel Street	B-5	90	4	20'	40' west side for the recreation loop
Nicholson Lane	B-14	90	4	20'	40' north side for the recreation loop
Old Georgetown Road	B-2	80-150	4	15'	40' south side for the recreation loop
Security Lane	B-17	70	2	15'	
Station Street	B-11	70	2	15'	
Woodglen Drive	B-3	80	2	15'	
New Street	B-13	70	2	15'	
Mid-Pike Spine Street	B-15	70	2	15'	
New Street	B-16	70	2	15'	
Proposed Streets (public/private)					
(*) As designated by the Sector Plan					

Major Highways and Arterials

Rockville Pike / MD355 (M6)

The Rockville Pike boulevard will include:

- 150 feet public right-of-way
- curb lane along both sides for multiple functions (through lane for transit only and right turn lane for all other vehicles at peak periods, or parallel parking during off-peak periods)
- a landscaped panel of $\pm 7'$ along the curb on both sides of the roadway
- landscaped median (17' minimum)
- 25' setback beyond the right-of-way along the west side
- landscaped promenade along the east side over the WMATA tunnel easement, $\pm 45'$ beyond the edge of the right-of-way
- utilities - All utilities will be located below grade. The existing sanitary sewer and water lines are already underground. Electrical service and communication lines could be located underground below the landscaped panel along the east and west sides of the roadway, within the limits of the right-of-way. Locations for storm water management systems should also be coordinated within this zone.



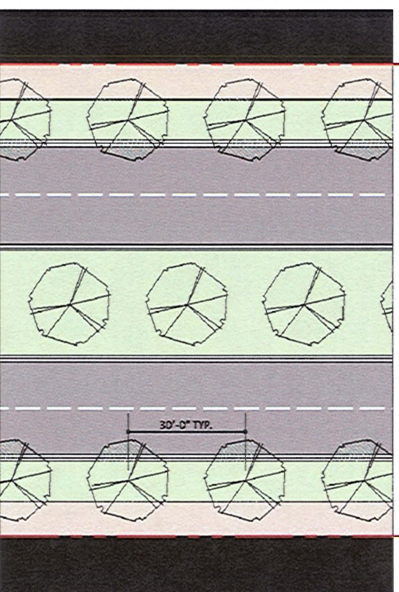
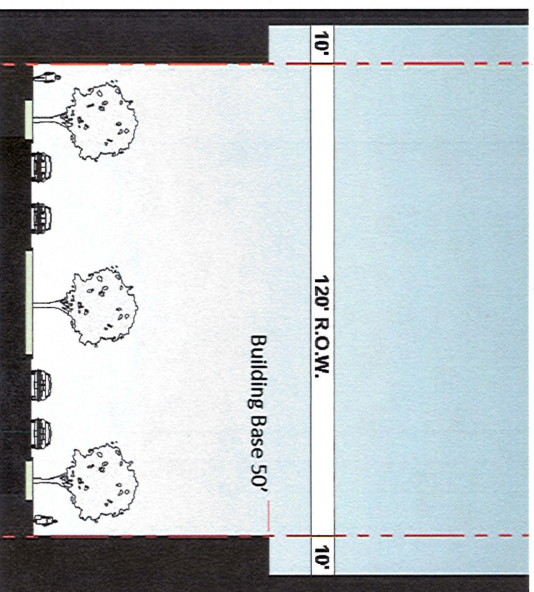
The boulevard along Rockville Pike will be the spine of the transportation network for people travelling on foot, by bus, or by automobile. It will be designed as a source of civic pride: a tree-lined street with active uses, transit stops, and signature streetscape. The boulevard design requires coordination between the State Highway Administration, the Montgomery County Department of Transportation (MCDOT), and utility companies.

Major Highways and Arterials

Old Georgetown Road (M5), "Old" Old Georgetown Road (M4a)

The section of Old Georgetown Road shall include:

- 120 feet right-of-way along the east west portion of Old Georgetown Road;
- 120 feet right-of-way for the portion of "Old" Old Georgetown road north of the existing intersection with Executive Boulevard
- 150 feet right-of-way for the portion of "Old" Georgetown Road along the western edge of the Aquatic Center property
- Four lanes divided with a landscaped median
- Building base facade location shall coincide with the edge of the right-of-way
- Utilities - All utilities will be located below grade within the right-of-way, underneath the paved section of the sidewalk. This will require coordination between utility companies and MCDOT.



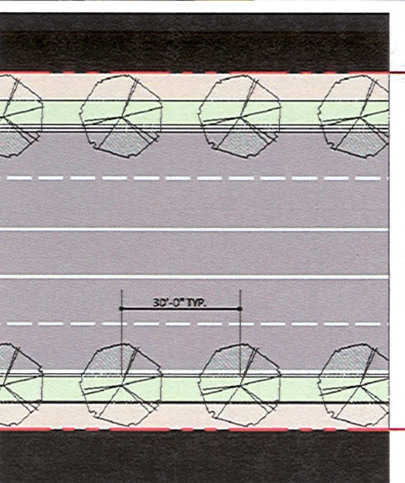
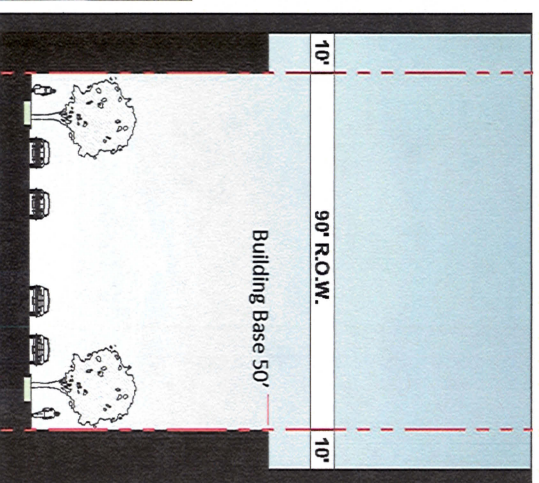
Old Georgetown Road provides access from I-495 and the Bethesda area to the south. It is a major highway that serves as a gateway to the White Flint area.

Major Highways and Arterials

Nicholson Lane (A69)

This existing street shall include the following standards:

- 90 feet right-of-way;
- Four lanes and a center turning lane;
- Building base facade location shall coincide with the edge of the right-of-way;
- Utilities - All utilities will be located below grade within the right-of-way, underneath the paved section of the sidewalk. This will require coordination between utility companies and MCDOT.



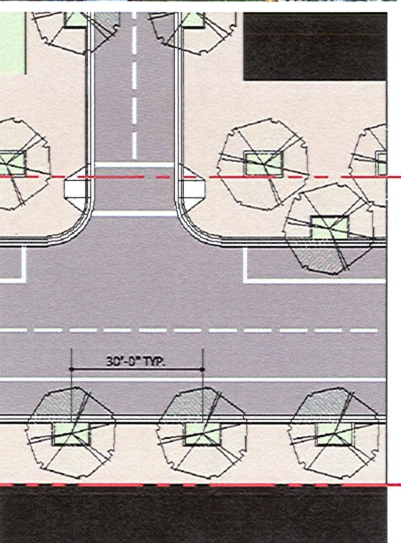
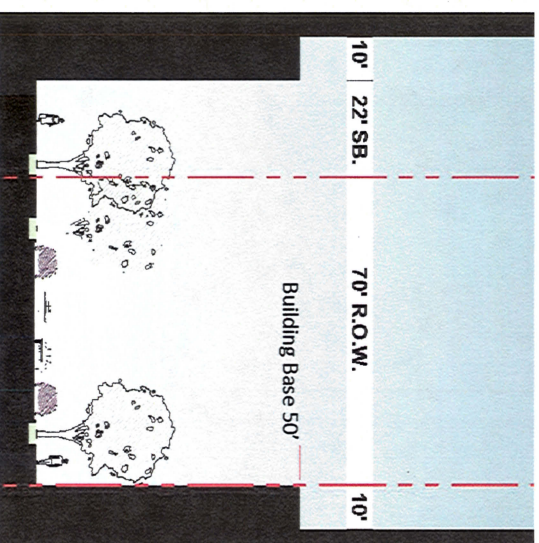
Nicholson Lane is an urban arterial that provides for major east west access across White Flint.

Urban Streets

Main Street (B10)

Main Street will be built following MCDOT's requirements to include:

- 70 feet right-of-way with 22 feet building setback along its northern edge;
- Two lanes with on-street parking;
- Individual cutouts instead of lawn panels for trees to maximize pedestrian access area, with a double row of trees along the southern edge of the right-of-way (one row of trees along the curb, and a second row directly outside the right-of-way within the setback zone);
- The location of the building base facade shall coincide with the edge of the right-of-way along the southern edge and with the edge of the building setback along the northern edge;
- Utilities - All utilities will be located below grade within the right-of-way, underneath the paved section of the sidewalk. This will require coordination between utility companies and MCDOT.

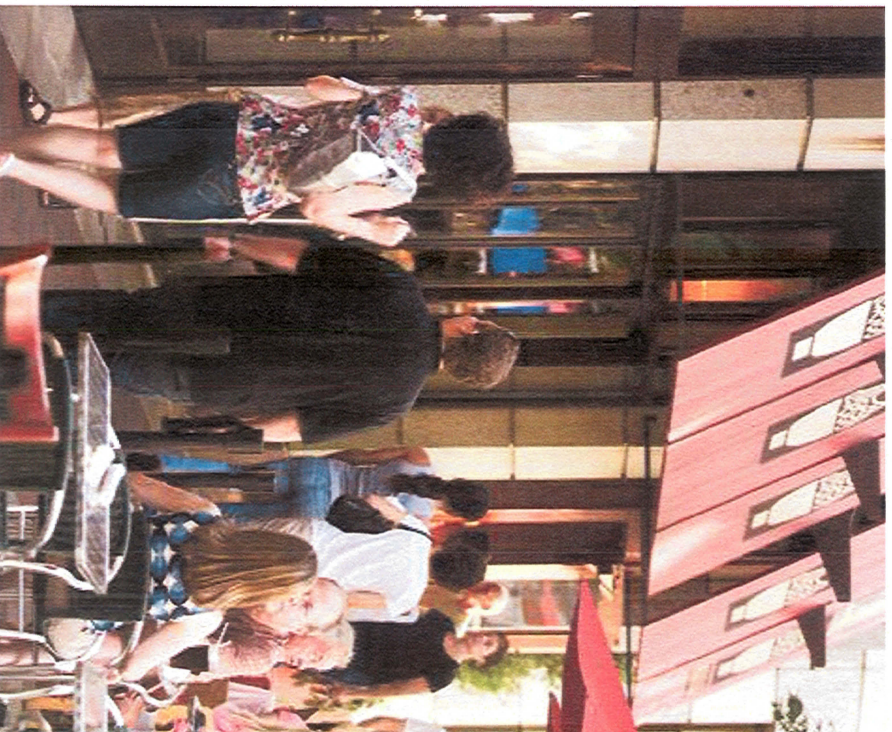
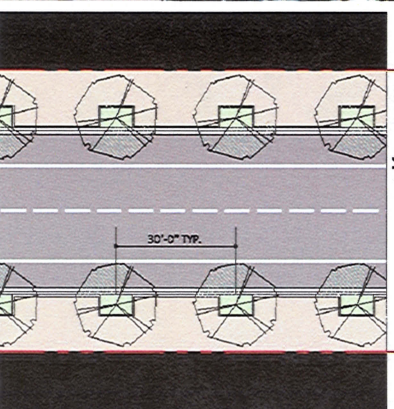
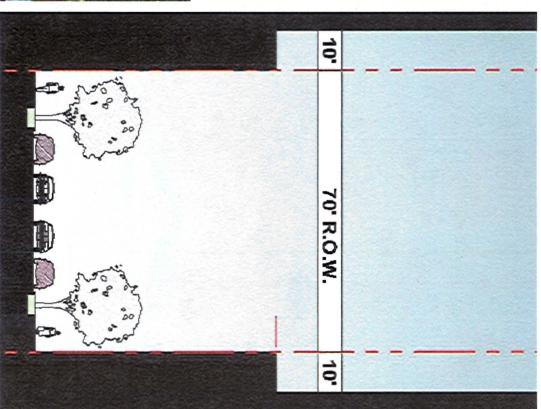


White Flint's Main Street shall extend in the east/west direction from Rockville Pike to "Old" Old Georgetown Road, along the northern edge of the Conference Center property. It will be an important pedestrian connector with right-of-way requirements similar to those of a Business Street, and with a building setback along its northern edge to allow for the creation of the Main Street promenade.

Urban Streets

Proposed Streets

- Proposed streets might include:
- Building setbacks of 15 feet maximum/minimum unless providing for outdoor seating and then the setback will be 20 feet.
 - Closely spaced street trees set in cutouts in the sidewalk
 - Special paving for sidewalks
 - 15 feet turning radii at all intersections leading into a private street.



Specific design criteria for streets designated as "proposed" by the Plan will be established during the plan review process, depending on their location and their ability to enhance pedestrian and traffic flow. This classification includes streets with a public right-of-way or private easement of 70 feet wide or less. Proposed roads designed as business streets shall be code compliant and follow standards already outlined in this document; all other proposed roads must also be code compliant

Urban Streets

Parking, Loading and Service Access

The following guidelines apply for parking garages:

- Locate parking areas underground or in structures internal to blocks;
- Locate surface parking behind or to the side buildings if necessary; parking should not be located between a building's facade and a street;
- Structured parking shall be screened for at least 45 feet in depth and 50 feet in height (4 levels) with active uses; no parking may occur within the active uses zone;
- Parking structures extending to street facade shall be architecturally consistent with overall building design;
- Design roofs of parking garages to incorporate green roof technology as well as to accommodate active or passive recreational use ;
- Keep the number of entrances to parking facilities to a minimum with no more than one per linear block.
- Provide a single parking entrance that can be shared by separate buildings when possible.

Mid-Block Pedestrian Connections

Mid-block connections will generally have the following character:

- Minimum width of 15 feet
- Include active use frontages - retail and/or recreation, without competing with on-street retail activity
- Will lead to smaller, mid-block public spaces and mid-block parking;
- Will have plenty of overlooking windows
- Will have adequate street lighting.



Parking garages should be carefully screened, located underground or faced with active, at-grade uses fronting streets. On-street, parallel parking should be located along each of the business streets.



Mid-block pedestrian connections are an important part of creating a pedestrian friendly environment. Through the site plan process, specific locations for these connections will be defined.



Public Open Space System

A successful public space system is made up of a variety of spaces organized hierarchically; spaces of different size, use, and ownership. In urban areas the most active spaces are the sidewalks; they are the primary public space where the bulk of daily interaction occurs. Often the most used spaces are provided as part of a retail use, where tables and chairs spill over into small courtyards or entries that offer protected space from a roadway.

Large open green areas, frequent in suburban landscapes, are supplemented by these smaller spaces in an urban environment. Mid-block connections to interior courts are popular spaces for passive recreation. Whether the land is under public or private ownership, public access is the key. In the current environment where funds to maintain open space are limited, privately owned public spaces can make up a good part of the public space system. The White Flint public space system is designed to provide a range of public spaces to meet a variety of needs. The compact development pattern of blocks and streets presents a good opportunity to create exciting spaces where people move into new experiences.

As White Flint develops, it is critical that the public space requirements do not work against creating active urban spaces. Implementation of the 20 percent open space measure must not result in spaces that detract from creating an active frontage. The location and orientation of open space must reinforce the goal of creating active spaces, which means spaces fronted with active uses.

All public spaces should include some of the following design elements:

- High visibility through the space from sidewalks, streets and buildings
- Accessible to all
- Sustainable design – native plants requiring minimal maintenance, manipulation of rainwater for natural irrigation, plants that provide pest control and require little non-organic treatment
- Opportunities for shade or sun, with water elements to offer a sensory change and softening of urban noise and wind protection
- Range of active and passive uses with the necessary infrastructure to promote flexibility
- Opportunities for art placement
- Seamless integration with adjacent public right-of-way space.

Objectives

Central Civic Green



Primary open space for major celebrations and public gatherings.

Public Use Spaces



Plazas, small urban parks, and through block pedestrian ways provided and maintained by individual projects as part of the public use space requirement.

Neighborhood Open Space



Meeting place and landmark open space serving as focus for each neighborhood or district.

Amenities and Facilities



Roof gardens, recreation rooms, balcony/terrace/deck/patio, or day care facilities provided by individual properties for the use of building occupants.

Open Space Types

Active Urban Park

- Provide a public park on the grounds of the Aquatic Center, to include indoor and outdoor opportunities for active recreation. New facilities will be identified and prioritized during the update of the Facility Master Plan for Wall Park. Design features should include:
- Provisions for a variety of sports and fitness activities
 - Locations for public art
 - Designated areas for passive recreation
 - Preservation of existing trees and an augmented tree buffer zone along Old Georgetown Road and Nicholson Lane
 - Pedestrian access to streets and sidewalks on all sides of the park
 - Considerations for the relocation of the existing surface parking for the Aquatic Center.



Neighborhood Open Space

- Neighborhood open space will be privately developed public use space. They will serve as focal points for mostly residential areas by providing a place for gatherings and informal activities. Design features should include:
- Provide as part of the public use space requirement for properties to be re-developed
 - Approximately one half acre area
 - Flexible space for a variety of large and small public gatherings with focal points and softer areas
 - Design that incorporates the closing of adjacent streets for special events
 - Could be provided as part of a public use spaces system
 - Locations for public art
 - Visual accessibility from surrounding buildings



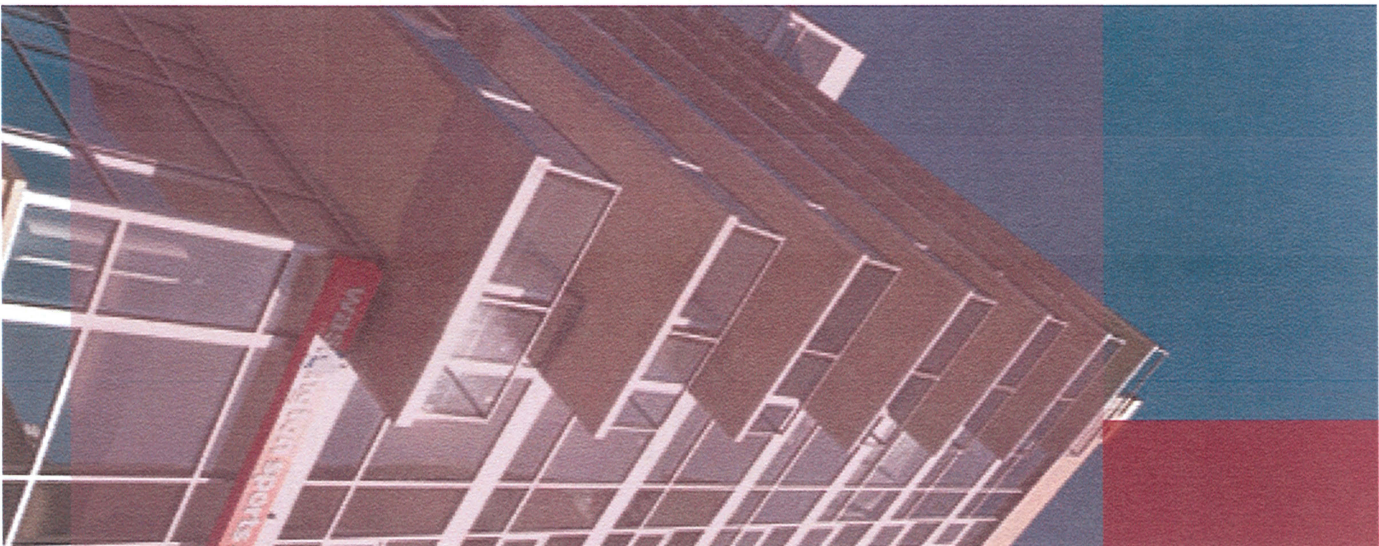
Open Space Types

Central Civic Green

The Central Civic Green will be a publicly owned open space to be located within the Metro West District, on the same block as the Conference Center. This space will be designed for both individual enjoyment and large public gatherings. The design of this space will require:

- Appropriation of a one acre area for this use;
- Flexible space for a variety of large and small public gatherings with focal points and lawn areas;
- Locations for public art;
- Design that incorporates the closing of adjacent streets for special events;
- Decorative lighting and paving.





Buildings

Adequate massing of buildings is critical to achieving a successful pedestrian environment. White Flint will have a variety of building types and sizes, laced together to establish a consistent public realm. One of the objectives is to achieve a more contemporary appearance for the area with taller, narrower buildings above bases, with well articulated street walls defining public spaces. These will replace the current environment of low rise, ill designed strip malls (which do nothing to encourage pedestrian activity) with new buildings framing areas where active pedestrian life can occur.

Building massing for White Flint is structured so that the tallest points will be along Rockville Pike, with overall mass being reduced toward adjacent existing neighborhoods. How building height is perceived is a function of several building components, together with the width of the street. By placing the taller buildings adjacent to Rockville Pike, the perception of height is reduced due to the combination of the large width of the right-of-way and required building setbacks.

Building Components

Building design can enhance pedestrian activity or work against it. Various building components can work together to ensure that public spaces around a building (e.g. sidewalks, small plazas, and common use spaces within the building such as roof top amenity spaces) are places where pedestrians can experience quality of place.

- **Build-to lines:** Establish minimum setbacks from the right-of-way where a percentage of the ground floor frontage must be located.
- **Base wall height:** The base or podium, is the lower massing component of a mixed-use structure. It is the portion of the building located closest to the street, and as such defines the pedestrian level space. It is the tallest part of a building the pedestrian can see – in White Flint the minimum should be three to five floors of active uses.
- **Stepback or Podium setback:** Distance the taller component of a building is set back into the property to separate it from the base or podium. Generally this distance should be 10' to 15'.
- **Width of the taller portion:** Reduces the perceived bulk of a building (discussed below)
- **Overall height:** Established by the sector plan. Highest points along Rockville Pike dropping toward the edges of the sector area, with the potential of additional height for affordable housing goals.

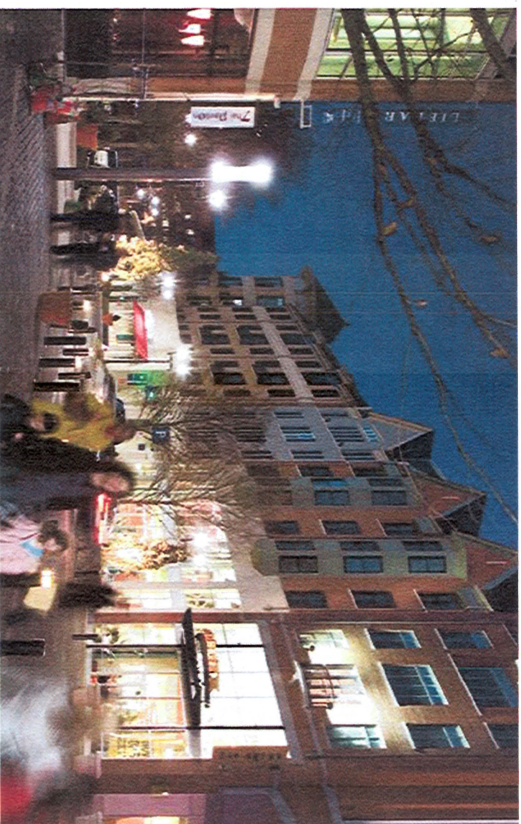
Objectives

Street Defining Buildings

Well designed street walls shall define pedestrian priority streets.

Guidelines:

1. Building podiums shall meet build-to lines along pedestrian priority streets, on both sides of the street.
2. Podium heights shall range between three and five stories.
3. Require scale consistency between neighboring building bases.



Appropriately Scaled Building Massing

Building massing shall transition appropriately to both adjacent development and to existing neighboring communities.

Guidelines:

1. Require podium height to meet minimum building height as described by the Plan for each zone.
2. Upper building floors shall set back from the building base by 10 to 15 feet minimum.
3. Provide narrower upper story floor plates to improve building sustainability and reduce building's visual impact on the street.
4. Require minimum separation between adjacent building towers to improve sunlight access and fresh air movement.
5. Tower rooftops shall be designed with distinctive tops that contribute to a dynamic skyline, and to incorporate mechanical services and sustainable building components.



Objectives

Facade Articulation

Facades shall be articulated to promote pedestrian activity and enhance overall urban environment.

Guidelines:

1. Ground floor shall incorporate the building's most public and active spaces to activate the street.
2. Facade shall be appropriately transparent to allow for active ground floor uses to be visible from the street. Frontages for retail use shall be 75% transparent (no less than 60%). No blank walls longer than 12'. If required, provide articulation to minimize their impact.
3. Provide vertical articulation along street walls to reduce their visual length. $\pm 40'$ intervals.
4. Design building entrances to be prominent elements in the street frontage.

Sustainability

Design new buildings for optimizing energy performance and resource conservation. All new development shall meet maximum LEED standards.



Additional Considerations

- Wind generally accelerates down the face of a building making a podium a necessary component to divert downward winds before reaching pedestrian areas, therefore increasing comfort levels within the pedestrian zone.
- Long base walls can create a "wind tunnel" type of effect if no articulation is provided along with building elements to interrupt and disperse the wind flow.
- Wider spacing between the taller building portions allows for sunlight to reach between buildings.
- Taller buildings with narrower floor plates will cast a longer shadow than a building that is shorter and wider. However, the longer shadow moves faster across any single point on the ground, reducing the impact of the building on adjacent pedestrian areas—meaning taller narrower buildings have less impact than wider, shorter buildings of similar floor area.
- Anchoring corners is an integral function of any building

Architectural Character

Design Excellence

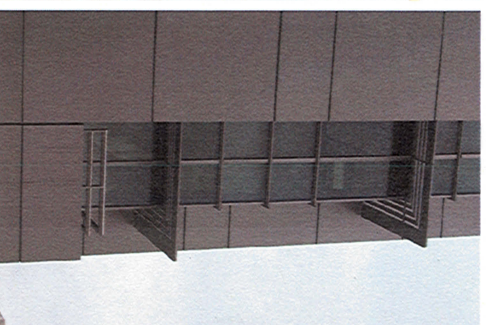
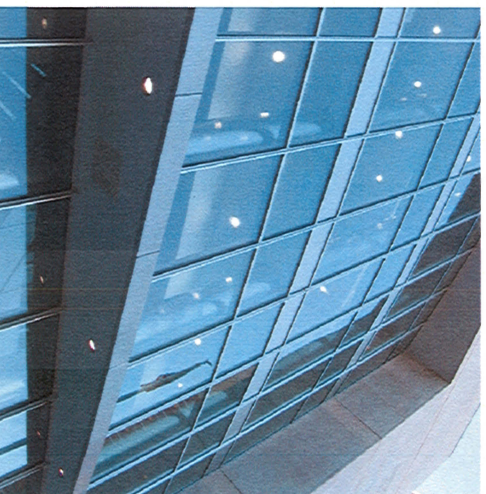
Design Strategies

- Use contemporary building materials, reducing the emphasis on masonry.
- Create walls with higher percentages of glass to both lighten the structure and improve building performance.
- Design the layers of the building so they work together
- Require excellence in the design of all public structures. Public buildings should lead by example, including parking garages.

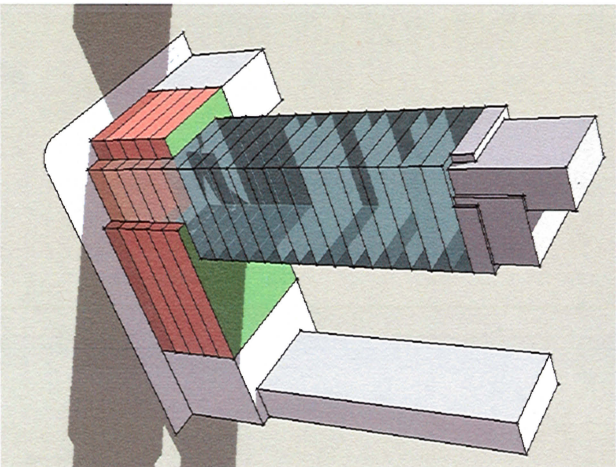
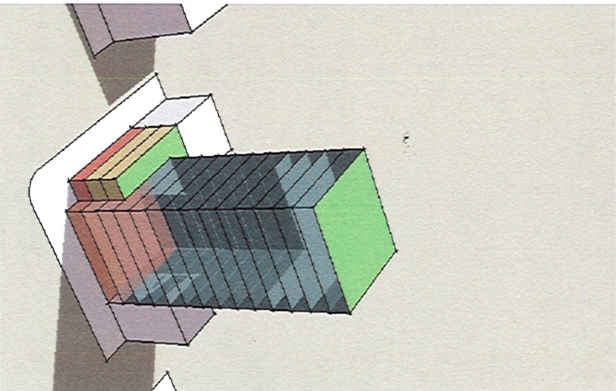
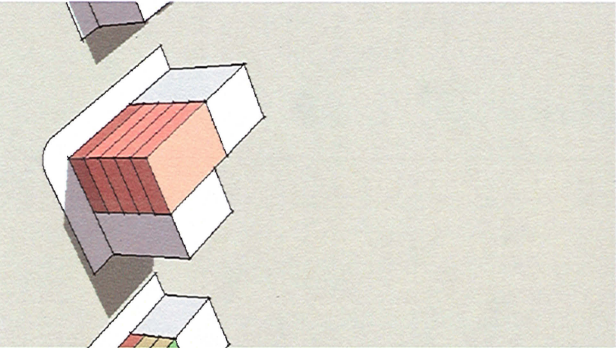
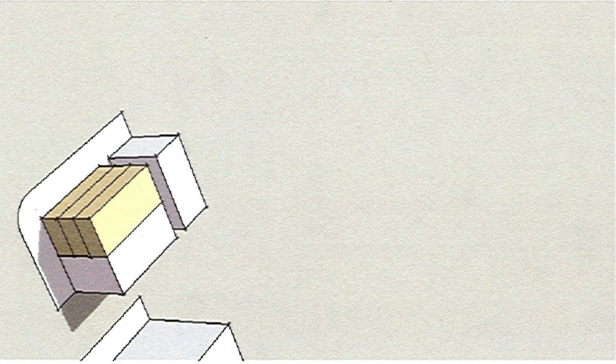
Architectural design quality must improve substantially beyond what the County has been built recently, particularly in the residential sector. Good design enhances building sustainability, as more people will choose to live in attractive and accessible structures. This will be especially important in the early stages of White Flint growth, when it will compete with more established areas.

To achieve this, a diverse building product is needed to attract the growth that has gone or may go to other jurisdictions. Modern design, loft structures, and innovative building materials would aid in advancing the cause of better design.

In order to achieve a higher design standard, discussions between planning design staff and property owners will be strongly encouraged early in the design process. Buildings must always be considered in the context of the street and established design goals for the sector. Owners must consider these goals when potential tenants are courted. The "pad lot" parcels are no longer viewed as sites for single story fast food national chains or drug stores. The architecture of these uses needs to fit in with the vision.



Building Massing



Transition Building

- Residential
- 3 Stories
- 35 to 48 feet high

Mixed-Use Building

- Retail ground floor
- Office or Residential above
- 3 to five stories high

Tower+Base Mixed-Use

- Retail ground floor
- Office or Residential above
- 3 to 5 story base
- 100 to 250 high tower

Tower+Base Mixed Use

- Retail ground floor
- Office or Residential above
- 3 to 5 story base
- 300 feet high tower maximum

3

Specific Area Guidelines

The recommendations for these areas will be used in combination with the recommendations in the Area Wide Guidelines Chapter. The guidelines for the remaining specific areas are also located in the Area Wide Guidelines chapter.



Districts

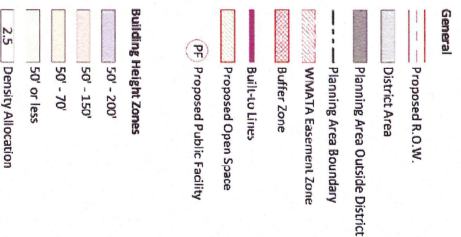
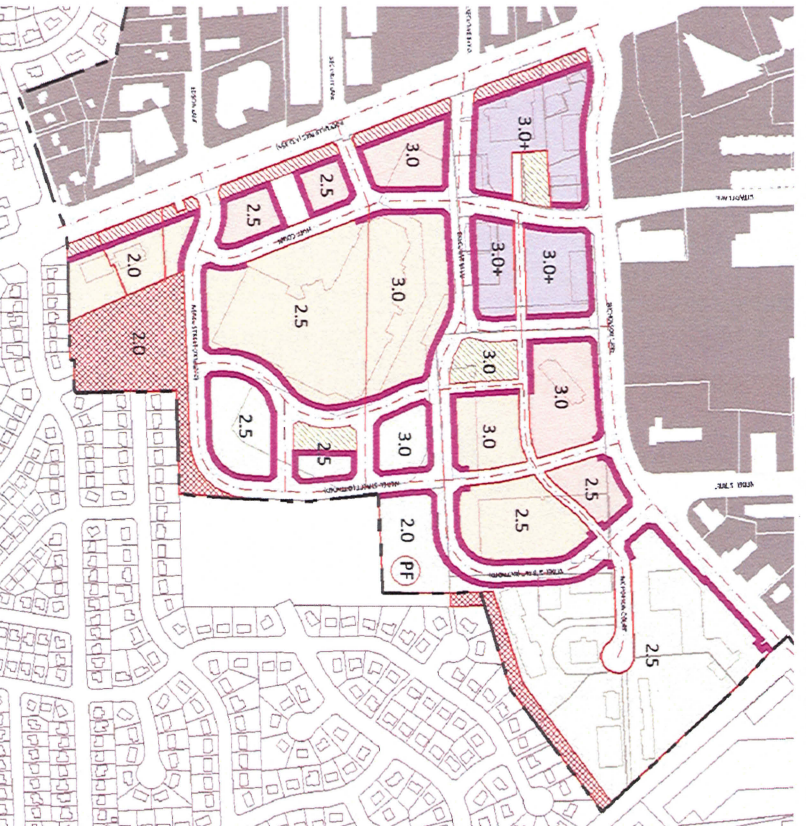
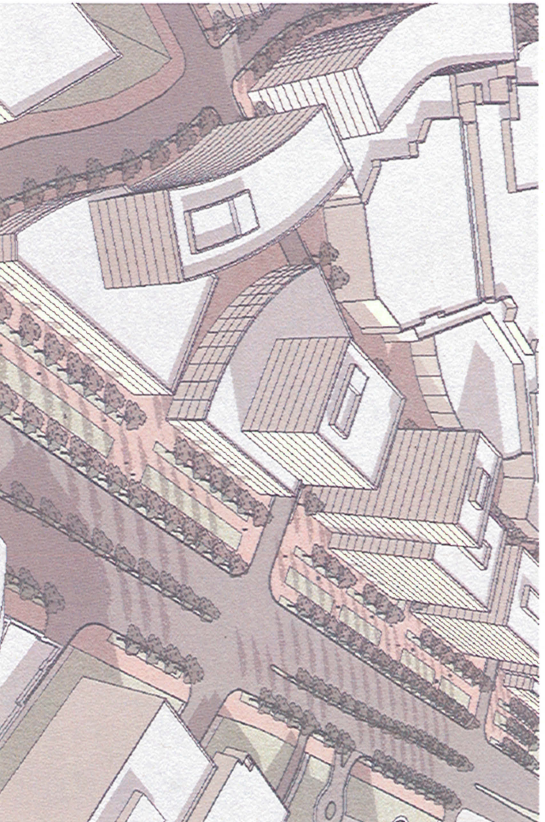
White Flint Mall

Building Heights

Zone Heights

1. 200'-50'
2. 150'-50'
3. 70'-50'
4. 50' or less

- Maximum Density allowed by the Plan shall be permitted in (1). This area would be an appropriate location for workforce housing considerations.
- Provide approximately 4 acres for locating a public facility (elementary school) within district boundaries.

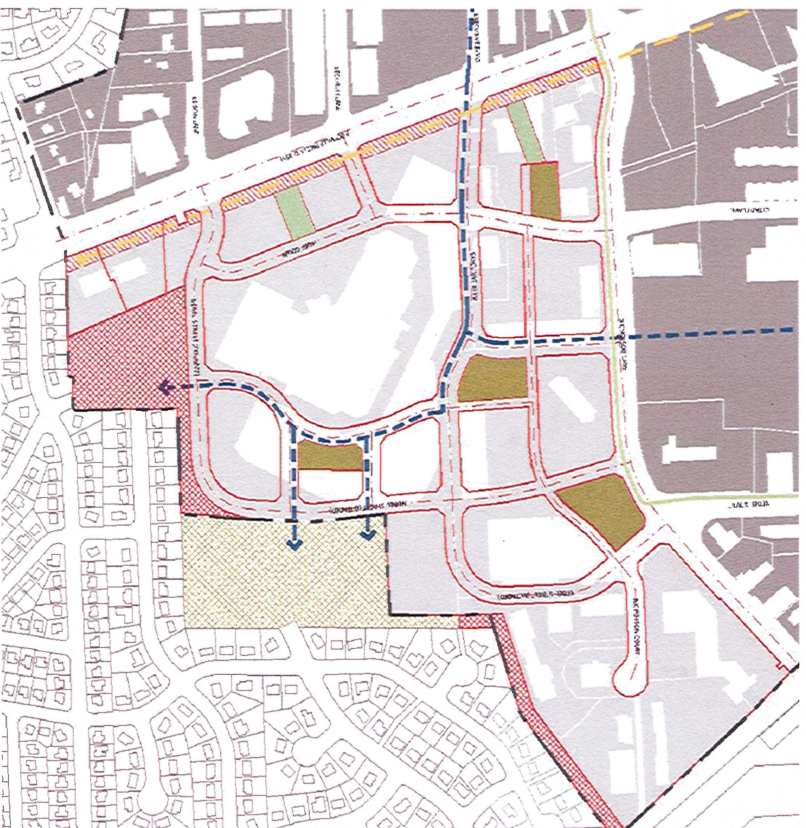


Districts

White Flint Mall

Open Space

- Develop buffer zone along district's south-eastern edges to minimize impact of new development on adjacent single family neighborhoods.
- New construction along Rockville Pike shall encroach upon underground metro tunnel as permitted by WMATA restrictions; resulting area betweenface of new construction and Rockville Pike's right-of-way shall be developed and maintained by property owners as a pedestrian promenade to connect with existing promenade segment north of Nicholson Lane.

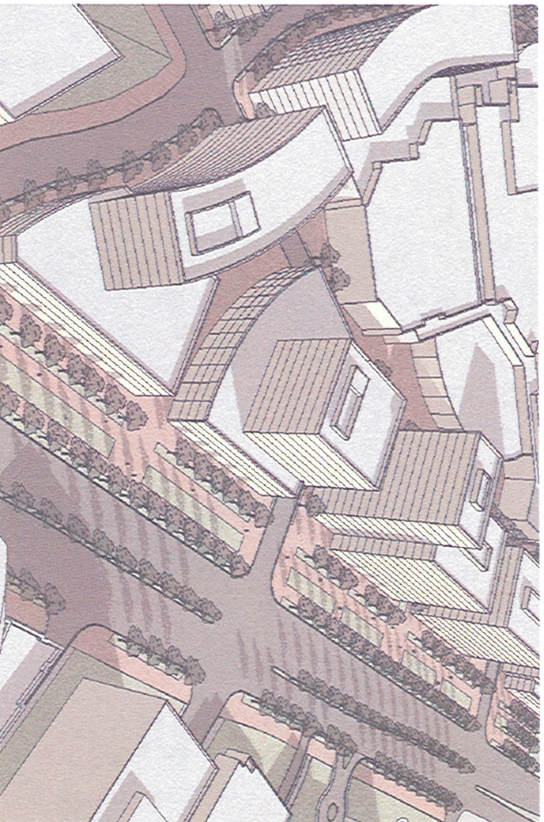


General

- Proposed R.O.W.
- District Area
- Planning Area Outside District
- WMATA Easement Zone
- Buffer Zone
- Pedestrian Passage

Open Space

- Neighborhood Green
- Parkland
- Green Loop
- Urban Connector
- Rockville Pike Promenade
- Mid-Block Connection

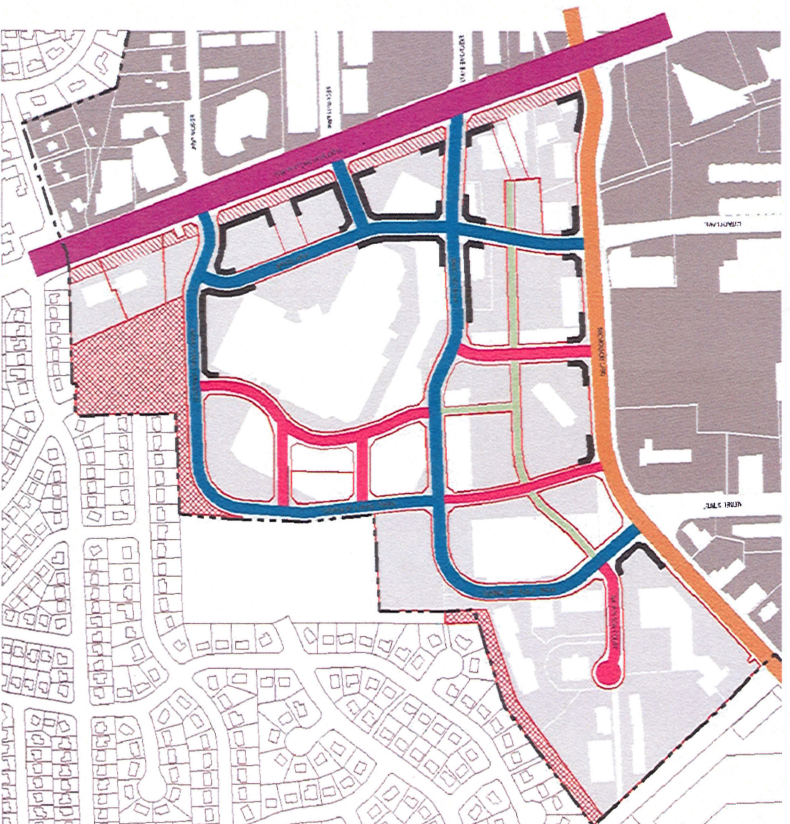
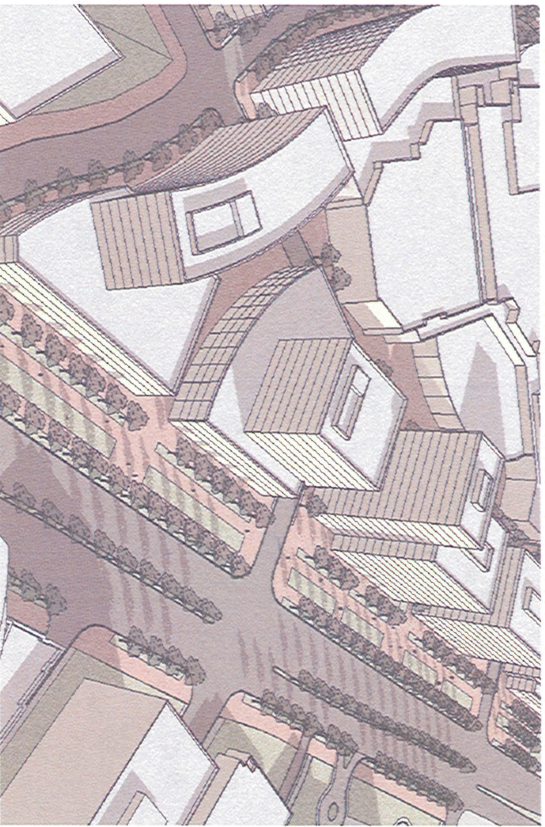


Districts

White Flint Mall

Streets

- Design extension to Nebel Street to reduce traveling speeds through the district, and to locate as to provide a buffer zone along the south-eastern edge of the district.
- Locate new MARC station along north-eastern edge of the district.
- Create internal street parallel and south of Nicholson Lane to connect proposed MARC station and extended Huff Court, and to reduce block sizes along Nicholson Lane to pedestrian friendly dimensions.



- General**
- Proposed R.O.W.
 - District Area
 - Planning Area Outside District
 - Planning Area Boundary
 - WMATA Easement Zone
 - Planted Buffer Zone
 - Pedestrian Passage
- Streets**
- Major Highway
 - Business Street
 - Arterial
 - Proposed Street
 - Mid-Block Pedestrian Connection

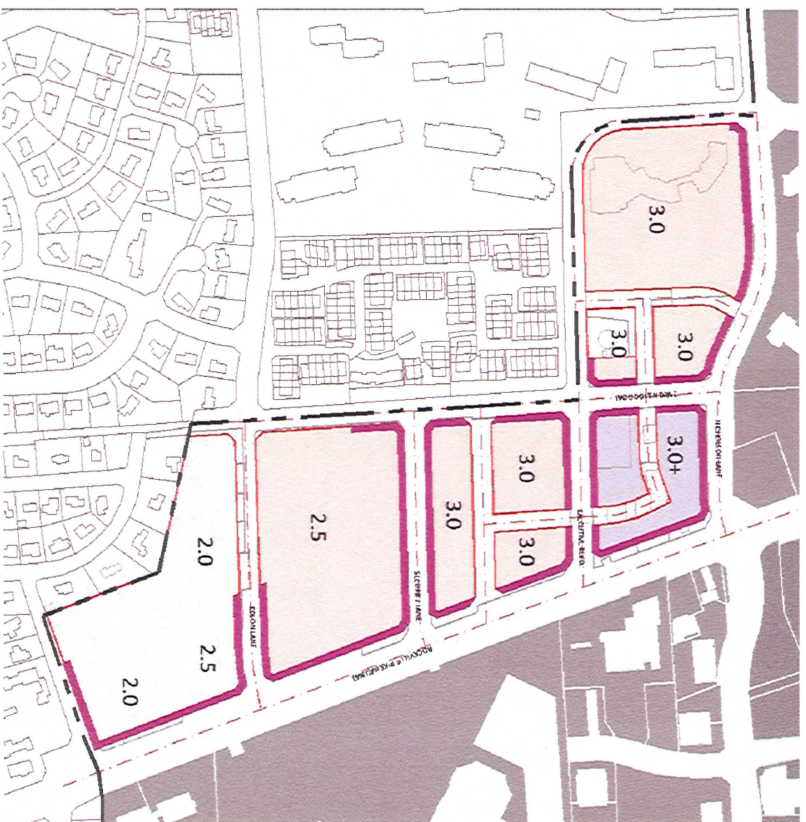


Districts

NoBe Market

Building Heights

- New development shall transition appropriately to neighboring residential communities along the south western edge of the district.

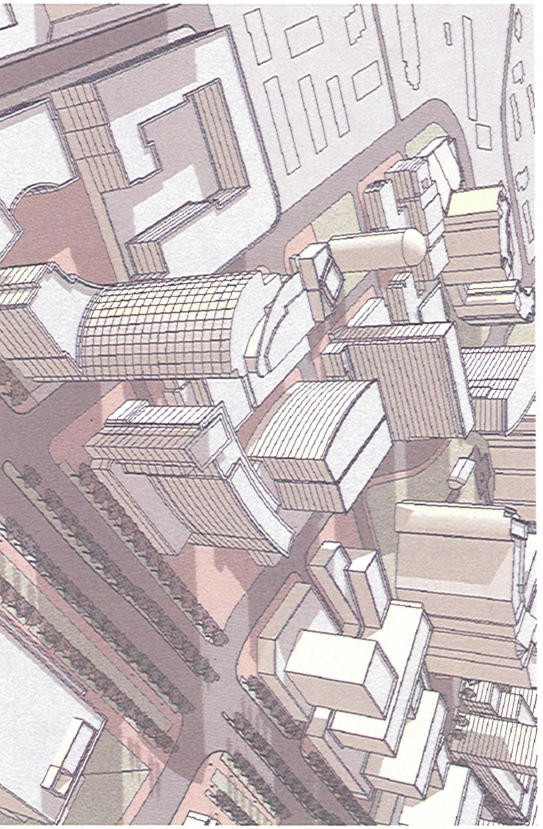


General

- Proposed R.O.W.
- District Area
- Planning Area Outside District
- Planning Area Boundary
- WMATA Easement Zone
- Buffer Zone
- Built-to Lines

Building Height Zones

- 50' - 200'
- 50' - 150'
- 50' - 70'
- 50' or less
- 2.5 Density Allocation

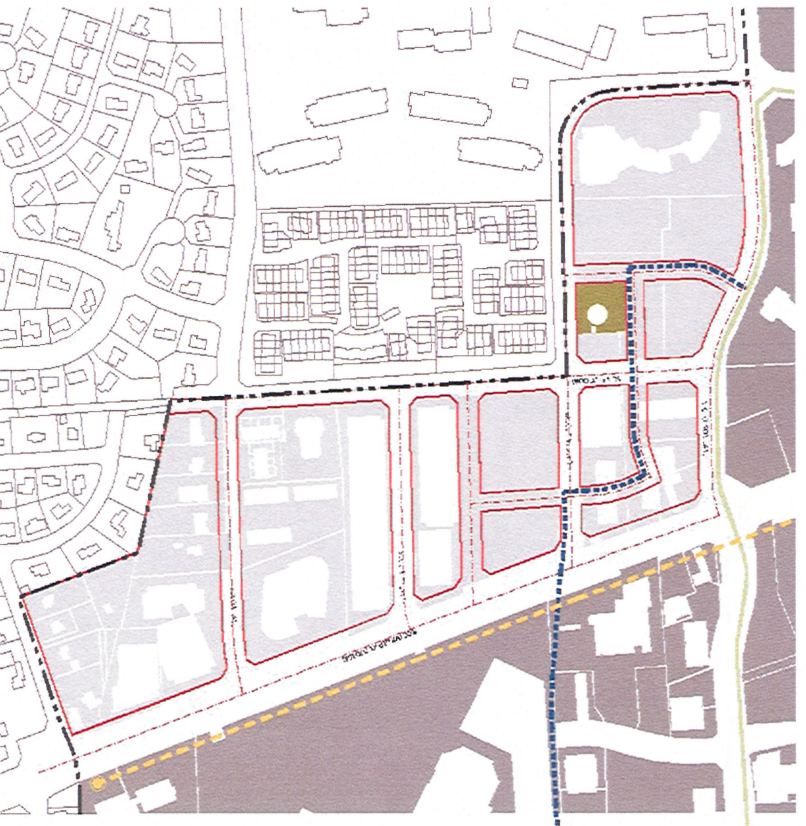
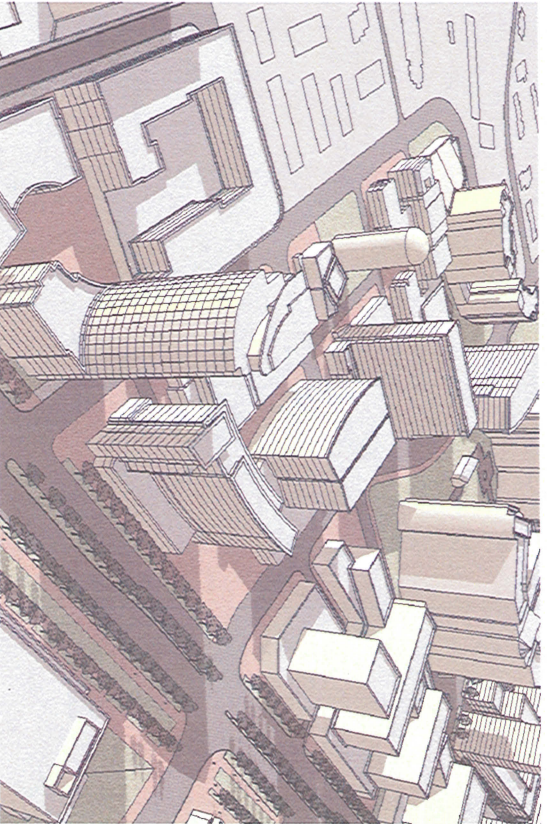


Districts

NoBe Market

Open Space

- Provide adequate pedestrian crossing for the Recreation Loop at Nicholson Lane and Rockville Pike.



- General**
- Proposed R.O.W.
 - District Area
 - Planning Area Outside District
 - Planning Area Boundary
 - WMATA Easement Zone
 - Buffer Zone
 - Pedestrian Passage
- Open Space**
- Neighborhood Green
 - Parkland
 - Green Loop
 - Urban Connector
 - Rockville Pike Promenade
 - Mid-Block Connection

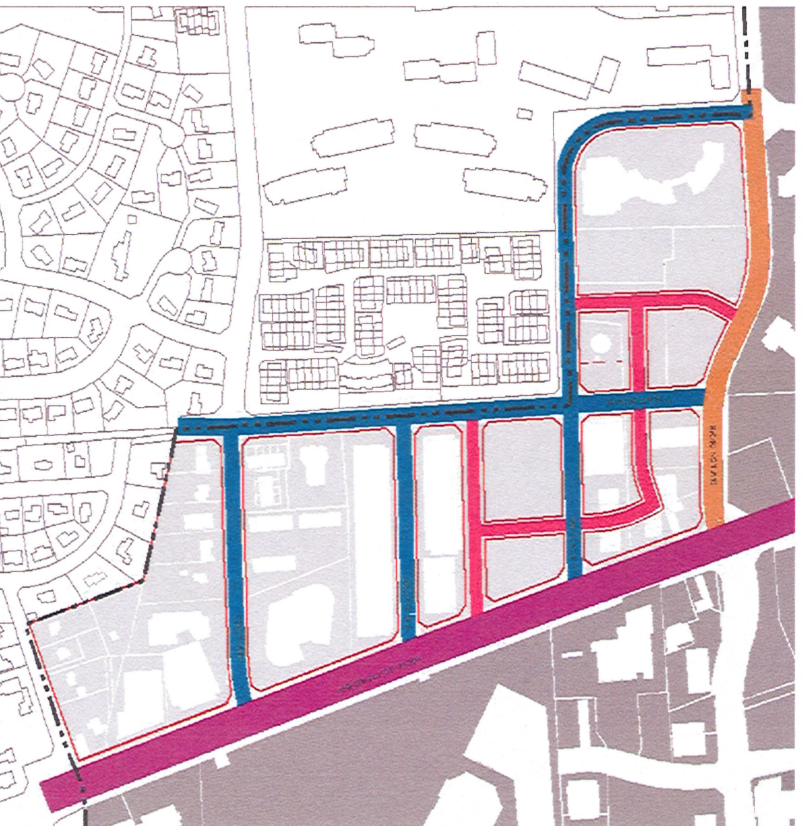
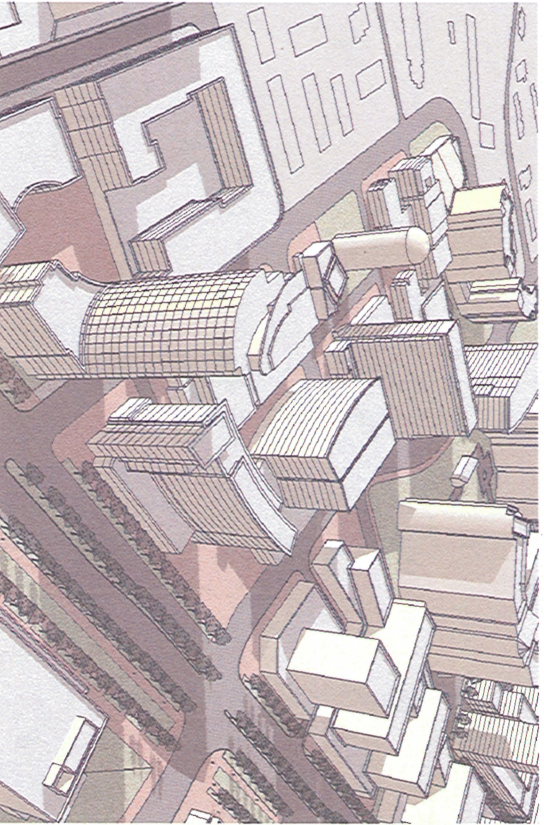


Districts

NoBe Market

Streets

- Provide adequate streetscape treatment along Woodglan Drive to accommodate the Bethesda Trolley Trail.

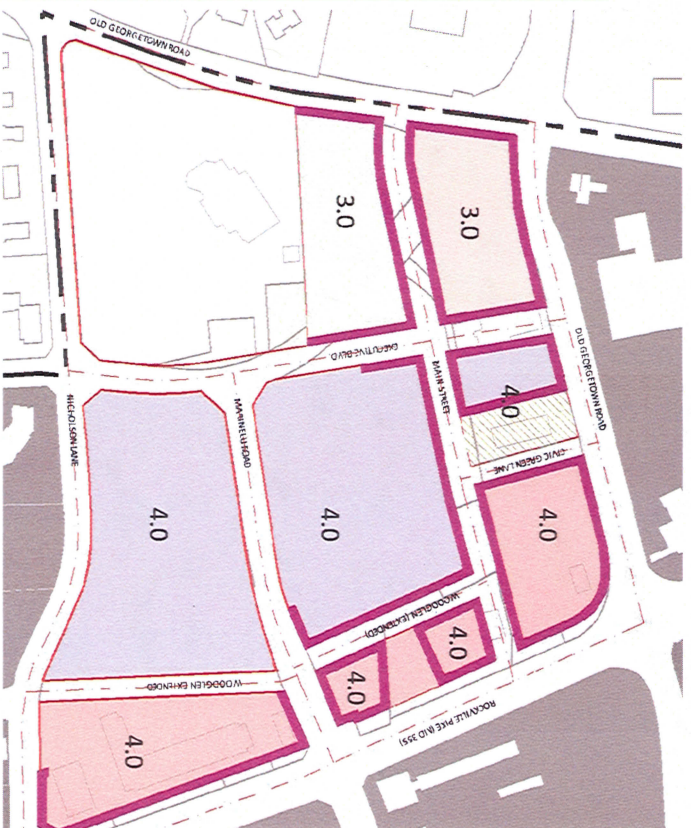
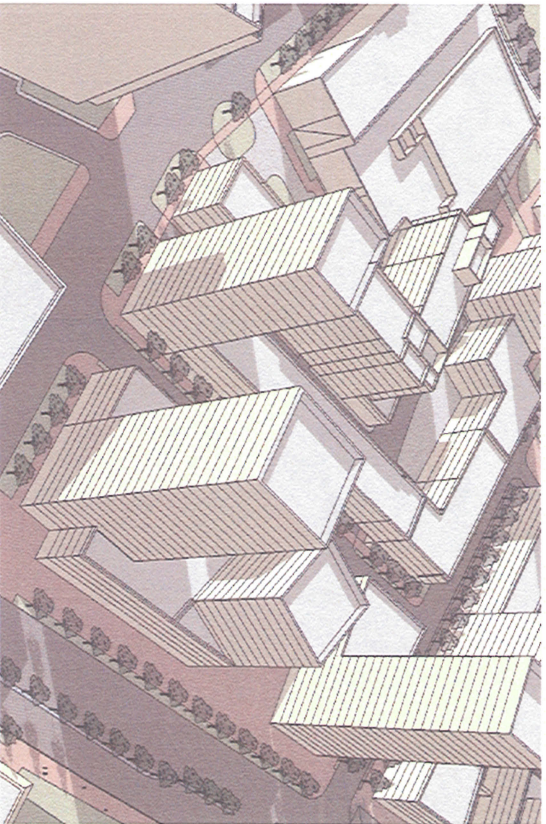


Districts

Metro West

Building Heights





- Maximum heights shall be located along Rockville Pike near the White Flint Metro Station.
- Provide compatible transitions to the Aquatic Center property and residential neighborhoods to the west.



General

-
- Proposed R.O.W.
- District Area
- Planning Area Outside District
- WMATA Easement Zone
- Buffer Zone
- Built-to Lines

Building Height Zones

- | | |
|---|---------------------------|
|  | 50' - 200' |
|  | 50' - 150' |
|  | 50' - 70' |
|  | 50' or less |
| 2.5 | Density Allocation |

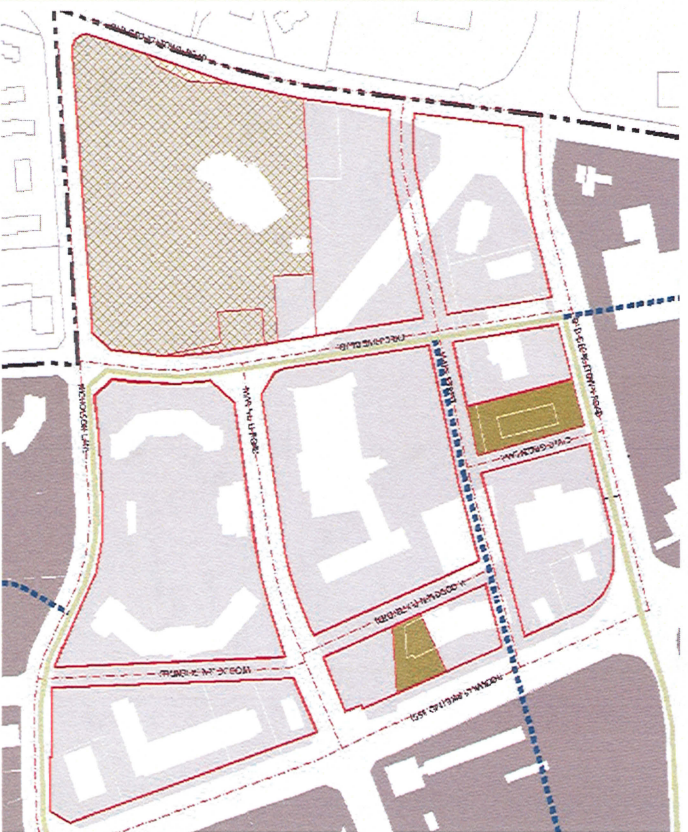
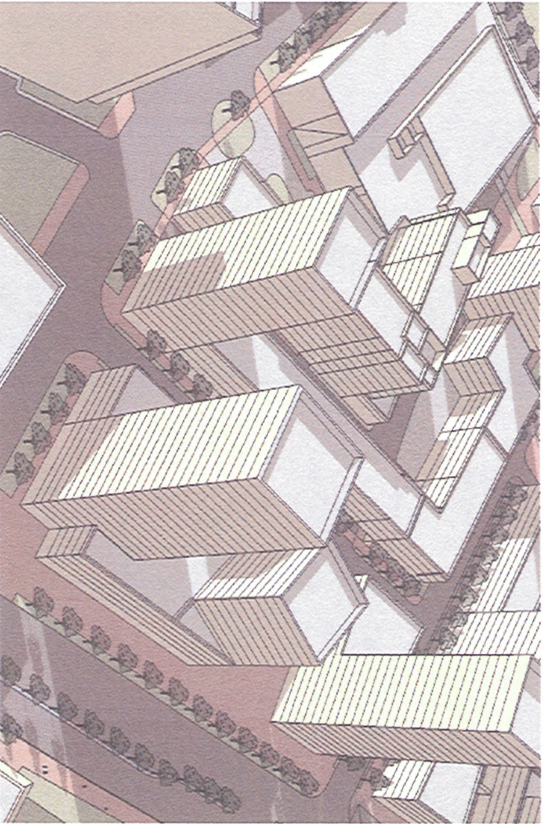


Districts

Metro West

Open Space

- Acquire a 1.0 acre parcel for the creation of the White Flint Civic Green within this district.



General


Proposed R.O.W.

District Area

Planning Area Outside District

--- Planning Area Boundary

 WMATA Easement Zone

 Buffer Zone

Open Space

Neighborhood Green

Parkland

Green Loop

--- Urban Connector

Rockville pike Promenade

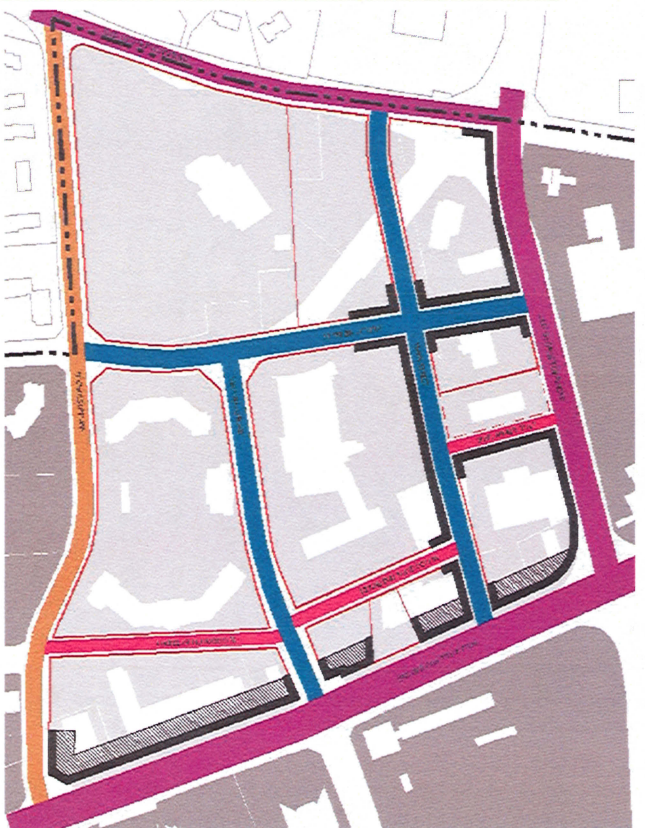
Mid-Block Connection

Districts

Metro West

Streets

- Provide setback along northern edge of proposed Mains Street to create the Main Street promenade

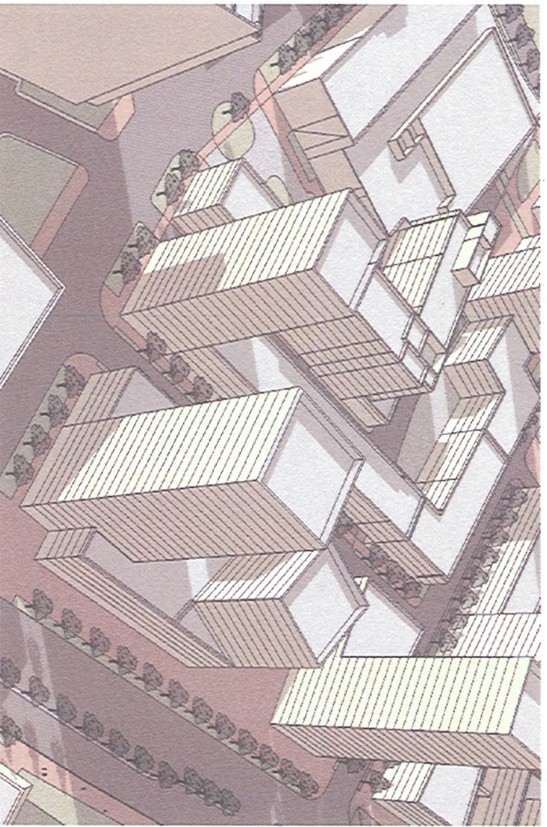


General

- Proposed R.O.W.
- District Area
- Planning Area Outside District
- Planning Area Boundary
- WMA/IA Easement Zone
- Planted Buffer Zone
- Pedestrian Passage

Streets

- Major Highway
- Business Street
- Arterial
- Proposed Street
- Mid-Block Pedestrian Connection



Urban Design Guidelines

For the White Flint Sector Plan

Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

8787 Georgia Avenue
Silver Spring, Maryland 20910

MontgomeryPlanning.org