



Chapter 4:

Guidelines for White Flint 2

Introduction



Each district has potential to deliver unique local serving centers.

Context

The White Flint 2 Sector Plan area consists of several single-use districts, each with potential for its own local character. Most are surrounded by stable communities of single-family detached homes, multi-family residential complexes and various institutional uses, and are connected by major through roads that are receptors for networks of internal streets within each community.

Each area is today a suburban district mostly dedicated to low intensity uses. Implementing sustainable and low impact development principles could improve local connectivity, create new community open spaces and define a stronger identity for each area. The White Flint 2 Sector Plan identified four districts, as follows, to promote development centered on clusters of compatible uses and encourage the creation of lively mixed-use areas anchored within existing communities (see Figure 4.36).

- Executive Boulevard District: Primarily office uses centered along Executive Boulevard.
- Montrose North District: Retail areas along Rockville Pike and Montrose Parkway.
- Randolph Hills District: Residential area anchored by a strip retail center.
- Parklawn South District: Light industrial uses along Parklawn Drive.

The following design guidance promotes a well-integrated, greater White Flint area by establishing continuity between these districts and adjacent areas of similar character. Urban design guidelines emphasize the placement and quality of buildings and illustrate how available density could be distributed to define and structure the public realm. They also seek to integrate development, existing

and future transit, and other mobility options to reduce dependence on vehicular traffic and to encourage pedestrian activity.

In addition to the goals outlined in the first chapter of these guidelines, design guidance for the White Flint 2 Sector Plan is organized around three overarching goals:

- Concentrate development along internal corridors that connect with adjacent planning areas.
- Transform single-use districts into mixed-use districts.
- Promote mix-use redevelopment that creatively re-interprets existing areas to create unique transitional districts.

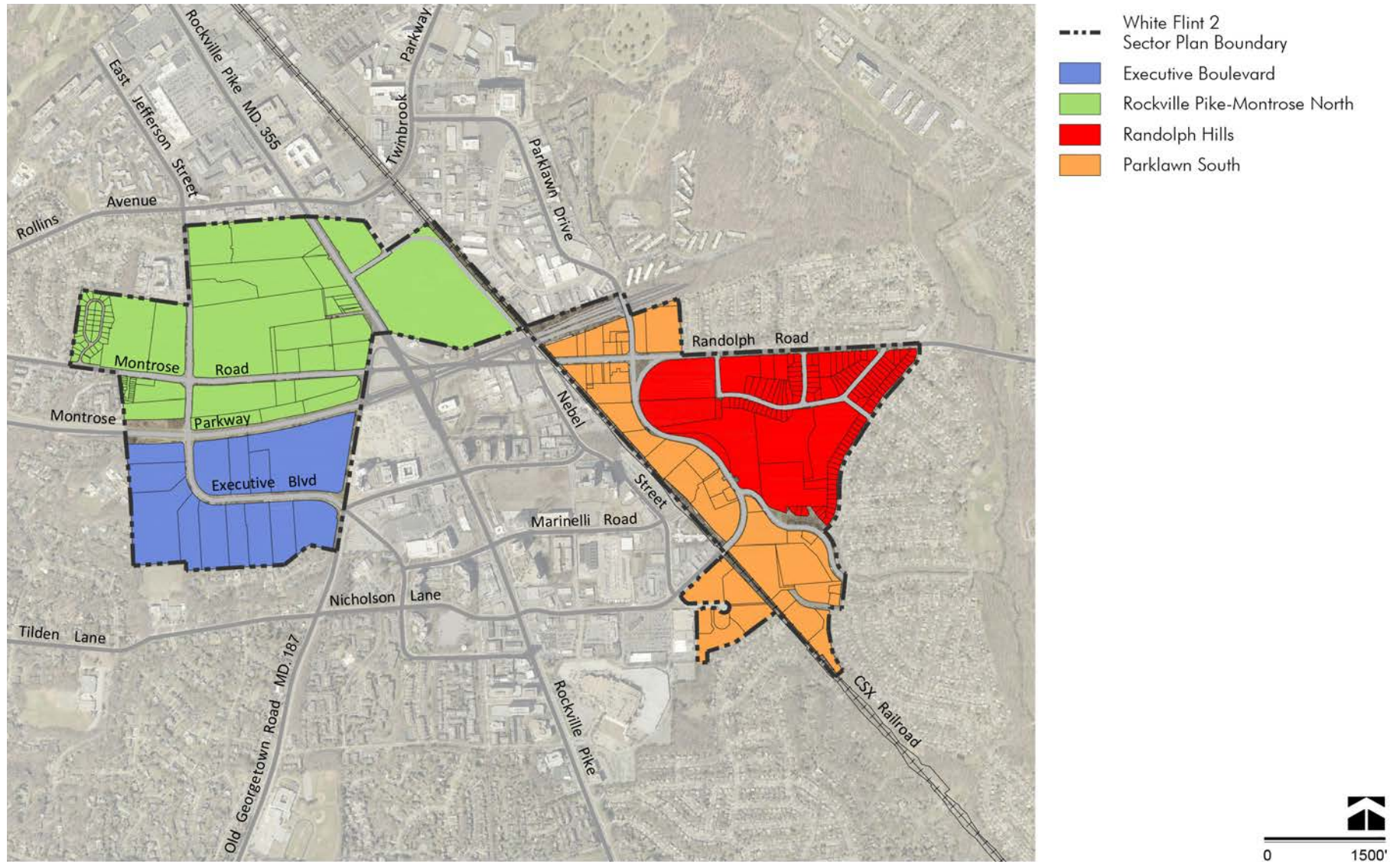
Urban Design Opportunities

- Promote development that encourages pedestrian activity between White Flint 2 and adjacent areas.
- Encourage sustainability and walkability by supporting the transformation of single use areas into unique mixed-use districts.
- Provide amenities for all users by expanding the local network of interconnected spaces for public use.

Urban Design Challenges

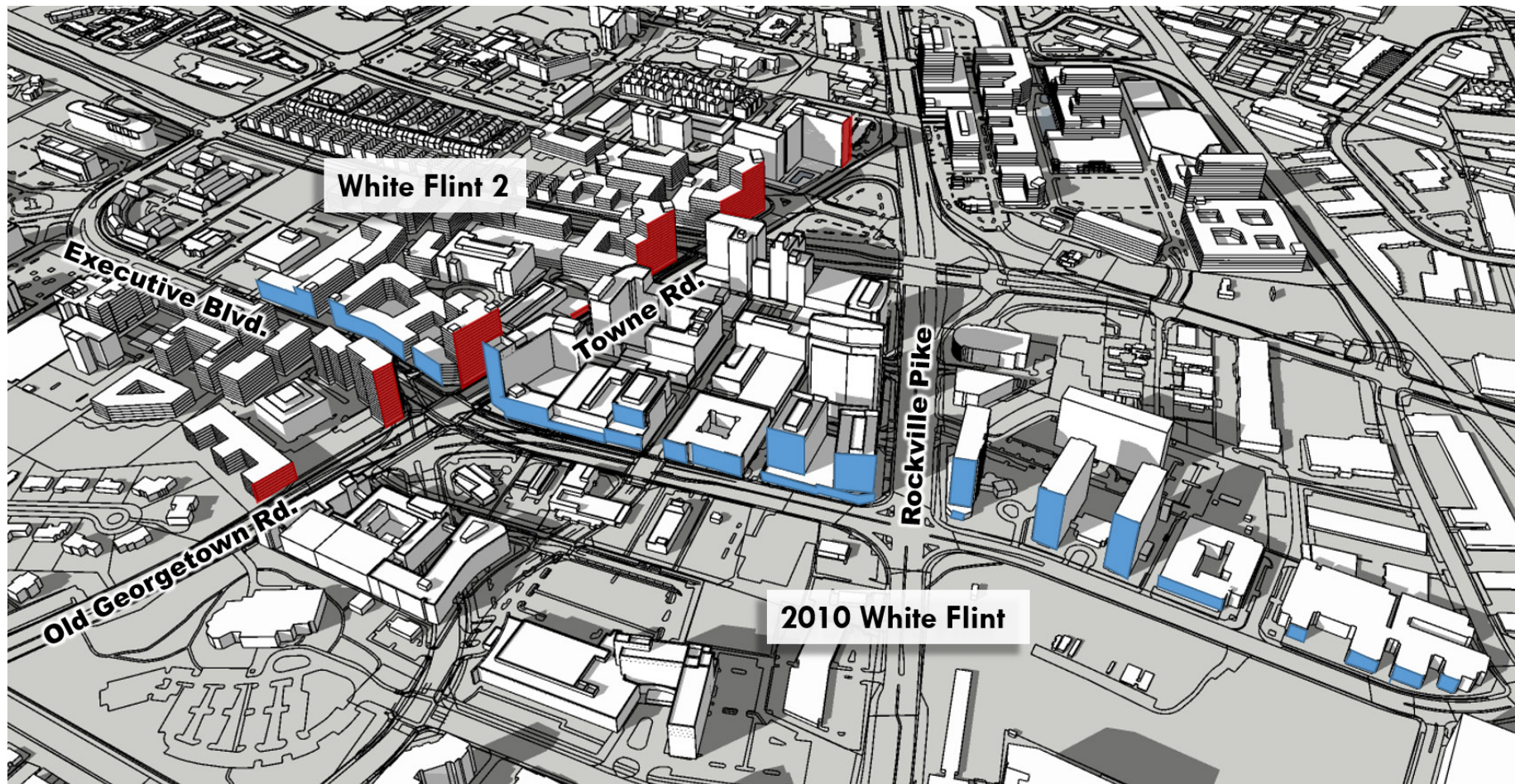
- Promoting redevelopment at strategic locations that can further the goals of the sector plan.
- Integrating new uses effectively and creatively into still viable single-use districts.
- Expanding public pedestrian access through redeveloping properties.

Figure 4.36: White Flint 2 Districts Map



Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Figure 4.37: White Flint 2 Emerging Pedestrian Corridors Diagram



Focusing redevelopment and pedestrian improvements would help integration between adjacent emerging urban environments. Improvements along Old Georgetown Road and Towne Road would establish an activated pedestrian path that would connect areas north and south of Montrose Parkway. Similarly, improvements along Executive Boulevard and Old Georgetown Road would link White Flint with White Flint 2 via a path connecting to the White Flint Metro Station.

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Design Guidance: Focus on Infill

Achieving the mixed-use communities envisioned by the White Flint 2 Sector Plan will require integration between new development and multiple existing uses and structures. Many of the key properties addressed in the sector plan contain viable and active single-use structures. During the planning process, property owners expressed their intent to retain these uses. The sector plan recognized this strategy as an opportunity to explore innovative approaches to infill development, particularly on smaller properties and in areas where existing uses are not typically part of mixed-use environments. Considering innovative infill strategies would yield alternative urban environments to support the county's growing and diverse population.

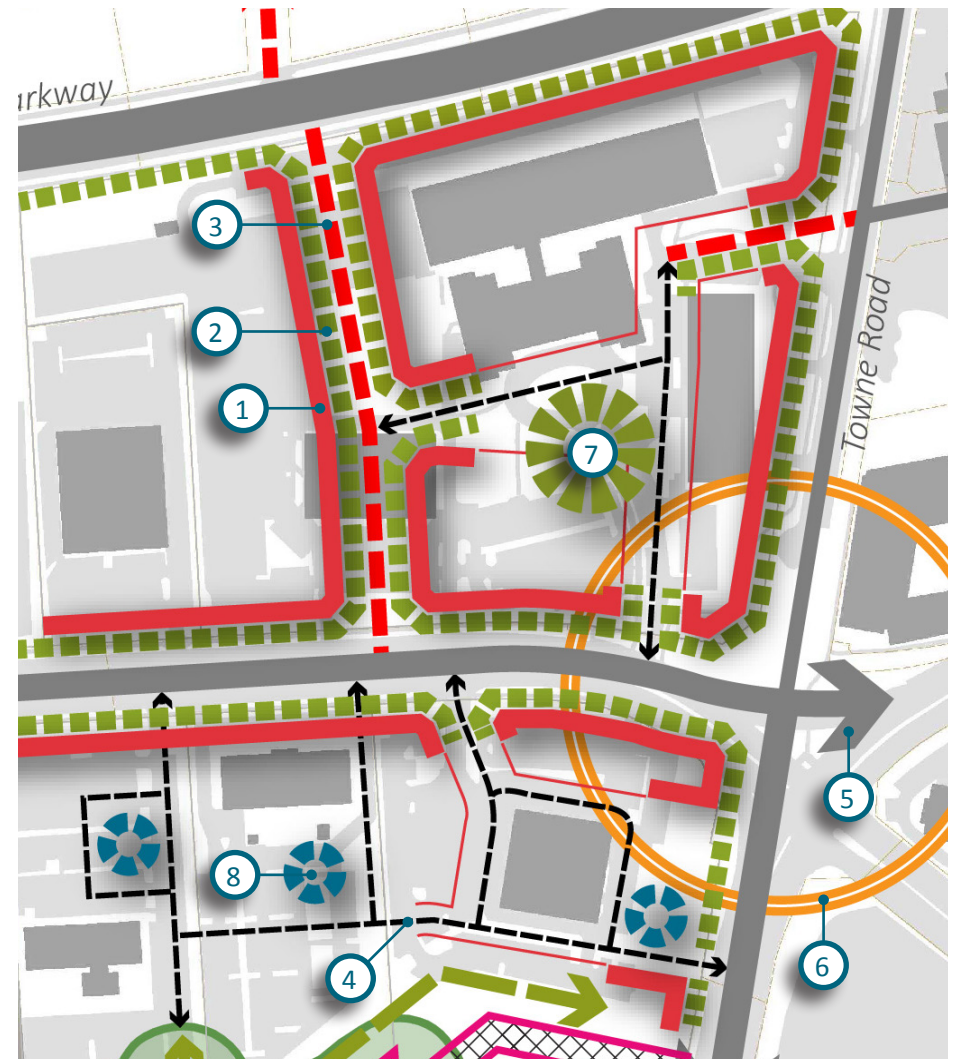
District Diagrams

The design guidelines rely primarily on illustrating zoning development standards to emphasize the creation of active environments that support pedestrian activity along existing corridors (see figure 4.37). They include diagrams for the four districts in the White Flint 2 plan area to show where activated building frontages should be a priority, in support of the sector plan's goals to promote mixed-use development and encourage pedestrian activity. The diagrams also highlight opportunities for increased connectivity and areas where public open space could be created.

- ① Build-to-Lines: To illustrate segments where active frontages should be a priority.
- ② Streetscape: Enhanced streetscape along areas where intense pedestrian activity is anticipated.
- ③ New Streets: Public streets recommended by the Sector Plan.
- ④ Potential interior connections: Vehicular/pedestrian, likely private, connecting to major public roads.
- ⑤ Existing Streets
- ⑥ Enhanced Intersection: An area where intense development is encouraged/expected.
- ⑦ Civic Green: Recommended Public Open Space.
- ⑧ Public Open Space: Each redeveloping property should deliver consolidated public open space, along accessible routes.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Figure 4.38: Design Elements Key



Development Illustratives

Several property owners provided building massing diagrams during the sector plan discussions to assist Planning staff with crafting the zoning recommendations for the White Flint 2 area. Actual development in any property ultimately may not match these concepts, but the guidelines include them to complement the district diagrams and as a tool to clarify building height and neighborhood compatibility development standards. The concepts are included for illustrative purposes only and to facilitate the regulatory process.

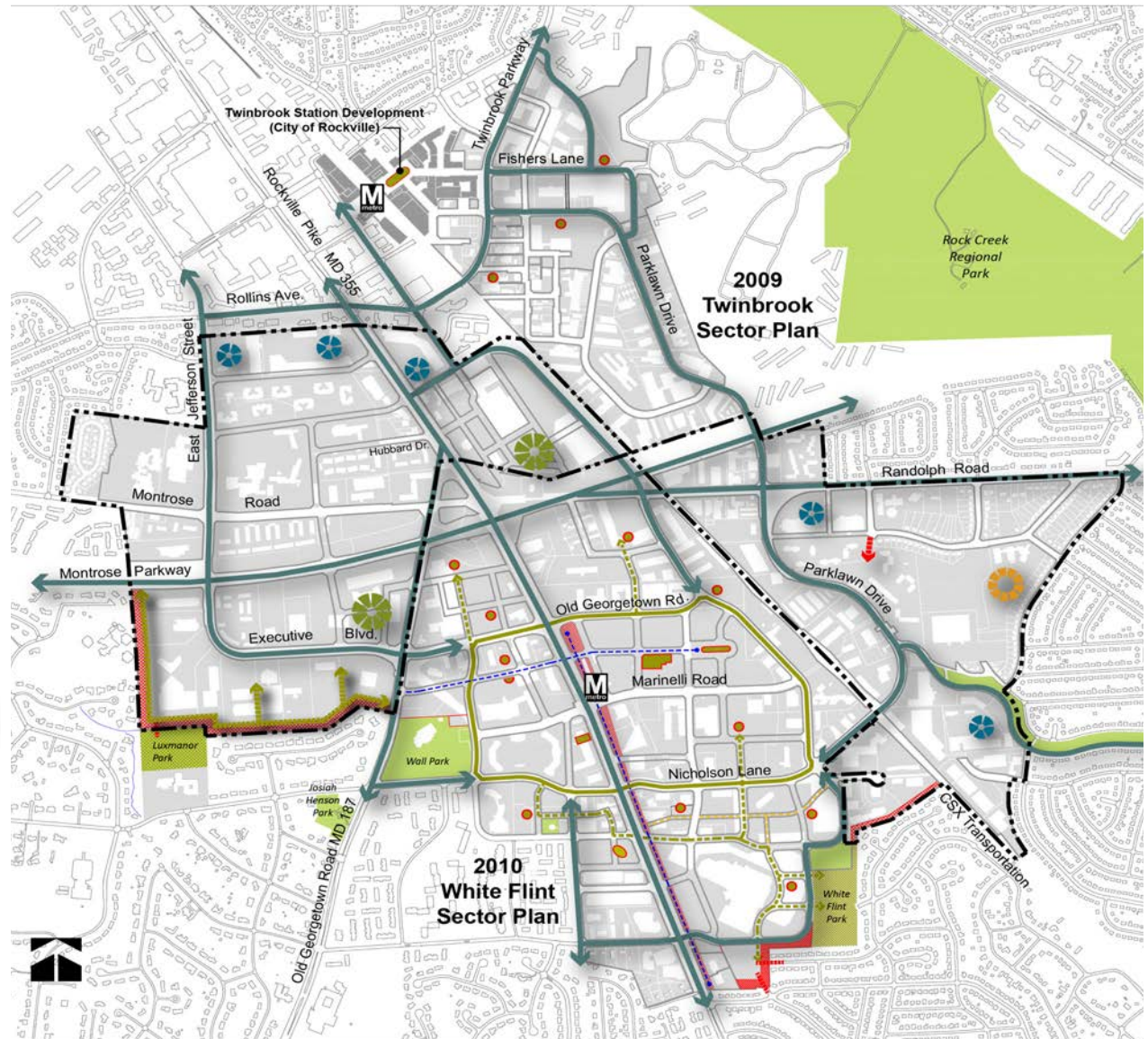


Development potential examples are based on owner-provided information. Clockwise from top left: Wilgus Property, Montrose Crossing Property, Washington Science Center (Willco) Property, and 6000, 6006, and 1010 Executive Boulevard Properties.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Public Open Space

Expanding the network of public spaces envisioned by the 2010 White Flint Sector Plan for the area is a priority. While owners of all redeveloping properties should deliver consolidated public open space, the diagram focuses on those that can deliver more significant spaces, either by property size or location. Public open space designations are based on open space hierarchy established by the 2017 Park, Recreation and Open Space (PROS) Plan. For this area, civic green and neighborhood green types are used almost exclusively. Please refer to the PROS Plan for performance criteria for each open space type and for other types to consider.



Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

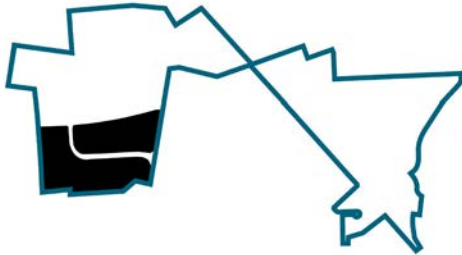
4.1 Executive Boulevard District

The Executive Boulevard district consists of clusters of older office uses adjacent to major roads, single-family residential neighborhoods and rapidly growing mixed-use areas. Portions of this district have the potential to evolve from their current office use into a more sustainable mix of uses. Several properties north and south of Executive Boulevard could be transformed into diverse neighborhoods, depending on the size of the properties being redeveloped. Several property owners have expressed interest in retaining existing structures and introducing new development around them. On the south side of Executive Boulevard, where properties are smaller, infill scenarios that retain existing uses could deliver a campus-like setting by inserting new buildings alongside existing ones. Pedestrian connections linking the properties to adjacent single-family neighborhoods to the south would promote walking to and from the district. Such connections will need to consider natural features along the southern edge of the district. On the north side of the district, where property sizes are larger, more intense development would be appropriate, where an internal grid of streets and open spaces could be lined by street-facing buildings. Both scenarios could

support the goals of the Western Workaround and create an urban node that would build on the work of the previous 2010 White Flint Sector Plan.

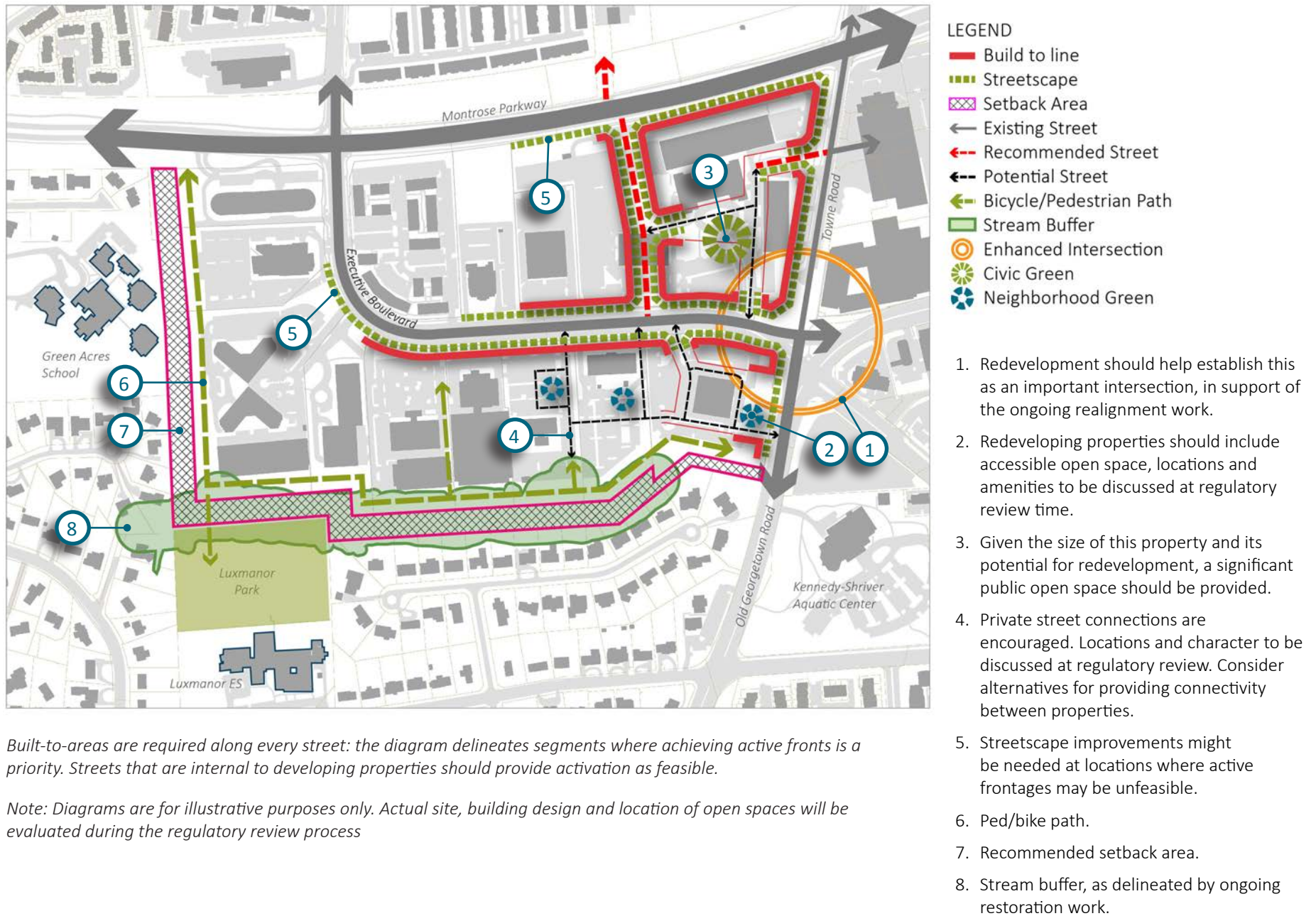
As these properties develop or redevelop over time, they should:

- Support the goal of transforming single-use districts into mixed-use areas by introducing residential and retail uses where feasible.
- Prioritize the creation of active pedestrian areas along Executive Boulevard and public streets recommended by the White Flint 2 Sector Plan.
- Explore synergies with adjacent existing and redeveloping properties, and with adjacent residential communities.
- Concentrate development intensity along Executive Boulevard and create a distinctive architectural node at the intersection of Executive Boulevard, Old Georgetown Road and Towne Road.
- Create publicly accessible open spaces that are anchored and activated by new development.



Executive Boulevard area looking east.

Figure 4.39: Executive Boulevard District - Design Elements Diagram



Key Properties

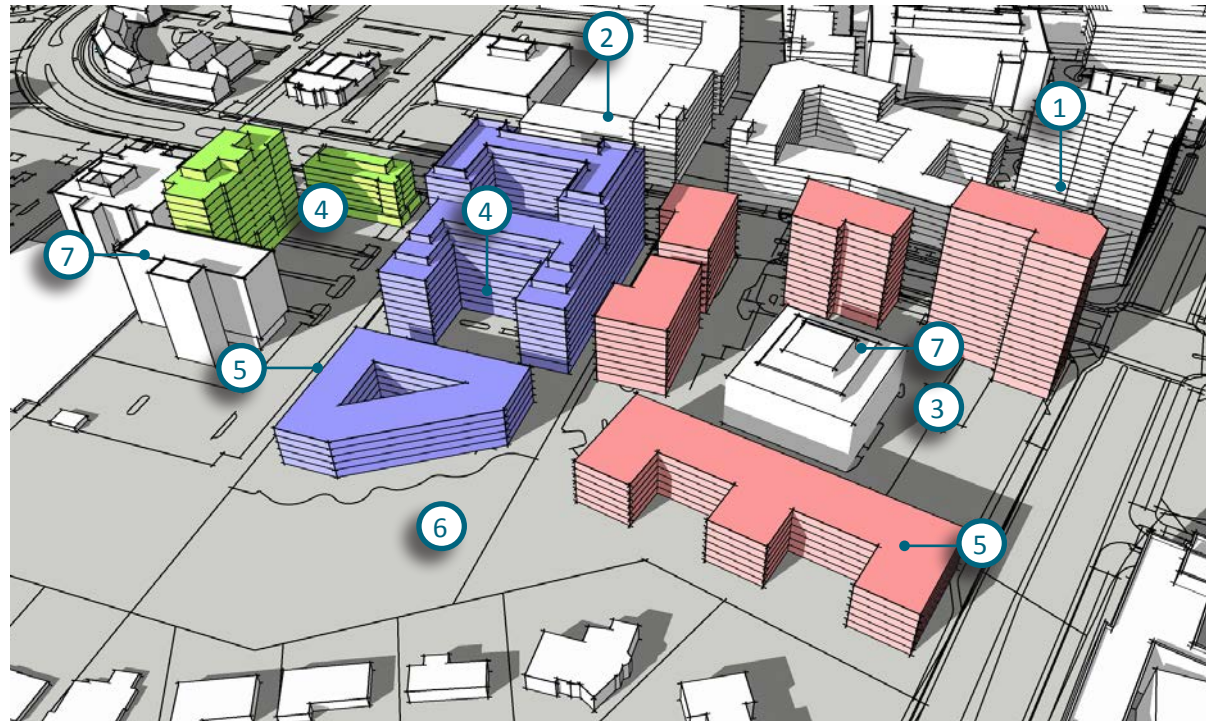
6000, 6006 and 6010 Executive Boulevard

This cluster of buildings along the south side of Executive Boulevard consists of older, isolated office structures surrounded by surface parking areas. Repurposing these parking areas to introduce new structures, connections and open spaces could create a tighter cluster but still campus-like setting. This development could transition adequately to adjacent single-family houses and integrate the recommended bike/pedestrian pathway along the Old Farm-Neilwood Creek.

Guidelines:

- Create an architectural gateway into the greater White Flint area as part of the redevelopment in this area.
- Ensure building fronts along Executive Boulevard and Old Georgetown Road are active, and provide streetscape improvements (pavements, landscape, lighting and furnishings).
- Establish an east-west bicycle and pedestrian connection along the south edge of the property, to connect to a recommended path along the Old Farm-Neilwood Creek area. Activate building fronts where feasible along this path.
- Focus development intensity at the intersection of Executive Boulevard and Old Georgetown Road.
- Encourage development to be as compact as feasible and mixed-use, with walkable internal streets.
- Provide public open space along Old Georgetown Road to create a focal point for Market Street.

Figure 4.40: Executive Boulevard South - Potential Development

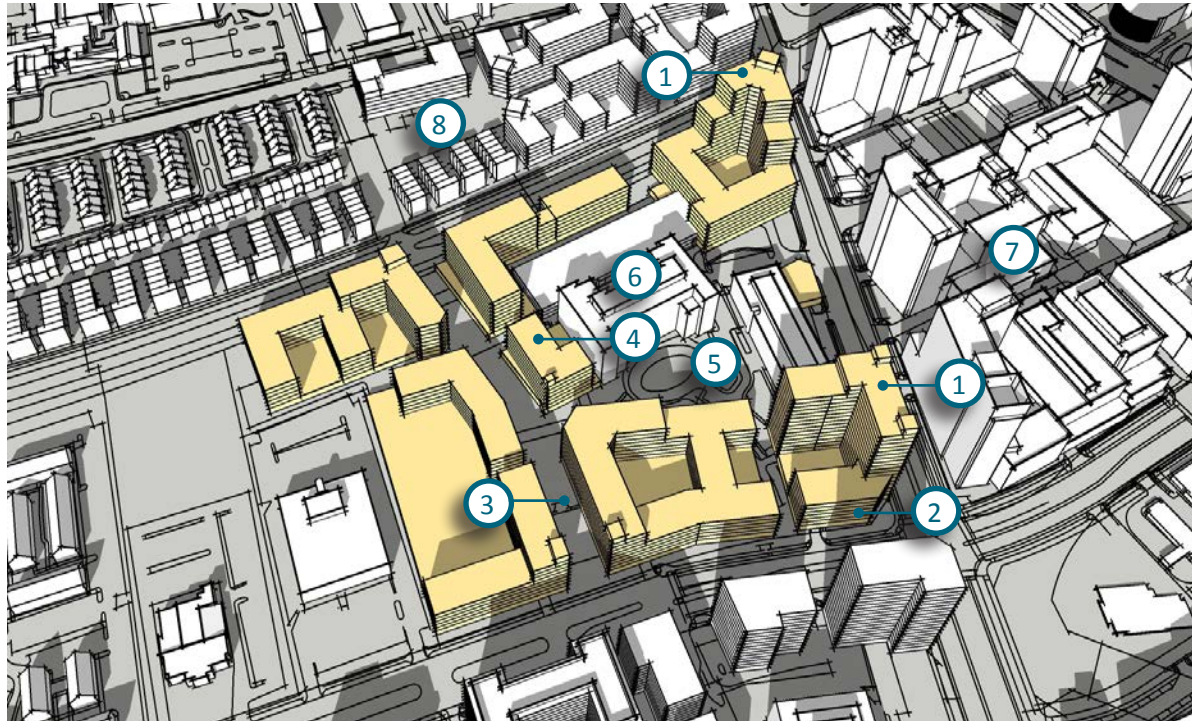


To retain existing buildings infill development in this area may require space between buildings that could become an amenity for workers and residents.

1. Maximum building height in this area - SW corner of Executive Blvd. and Old Georgetown Road.
2. Locate tallest component of redevelopment along Executive Boulevard frontage.
3. Provide a significant public open space at this location.
4. Redeveloping property must provide public open space.
5. Building height should be lowest where closest to existing residential.
6. Pedestrian/bicycle connection area.
7. Existing buildings to remain

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Figure 4.41: Potential Development - Washington Science Center (Willco) Property



1. Maximum building height in this area - along Towne Road.
2. Vertical mix of uses should line Executive Boulevard.
3. New street connection.
4. Liner buildings with active frontages along new street.
5. Provide a centralized public open space.
6. Existing buildings to be retained.
7. Ongoing Pike & Rose development.
8. Potential development at the Wilgus property.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process



Given this property's size and location, there is potential line streets and public open spaces with a vertical mix of uses.

Washington Science Center (Willco Property)

This property is located within the cluster of buildings along the north side of Executive Boulevard and west of Towne Road and the Pike & Rose development. The owners seek to retain most of the existing structures, but the property is large enough to deliver the type of infill that is characteristic of urban fabric. Future infill development could include buildings lining an internal grid of streets, active fronts and urban open space anchored by a strong vertical mix of uses. Pedestrian environments like those emerging within the Pike & Rose block to the east could be added to help anchor the north side of the Western Workaround, which seeks to realign Executive Boulevard and extend Towne Road south, among other solutions.

Guidelines:

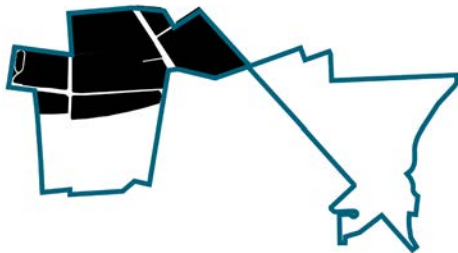
- Ensure redevelopment is compact and focused around an internal grid of streets and open spaces lined with street-facing buildings.
- Focus intensity of development along Towne Road and the Western Workaround.
- Provide a north-south street connection between Executive Boulevard and Stonehenge Place.
- Locate open space in a central place activated by new and existing uses.

4.2 Montrose North District

This district includes all properties between East Jefferson Street on the west and the CSX tracks on the east, and the City of Rockville boundary on the north and Montrose Parkway on the south. Most of the development potential is centered on Rockville Pike and the various retail centers lining the road. These properties can deliver a mix of uses that will continue the transformation of Rockville Pike initiated by the 2010 *White Flint Sector Plan*, in an area south of Montrose Parkway. The Montrose North District also includes large institutional and residential uses that will remain, as well as undeveloped property with potential to connect, via redevelopment of strategic properties, emerging urban areas north and south of Montrose Parkway.

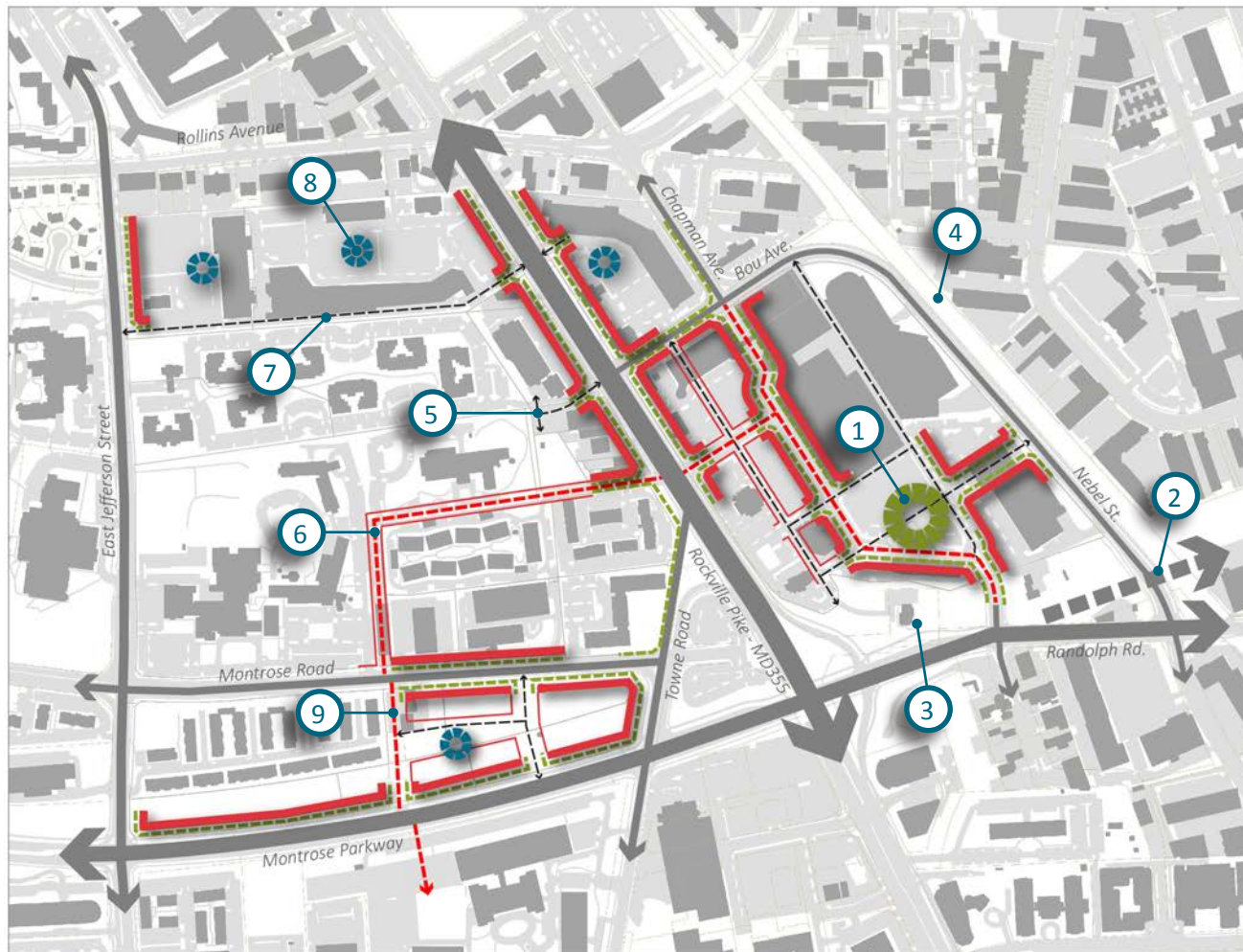
As these properties redevelop over time, they should:

- Concentrate development intensity along Rockville Pike to promote active and safe pedestrian areas along both sides.
- Promote development at locations that can extend and join pedestrian areas along Rockville Pike, north and south of Montrose Parkway.
- Consider alternatives to allow access for residents of existing residential communities to potential new amenities along Rockville Pike when properties located next to residential areas are redeveloped.
- Prioritize improving pedestrian areas along Rockville Pike for smaller properties being redeveloped.
- Segment larger properties into compact development patterns that include internal streets to promote walkability and create opportunities for public open space.



Existing conditions within the sector plan area

Map 4.1: Map 5.2.5: Montrose North District - Design Elements Diagram



LEGEND

- Build-to-line
- Streetscape
- ▨ Setback Area
- Existing Street
- - - Recommended Street
- - - Potential Street
- Bicycle/Pedestrian Path
- Stream Buffer
- Enhanced Intersection
- ★ Civic Green
- ★ Neighborhood Green

1. A significant public open space should be provided, given the large size of this property.
2. Future Montrose Parkway East.
3. Historically designated Montrose School. Permitted impacts onto the resource's environmental setting will be discussed during regulatory review.
4. Existing CSX tracks.
5. Consider consolidating access at Bou Avenue traffic light.
6. Recommended street, only to be implemented if existing uses were replaced.
7. Improve existing alley to create a private street.
8. Public open space requirement might be met in more than one location at this property.
9. Extend Stonehenge Pl. as a public street.

Priorities on this district are to improve pedestrian connectivity by improving pedestrian areas along and adjacent to Rockville Pike, and by improving pedestrian fronts on Towne Road along the Wilgus property.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Key Properties

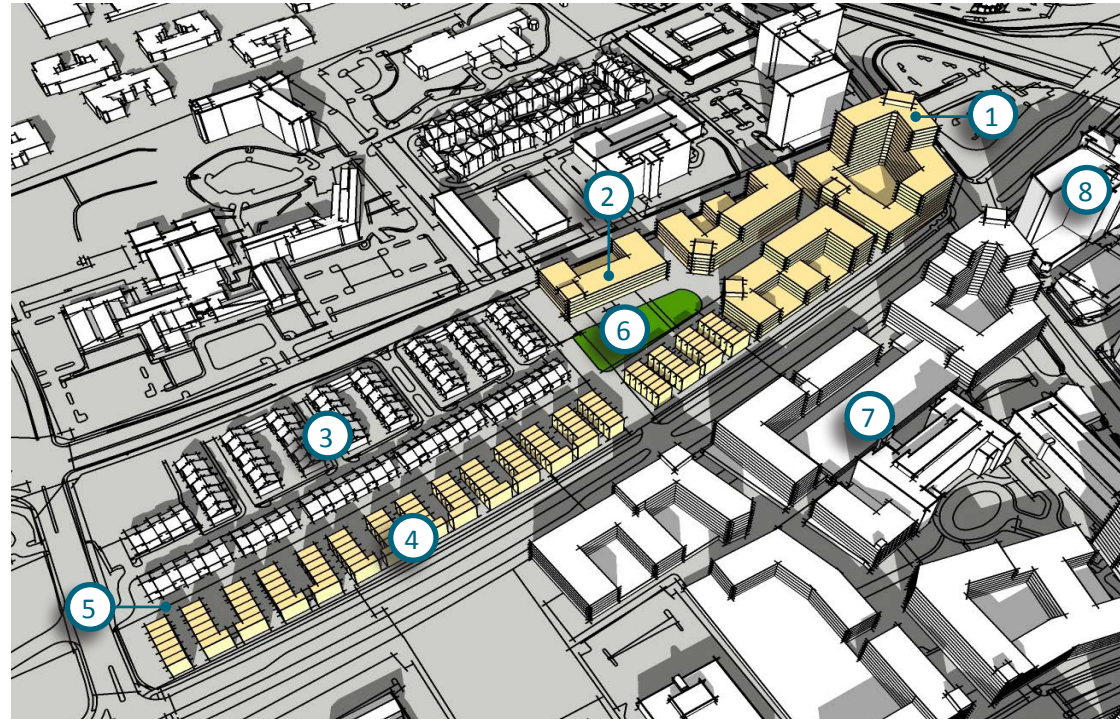
Wilgus Property

This property is located along the north side of Montrose Parkway, between Towne Road and East Jefferson Street, and fronts onto Montrose Road to the north. The block includes an existing townhouse community, the Cherington Townhomes. The Wilgus property is completely undeveloped; the most developable part of the property is along the eastern end, fronting Towne Road. Development of this portion of the property would connect emerging urban areas to the south (Towne Road, Pike & Rose, potential development in the Executive Boulevard District), with pedestrian friendly areas along Rockville Pike to the north, allowing for a continuous north-south pedestrian experience. Development of the rest of the property can deliver lower scaled development, as well as public open space.

Guidelines:

- Create frontages along all major roads as part of the development of unbuilt properties to promote pedestrian activity to connect to adjacent districts.
- Concentrate building intensity on the east end of the property, to deliver development of a scale comparable to what is possible on adjacent underdeveloped properties (Washington Science Center to the south), existing adjacent development (Monterrey Apartments to the north) and emerging development (Pike & Rose to the southeast).
- Include internal roads to create travel alternatives for all modes of travel. Extend existing Stonehenge Place to Montrose Road, as recommended in the White Flint 2 Sector Plan. Integrate existing bike paths into redevelopment.
- Provide a centralized public open space, as recommended by the sector plan. Consolidate public open space areas to create larger open spaces for public use.
- Consider alternatives to retain existing trees, as directed by the sector plan. Integrate tree save areas into required public open space, if feasible.

Figure 4.42: Wilgus Properties - Potential Development

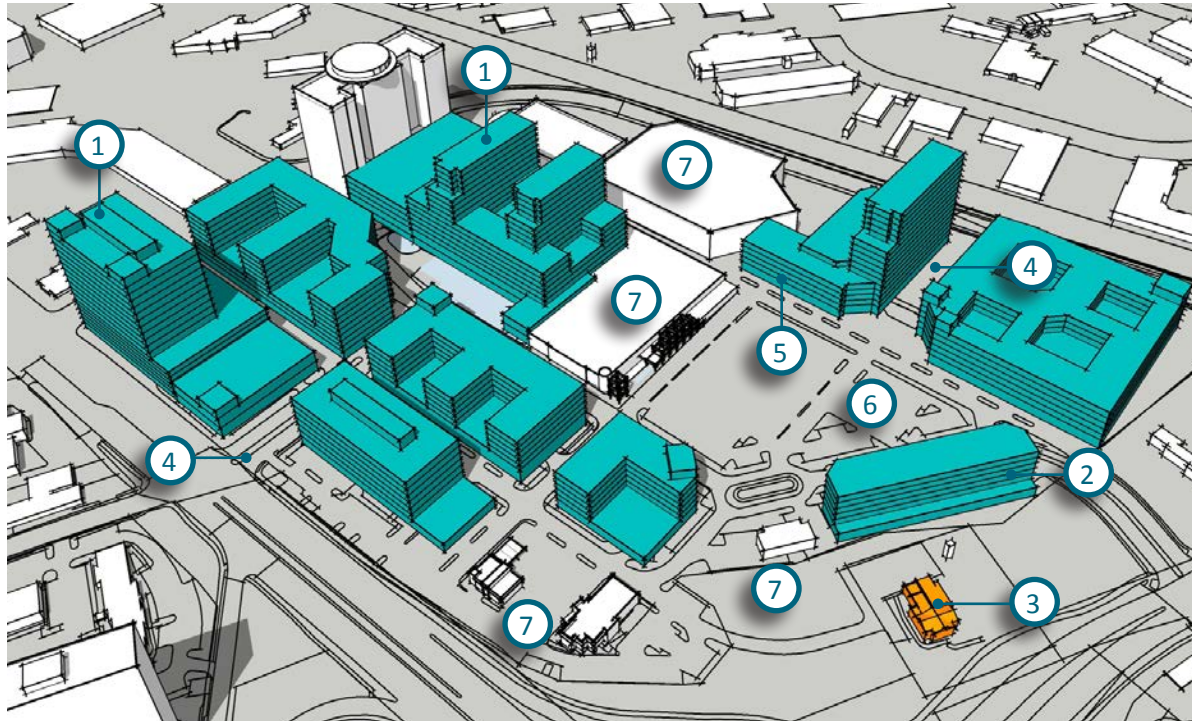


Development on this property should deliver a combination of vertical mixed-use and single-family attached uses anchored by substantial public open space.

1. Maximum building height in this area-along Towne Road.
2. Mixed-use development should transition in height to adjacent townhome community.
3. Existing townhomes.
4. Redeveloping this area should be compatible with adjacent townhomes.
5. Provide a planted buffer between existing and new communities.
6. Provide a central public open space.
7. Potential development at adjacent Washington Science Center.
8. Pike & Rose development (ongoing).

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Figure 4.43: Potential Development - Montrose Crossing Property



1. Maximum building height in this area - at Rockville Pike and Bou Avenue, and in the central areas of the property.
2. Limit height of new development close to the Montrose School.
3. Montrose School, a historic resource.
4. Activate existing drives with new street-oriented uses.
5. Create active fronts along interior streets.
6. A central civic green should be provided.
7. Several existing uses may remain for the foreseeable future.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process



This property should deliver a lively mix of uses anchored by an interior grid of streets and a substantial public open space.

Montrose Crossing

This property is located between Rockville Pike and Bou Avenue, and today contains mostly retail uses, one high-rise multifamily building and extensive surface parking. Many of these existing uses are likely to remain for the foreseeable future, but surface parking areas have great potential in the long term to become a grid of internal streets supportive of mixed-use structures and public open space, connected to surrounding existing major roads. Development intensity should be focused on Rockville Pike and Bou Avenue. Compatibility with the Montrose School, a designated historic structure located along the southern side of this property, will be an important consideration when this property is redeveloped.

Guidelines:

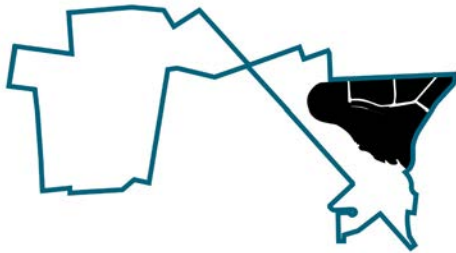
- Ensure infill development comprises smaller blocks and walkable streets.
- Integrate existing uses to remain into redevelopment schemes.
- Prioritize the creation of active frontages along Rockville Pike, Bou Avenue and Chapman Avenue extended.
- Create a central civic green on this property.
- Work with Montgomery Planning's Historic Preservation Office staff to develop building design strategies that are compatible with the historic Montrose School.

4.3 Randolph Hills District

This area primarily comprises a single-family residential subdivision anchored by a retail strip at the corner of Parklawn Drive and Randolph Road, and includes multi-family complexes and institutional uses. Single-family residential areas and institutional uses are not expected to change, but the retail strip has the potential to attain a greater presence on Randolph Road and deliver amenities, connections and services to the surrounding community. There is also the possibility that at least one owner of the multi-family complexes in the cluster might explore redevelopment, which will also create opportunities for increased connectivity through the district.

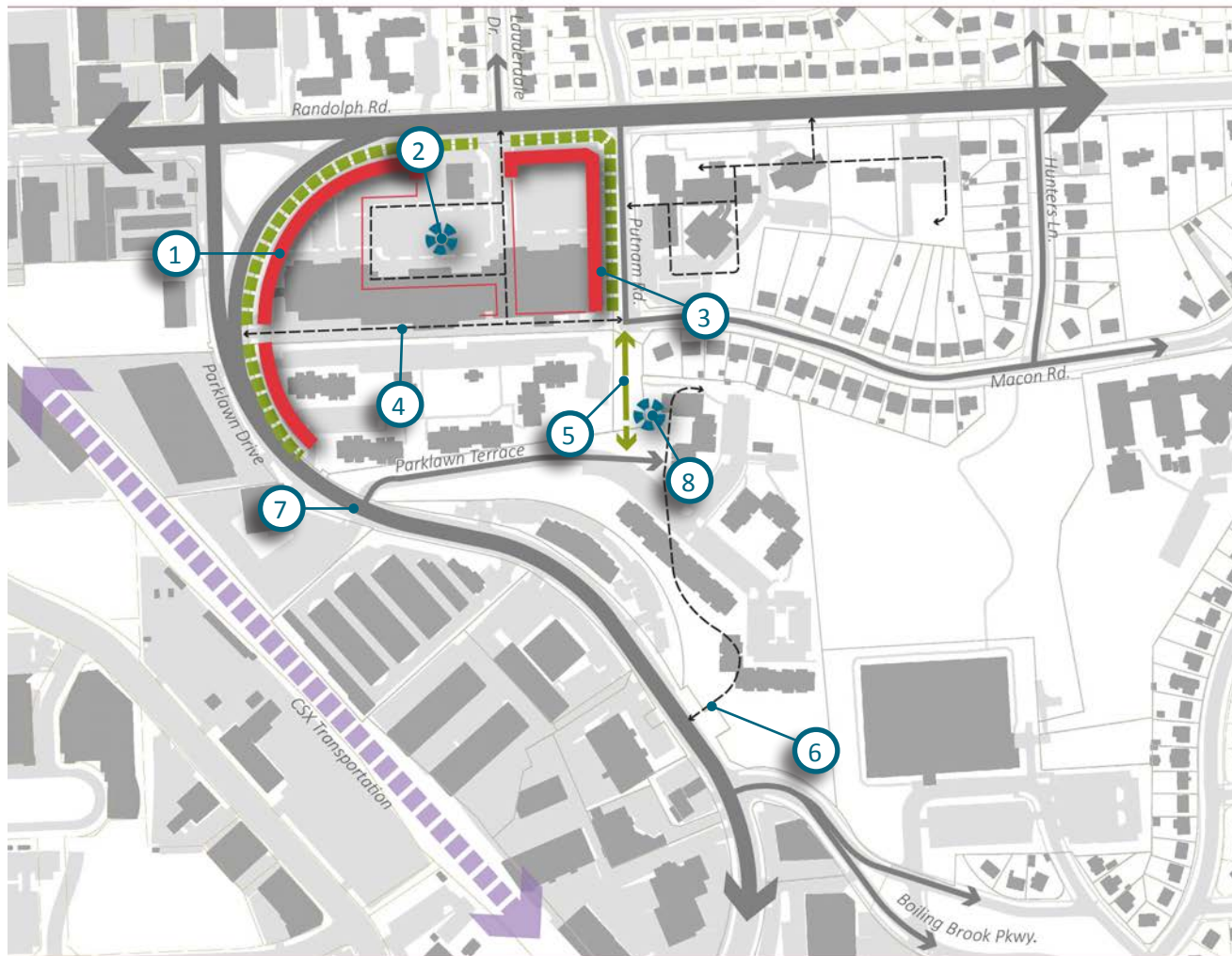
Redevelopment within this cluster should:

- Introduce a mix of uses, new connections and public open space.
- Focus new development intensity on the intersection of Randolph Road and Parklawn Drive, and prioritize its transformation into a pedestrian-friendly environment.
- Design infill development to face the network of existing and proposed streets, while creating connections between existing uses and these street frontages.



Loehmann's Plaza today.

Figure 4.44: Randolph Hills District - Design Elements Diagram



LEGEND

- Build-to-line
- Streetscape
- Existing Street
- > Potential Street
- Bicycle/Pedestrian Path
- CSX Tracks
- ✿ Neighborhood Green

1. Redevelopment at this location should establish an architectural gateway for the area.
2. Redevelopment should include a usable public open space.
3. Development types along Putnam Road should be compatible with residential uses to the east.
4. Redevelopment should consider connections to improve mobility for all residents.
5. Redevelopment of the Oxford Square Apartments should include a potential pedestrian connection with Putnam Road.
6. Apartment redevelopment should also consider additional connections to Parklawn Drive, closer to Boiling Brook Parkway.
7. Existing entrance to Oxford Square, to remain.
8. Redevelopment of the Oxford Square property should locate any required public open space in the vicinity of the recommended bicycle/pedestrian connection to Putnam Road.

Potential redevelopment is limited to properties close to the intersection of Randolph Road and Parklawn Drive.

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Key Properties

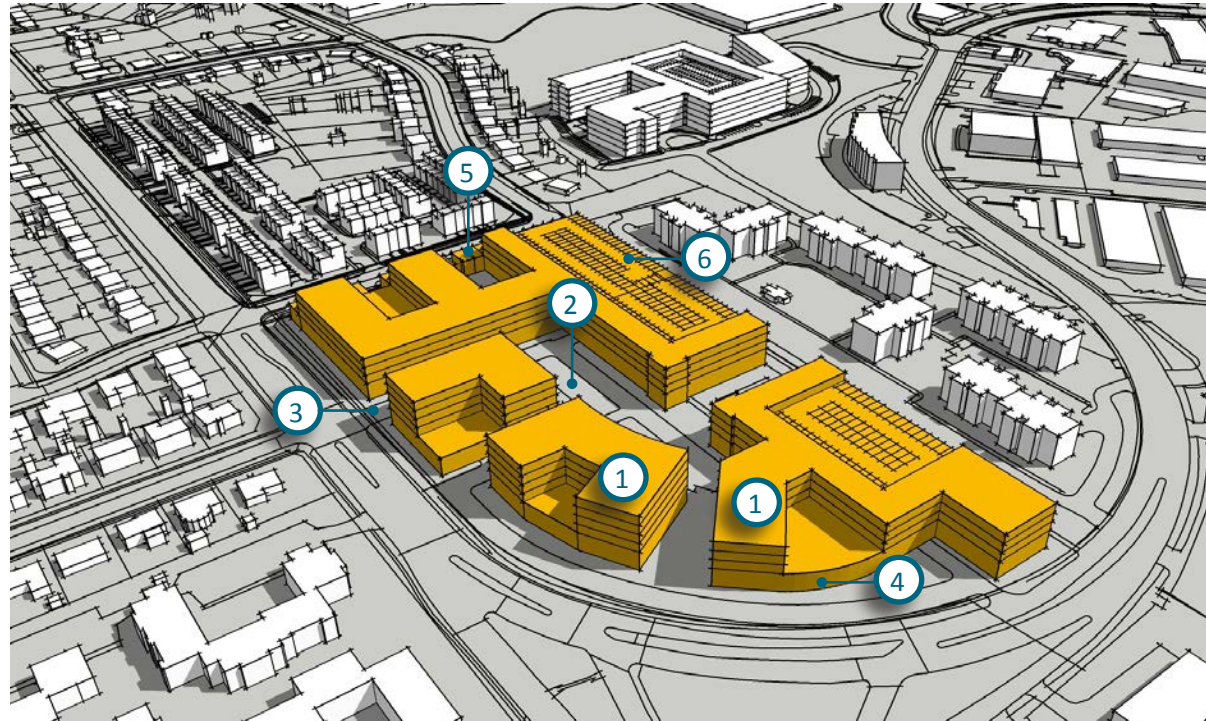
Loehmann's Plaza

This strip center, formerly anchored by a Safeway grocery store, is located at a prominent corner with potential to establish an architectural presence for the Randolph Hills District. Redevelopment could deliver amenities that would allow the property to continue serving as a neighborhood center into the future.

Guidelines:

- Create a gateway to the area at Randolph Road as part of redevelopment that integrates a possible BRT station.
- Improve pedestrian areas along Randolph Road and create connections into the surrounding community as part of new development.
- Create an accessible and usable open space within the property.
- Create active frontages around the edges of the property.

Figure 4.45: Loehmann's Plaza - Potential Development

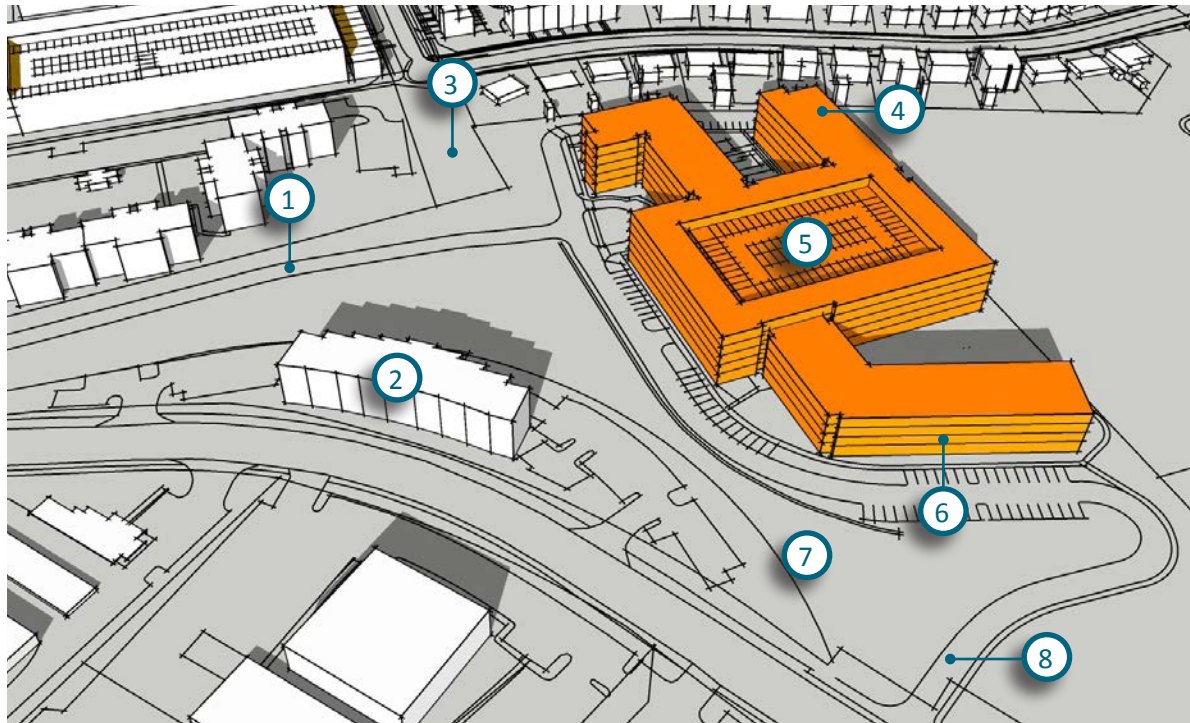


Redevelopment of this property should establish a gateway for the area with retail and residential uses.

1. Maximum building height in this area - corner of Randolph Rd. and Parklawn Drive.
2. Provide an accessible and usable public open space.
3. Create through streets to improve connectivity; align with existing streets if possible.
4. Activate frontages along pedestrian areas.
5. Redevelopment should transition in scale to residential adjacent communities.
6. Conceal parking structures.

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Figure 4.46: Oxford Square Apartments - Potential Development



1. Existing access road to remain.
2. Adjacent office property with frontages along Parklawn Drive.
3. Adjacent County owned property. Consider pedestrian-bicycle connection to Macon Road.
4. Redevelopment should transition to adjacent single-family.
5. Concealed parking structures.
6. Although property is removed from main road, create fronts is possible.
7. Incorporate and protect existing environmental area.
8. Explore additional entrance from Parklawn Drive.



Given this property's secluded location, exclusively residential uses are likely. Improved connectivity through the property is feasible.

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Oxford Square Apartments

This older apartment complex is accessible from Parklawn Drive, but the property is removed from the road. The location prevents any redevelopment from creating frontages on Parklawn, but there is potential for connections that could benefit the community.

Guidelines:

- Consider an additional connection onto Parklawn Drive close to Boiling Brook Parkway.
- Explore a pedestrian connection to Macon Road via the county-owned parcel south of Macon Road at Putnam Road.
- Explore the potential to connect public open space provided as part of any redevelopment to Macon Road, via the recommended pedestrian connection.

4.4 Parklawn South District

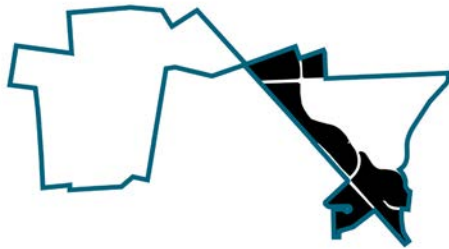
The light industrial area along Parklawn Drive is an extension of the industrial areas north of Randolph Road that were included in the 2009 Twinbrook Sector Plan. The guidelines for that sector plan included extensive discussion of adaptive reuse, which is relevant for this area as well. The character of the area and the existing light industrial uses are its greatest assets and any infill redevelopment must endeavor to maintain these uses. The White Flint 2 Sector Plan maintained the existing industrial zoning for most of the district but encouraged the creation of new residential uses on the group of properties bounded by Parklawn Drive, Boiling Brook Parkway, Wyaconda Road and the CSX tracks.

Infill and redevelopment within this cluster should:

- Supplement existing light industrial and retail

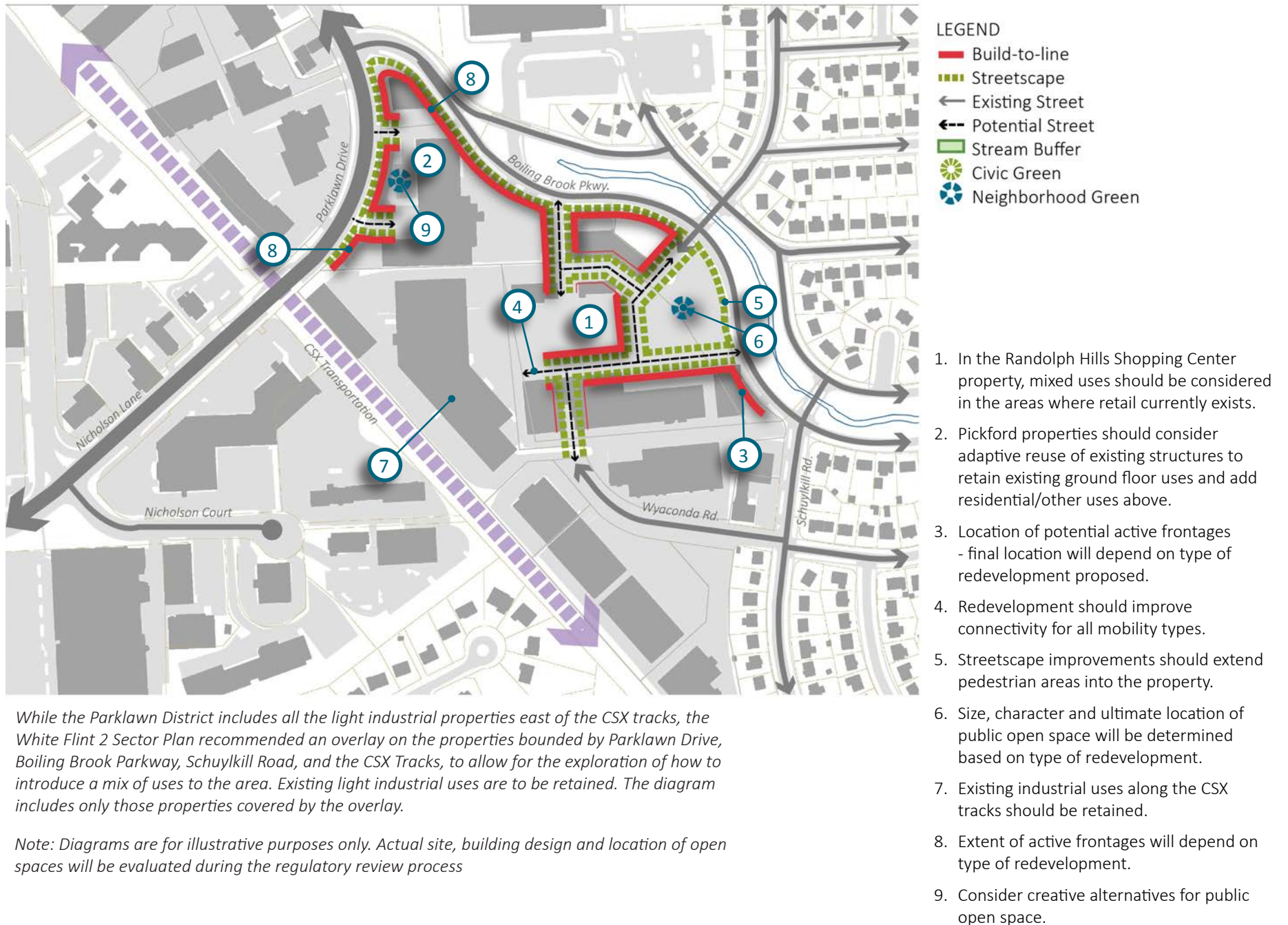
uses by introducing compatible residential and new economy-type uses, such as co-working and incubator spaces.

- Focus new development intensity on the existing retail areas close to Boiling Brook Parkway to prioritize its transformation into a pedestrian-friendly environment with amenities located closer to existing single-family homes.
- Organize infill development to retain existing light industrial uses.
- Ensure open spaces for public use are easily accessible to workers, residents and neighboring communities.



Industrial properties within the Parklawn South District

Figure 4.47: Parklawn South District - Design Elements Diagram



Key Properties

Randolph Hills Shopping Center, Pickford Property

Because of their size and location, these properties have the most potential for introducing residential uses while maintaining their existing light industrial and commercial base. Prototypes for this type of mix do not currently exist in Montgomery County, so property owners are encouraged to explore the potential for alternative types of residential uses, open spaces and connections.

Infill and redevelopment within this cluster should:

- Explore residential types compatible with surrounding light industrial uses.
- Consider alternatives for the public domain that integrate new residential and retail uses with the needs of existing light industrial tenants.
- Explore neighborhood character that builds on the existing industrial character of the area.
- Consider retaining industrial uses along the CSX tracks. If exploring a vertical mix of uses, consider the impact of industrial uses.
- Ensure public open space is easily accessible from the surrounding community and incorporates innovative design strategies that build on the character of the area.



Redevelopment of these properties should consider building forms and materials compatible and reminiscent of existing light industrial structures and uses being retained.



Development should explore alternative ways to design public open spaces and connections, and integrating sustainability strategies, to reflect on the industrial character of the area.



4.5 Streetscape

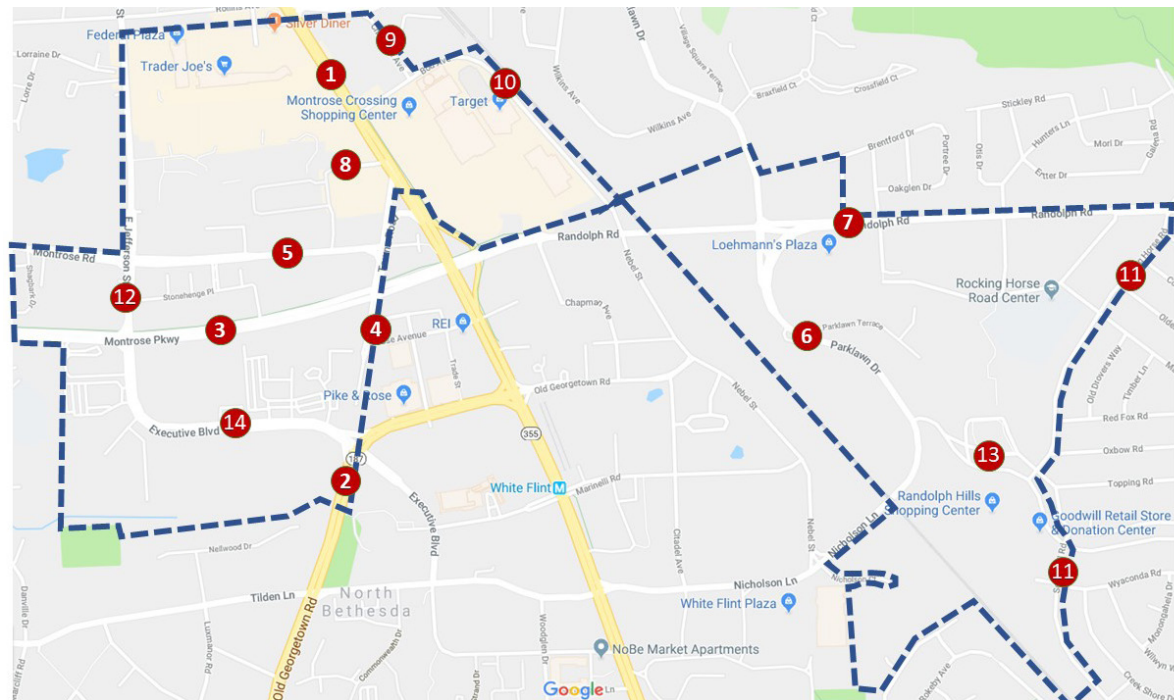
The following cross sections were developed by staff from Montgomery Planning and the Montgomery County Department of Transportation with support from consultants. Draft cross sections for each street were developed based on:

- A thorough review of the Sector Plan, taking into consideration anticipated future land uses along each street.
- A review of the Design Standard assigned to that street, as outlined in on page 74 of the White Flint 2 Sector Plan.
- A review of the Bicycle Master Plan and the Master Plan of Highways and Transitways, to determine where future bicycle and/or dedicated transit facilities are anticipated.
- A scan of existing conditions on the street, including number of travel lanes and estimated curb-to-curb dimensions (existing dimensions are approximate; field verification is needed).
- In some cases, a review of available traffic volume data or recent capital projects that impact the streetscape.

For those streets where cross-sections were provided in the White Flint 2 Sector Plan, that section was used as a starting point for the discussion. In some cases, further evaluation led to changes in the sections compared with what is in the sector plan. In those instances, the Streetscape Guidelines are more current and supersede the cross sections in the sector plan.

The draft cross sections were vetted and revised through a series of workshops with Montgomery Planning and Department of Transportation staff. The goal for each cross-section design was to implement the vision for the street from the White Flint 2 Sector Plan, Bicycle Master Plan and Master Plan of Highways and Transitways, while working within the existing curb-to-curb dimensions wherever possible. In some cases, achieving that vision within the existing curb-to-curb dimensions was not possible, and the

implementation of the future cross section will require reconstruction or relocation of the curbs. Other critical objectives of this effort included improving safety for all travel modes (consistent with Montgomery County's Vision Zero goals), maximizing pavement permeability and tree canopy, accommodating goods movement and vehicle circulation, and maximizing opportunities for stormwater management. Street sections shown within this document are illustrative. Implementation of street design will be finalized during regulatory review or capital improvement projects.

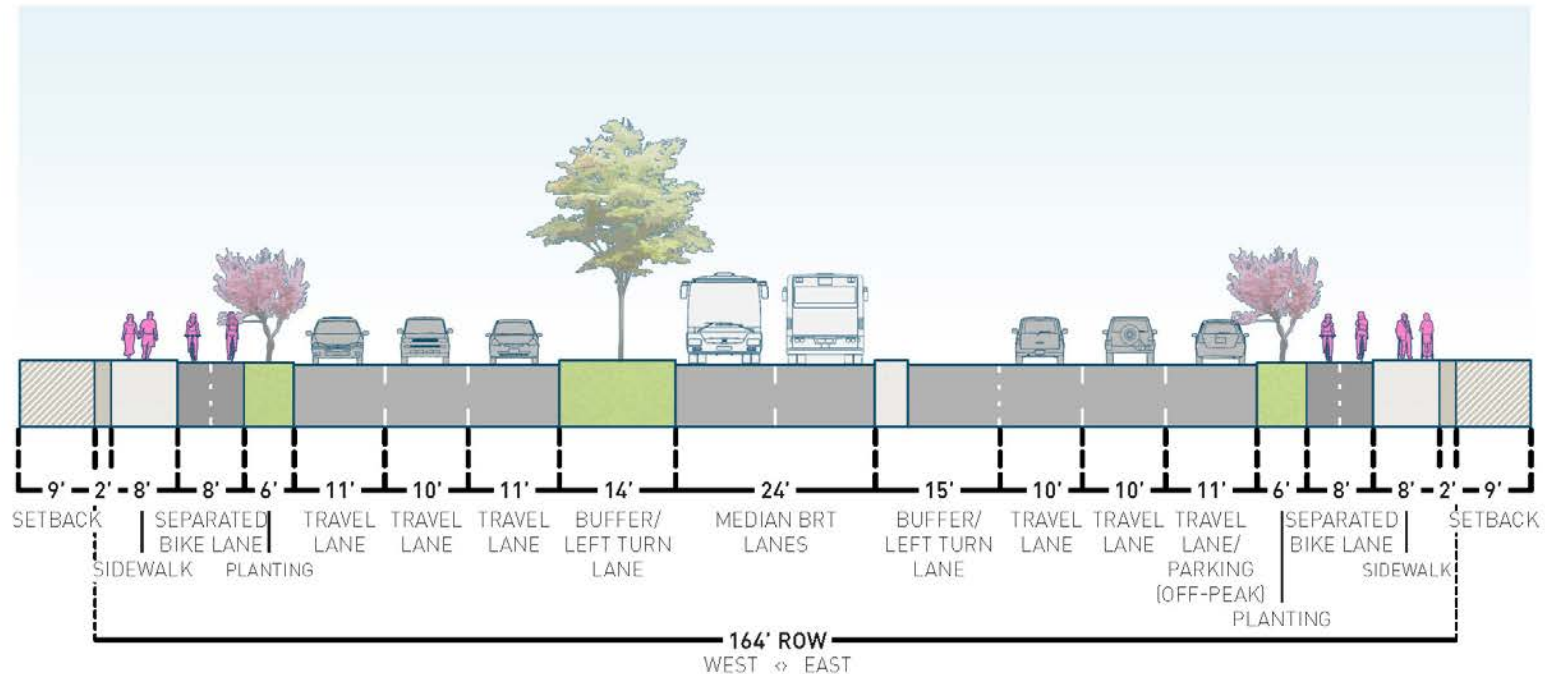


ROCKVILLE PIKE (MD-355)

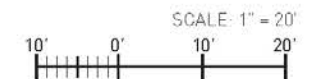
Montrose Parkway to Twinbrook Parkway

①

White Flint II Sector Plan



- The Sector Plan recommends expanding the design from the White Flint plan area to include a six-lane urban boulevard with Bus Rapid Transit in a 164' right-of-way. The design of the additional setback will be determined during plan review.
- The Bicycle Master Plan recommends a breezeway on the west side of the street.
- This section is consistent with the design proposed in the MD-355 BRT Corridor Planning Study and supercedes the section included in the White Flint 2 Sector Plan.
- On-street, off-peak parking is supported by M-NCPPC and MCDOT but requires approval from MDOT SHA.

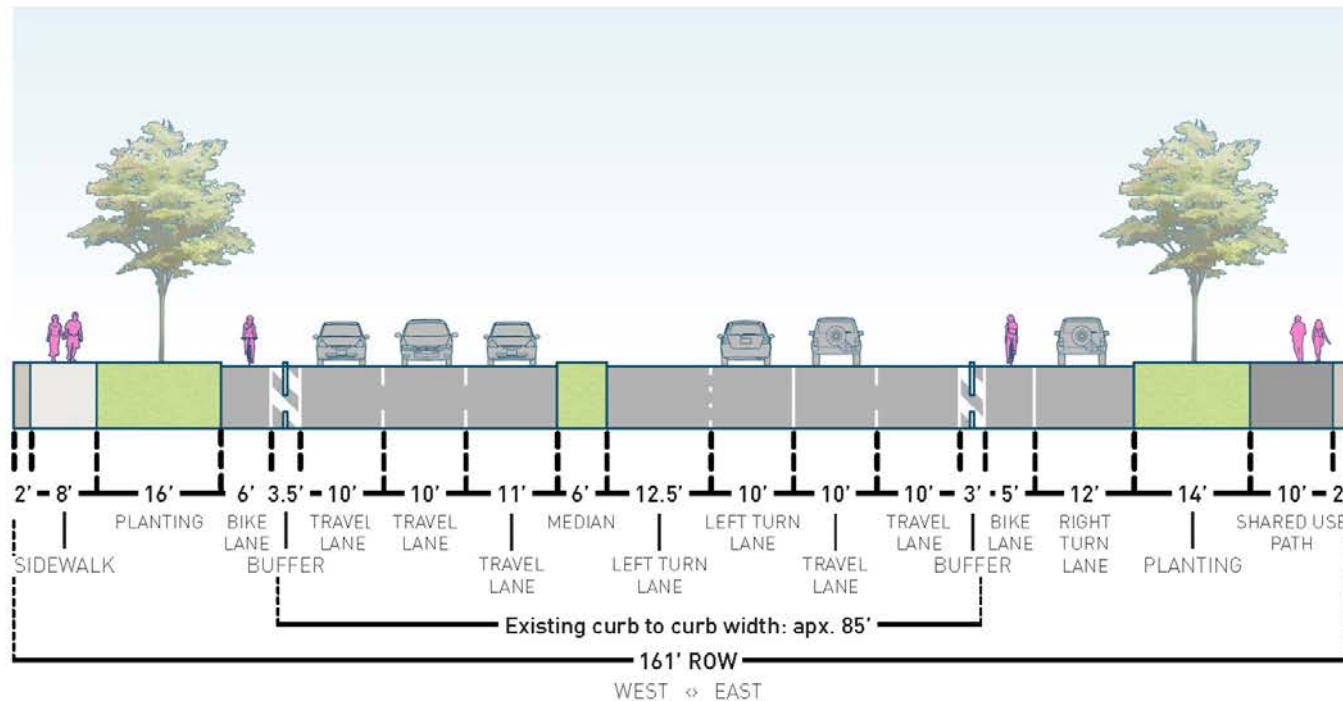


OLD GEORGETOWN ROAD

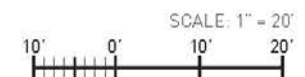
Executive Boulevard to Nicholson Lane

②

White Flint II Sector Plan



- This design represents the White Flint West Workaround (WFWW). The WFWW is under construction by MCDOT and will be completed in FY2021. Should redevelopment occur, the ultimate section for Old Georgetown Road from Nicholson Lane to Executive Boulevard should conform with the 2013 Countywide Transit Corridors Functional Master Plan and the 2018 Bicycle Master Plan, and reflect the following conditions and recommendations: provide right-of-way (minimum 150 feet) for a dedicated bus rapid transit lane to accommodate the North Bethesda Transitway; provide a bicycle sidepath on the west side of Old Georgetown Road and a wider (16') breezeway on the east side of Old Georgetown Road.
- The North Bethesda Transitway (Bus Rapid Transit) is planned for Old Georgetown Road, which may include dedicated bus lanes in some areas. Consult MCDOT for the latest cross-section concept.
- The 2018 Bicycle Master Plan recommends sidepaths on both sides of the street, with a wider (16') breezeway on the east side.
- The design of the setbacks may include landscape, hardscape, or buildings and will be determined during design review.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

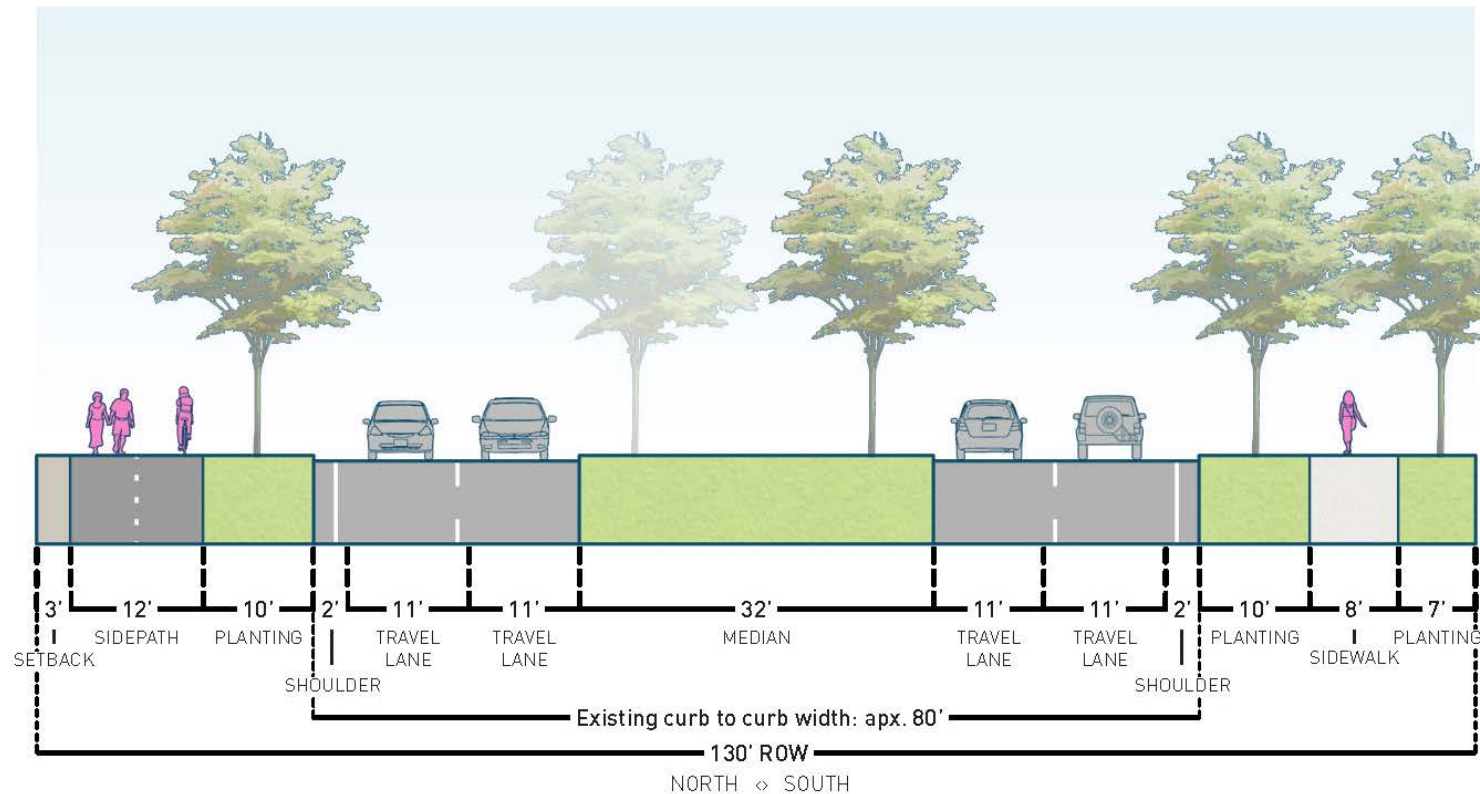


MONTROSE PARKWAY

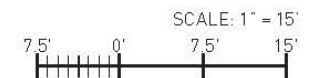
Towne Road to East Jefferson Street

③

White Flint II Sector Plan



- The Bicycle Master Plan calls for a breezeway on the north side of the road, specifically, a 16' sidepath.
- The section shown is the 130' right of way between Towne Road and East Jefferson. West of East Jefferson, the right of way increases to 300', allowing for a 16' sidepath on the south side as well as wider medians and setbacks.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

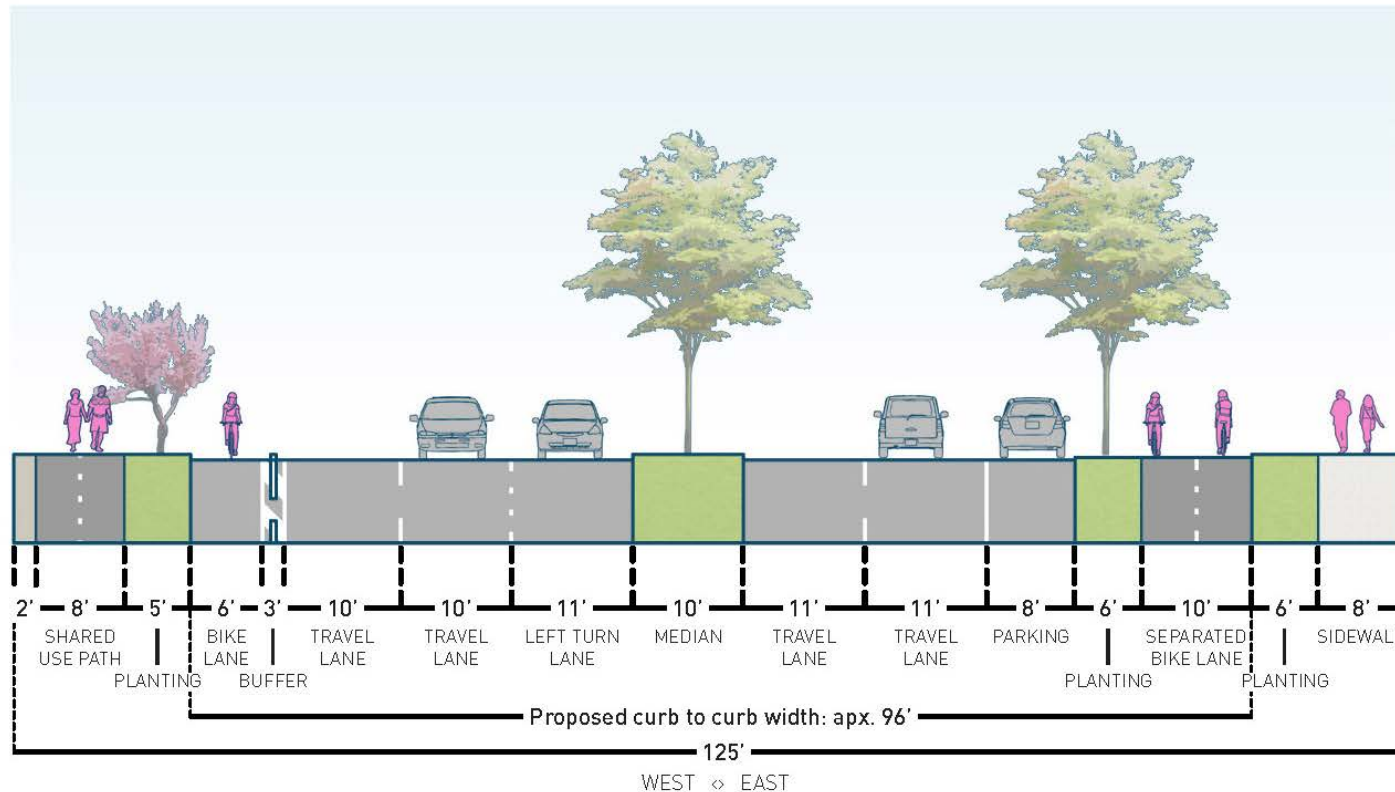


TOWNE ROAD

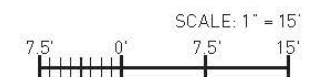
Montrose Parkway to Executive Boulevard

④

White Flint II Sector Plan



- This design represents the White Flint West Workaround (WFWW). The WFWW is under construction by MCDOT and will be completed in FY2021. Should redevelopment occur, the ultimate section for Towne Road from Executive Boulevard to Montrose Parkway should conform with the 2018 Bicycle Master Plan and reflect the following conditions and recommendations: the western curb should be reconstructed to include a one-foot maintenance buffer, eight-foot sidewalk, eight-foot two-way separated bike lane, six-foot tree panel/buffer, and an 11-foot outside travel lane.
- The section shown requires 125', though the public right of way available is 120'.
- The Bicycle Master Plan recommends a Breezeway (2-way separated bike lane) on the east side of the road and a 2-way separated bike lane on the west side of road.

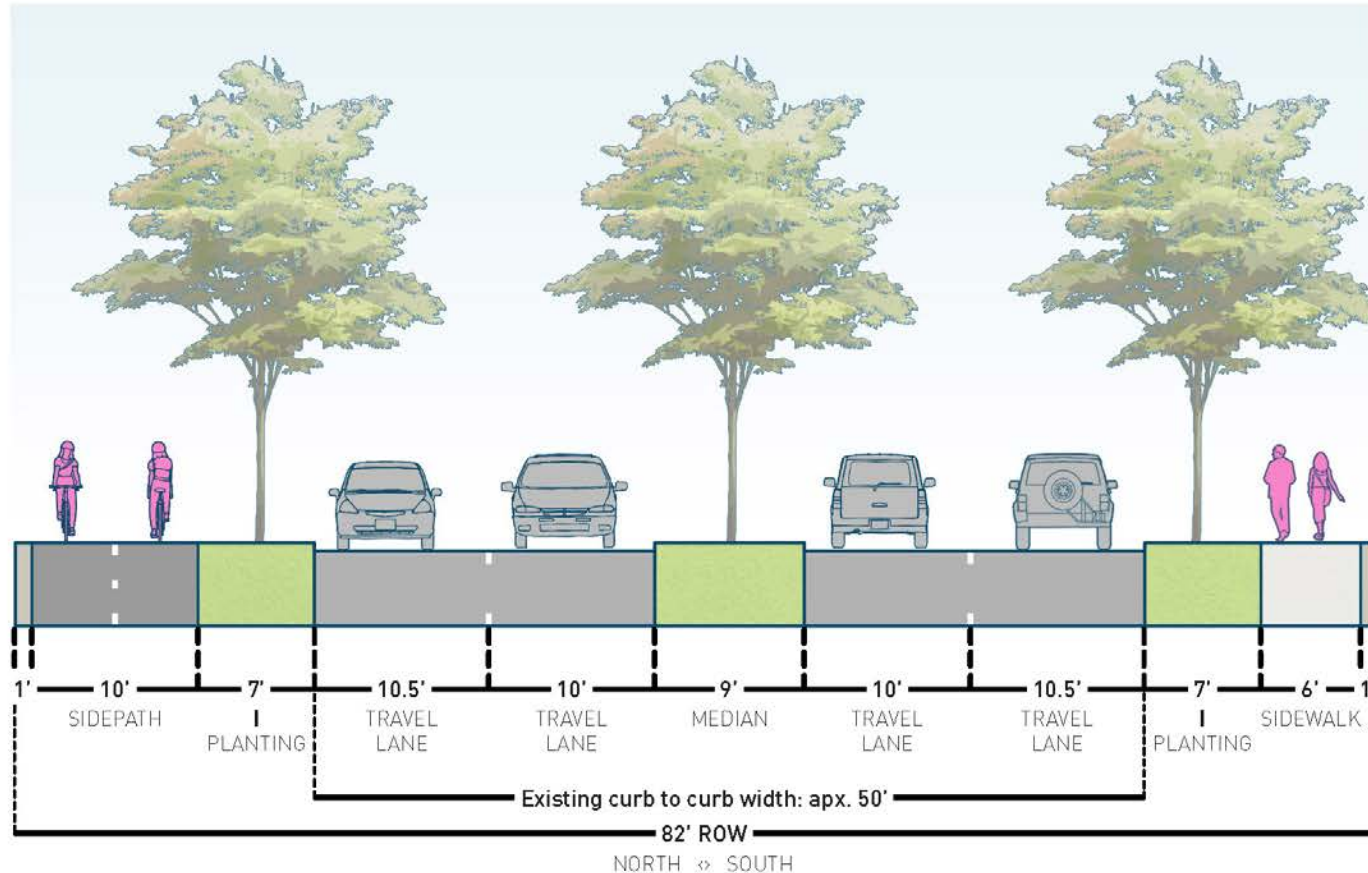


MONTROSE ROAD

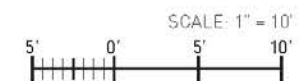
East Jefferson Street to Towne Road

⑤

White Flint II Sector Plan



- This is an interim section that can be implemented without moving curblines. Longer term, if reconstruction is possible, the median and outer turn lanes should be 11'.
- In some areas of Montrose Road, the median will be converted into a center turn lane.
- The minimum right of way required is 80'; however, the section shown would require 82' total feet to accomplish.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

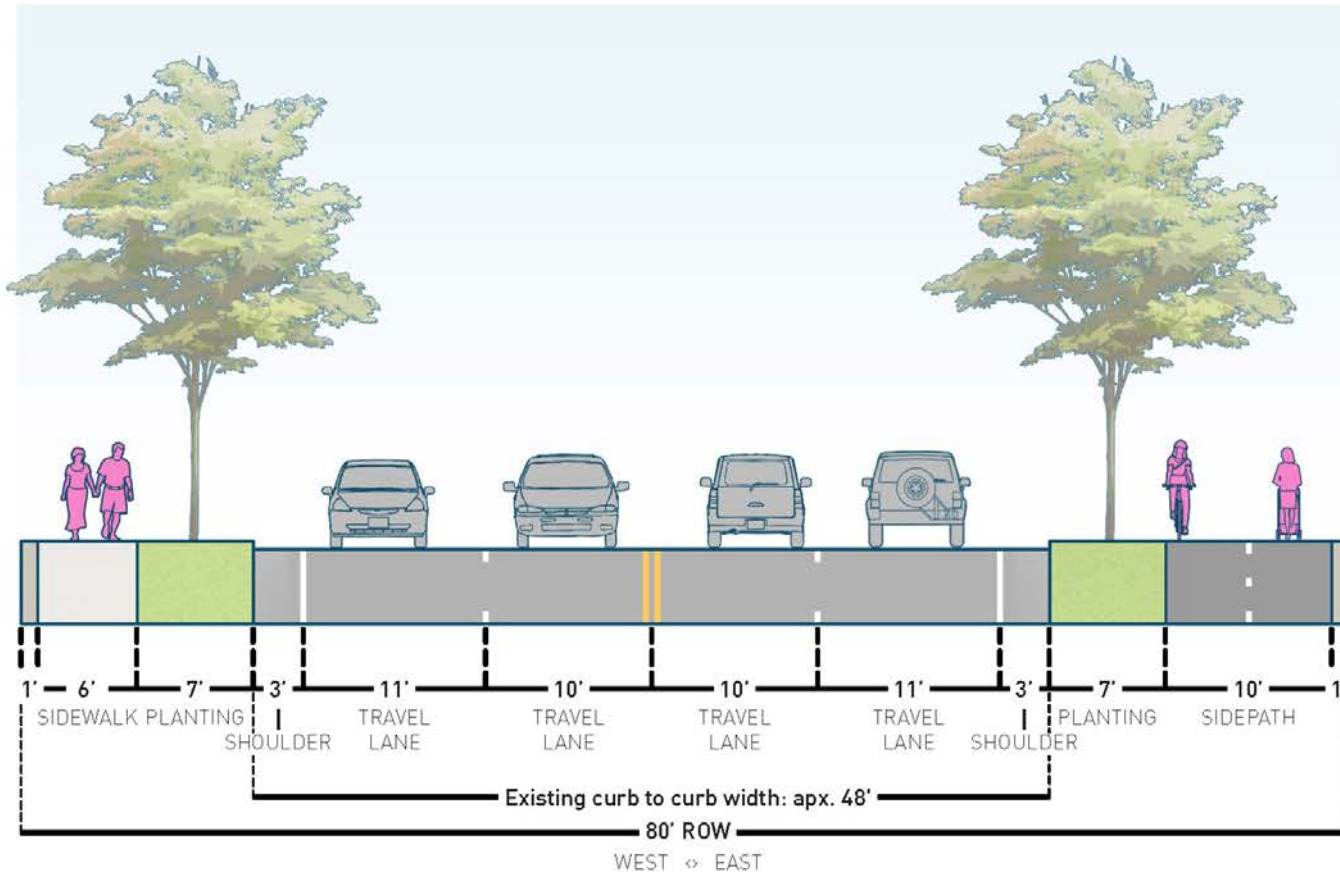


PARKLAWN DRIVE

Randolph Road to Nicholson Lane

⑥

White Flint II Sector Plan



- The Bicycle Master Plan recommends a 10' sidepath. The Montrose Parkway Phase II project established the sidepath on the east side of the road.
- This street is under consideration for bus rapid transit (BRT). While the buses are expected to run in mixed traffic in this area, the final cross section is still being evaluated and is subject to change. Consult with MCDOT for the latest information.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

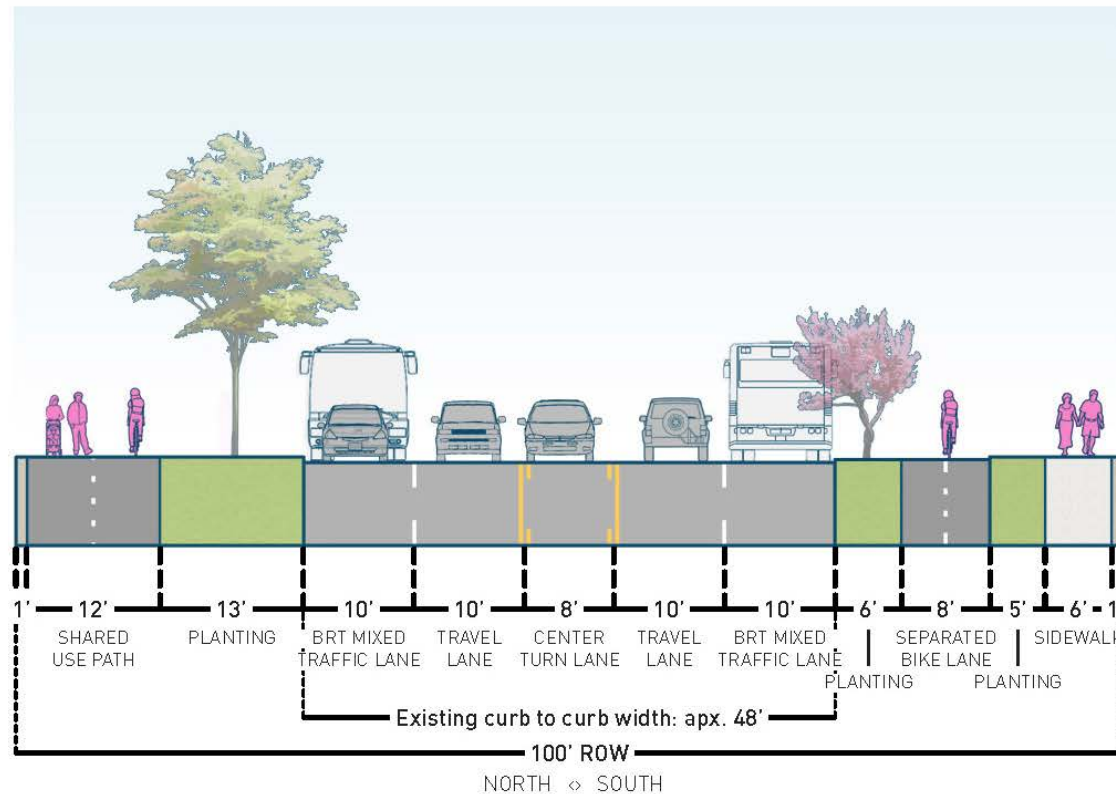


RANDOLPH ROAD

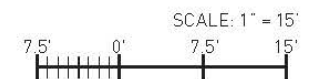
Parklawn Drive to Hunters Lane

⑦

White Flint II Sector Plan



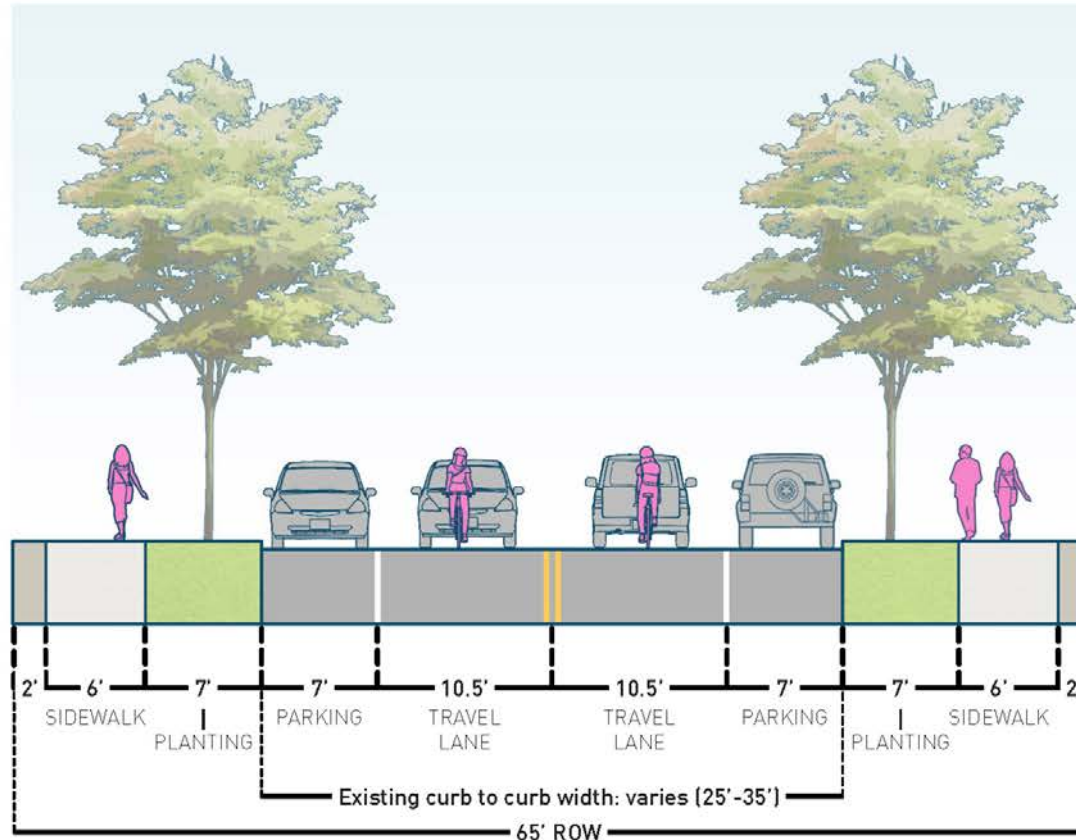
- This is an interim section that can be implemented without moving curblines. Longer term, if reconstruction is possible, the median and outer turn lanes should be 11'.
- This street is under consideration for bus rapid transit (BRT). While the buses are expected to run in mixed traffic in this area, the final cross section is still being evaluated and is subject to change. Consult with MCDOT for the latest information.
- The Bicycle Master Plan recommends a 2-way separated bike lanes on south side. Separated bike lanes should be at an intermediate level between the street and sidewalk (raised 3" above the street).
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



HUBBARD DRIVE/STONEHENGE PLACE/J-CC STREET

⑧

White Flint II Sector Plan



- While the Bicycle Master Plan doesn't include specific facility recommendations for these streets, it recommends 25 mph or less design speed for all-ages shared lane bicycling.
- The Master Plan right-of-way for these streets is 60'; however, an additional 5' is required to implement the section shown on this page.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

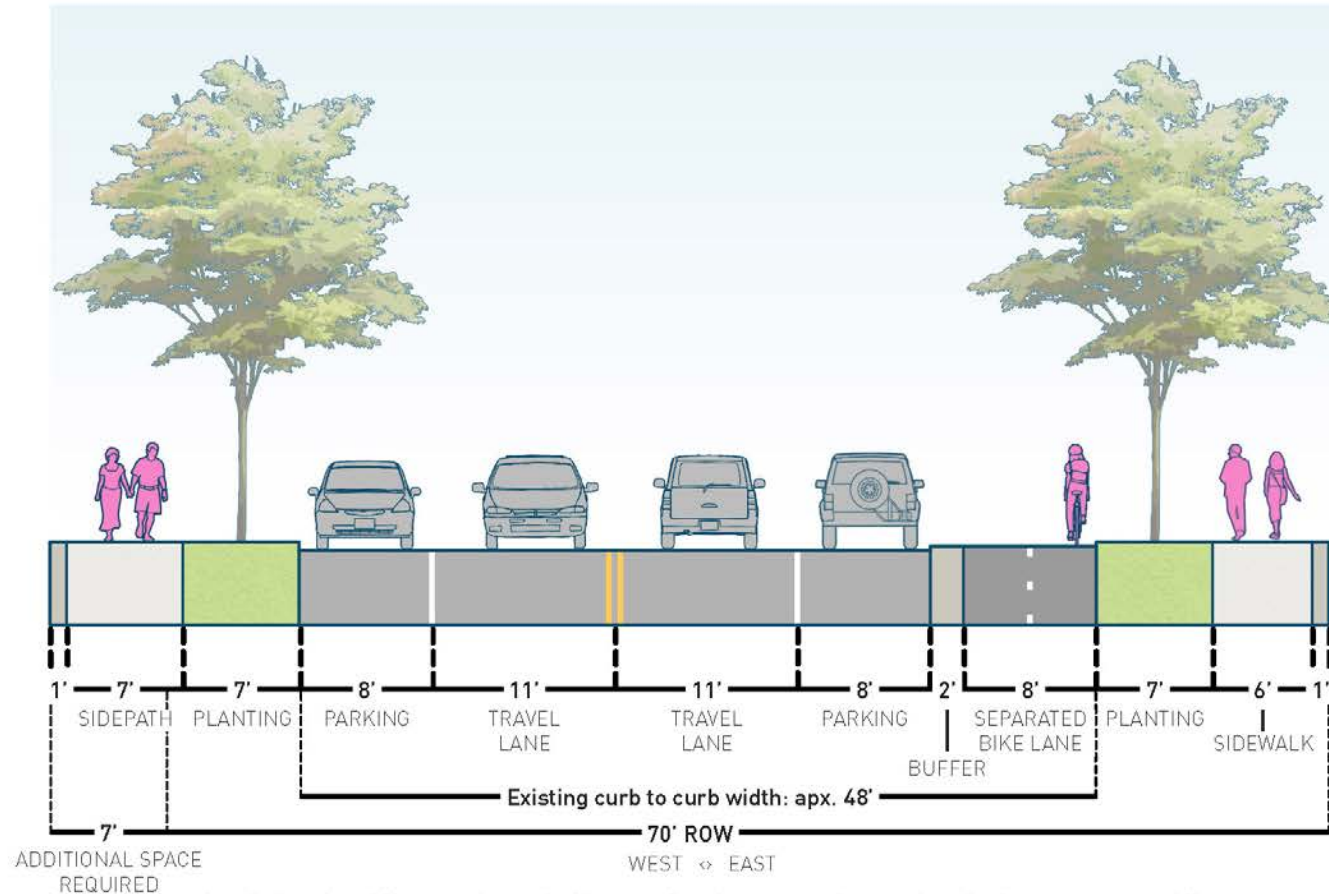


CHAPMAN AVENUE

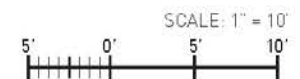
Bou Avenue to Twinbrook Parkway

⑨

White Flint II Sector Plan



- The Sector Plan recommends redesignation of Chapman Ave on the Montrose Crossing property from a private business street to a public business street.
- The Bicycle Master Plan recommends a 10' sidepath on Chapman Ave. However, the facility has been upgraded to a separated bike lane, which can be implemented without moving the curblines.
- As recommended in the Sector Plan, this section shows a lane reconfiguration, reducing travel lanes from four to two. Further evaluation is needed.
- The east side of this section is in the City of Rockville. Existing condition shown; consult with Rockville for more information.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

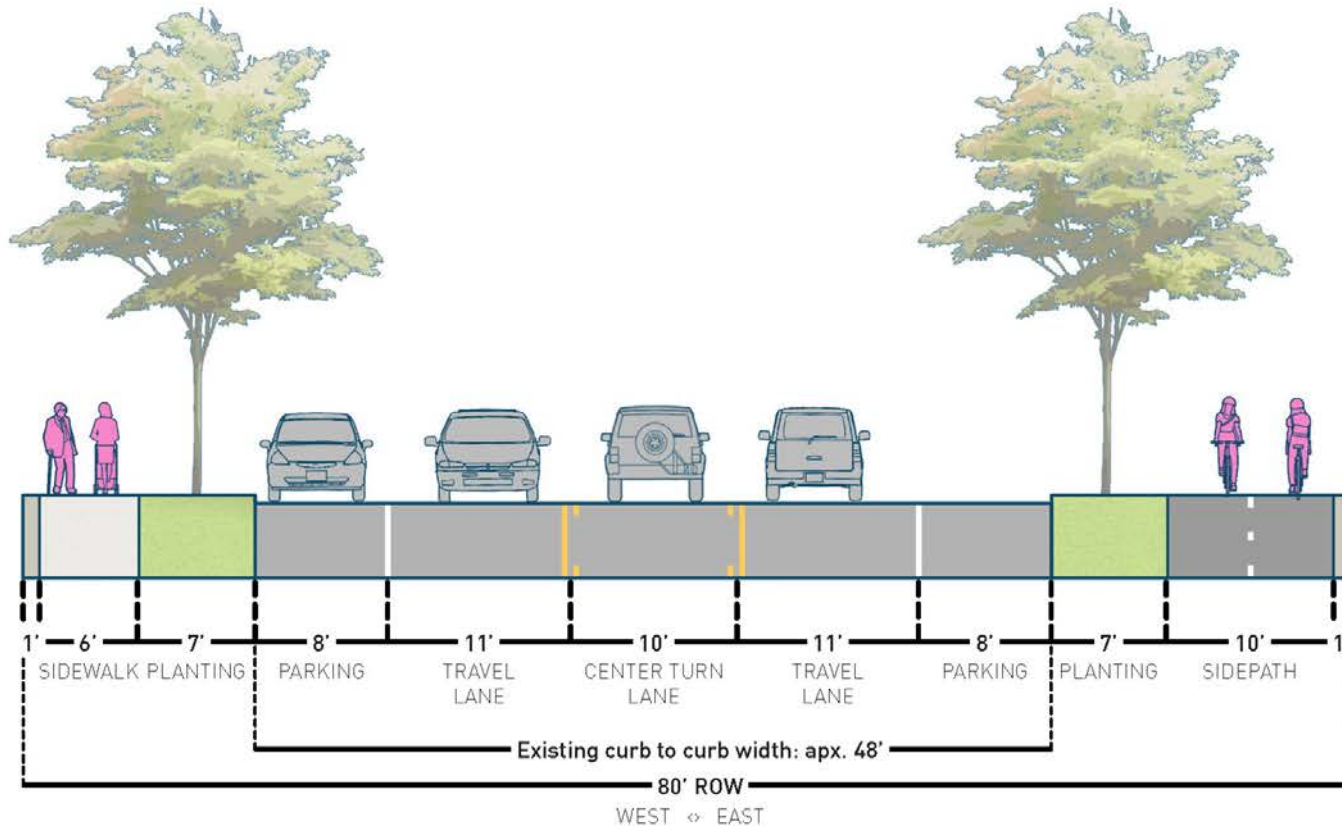


BOU AVENUE

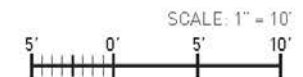
Chapman Avenue to Randolph Road

10

White Flint II Sector Plan



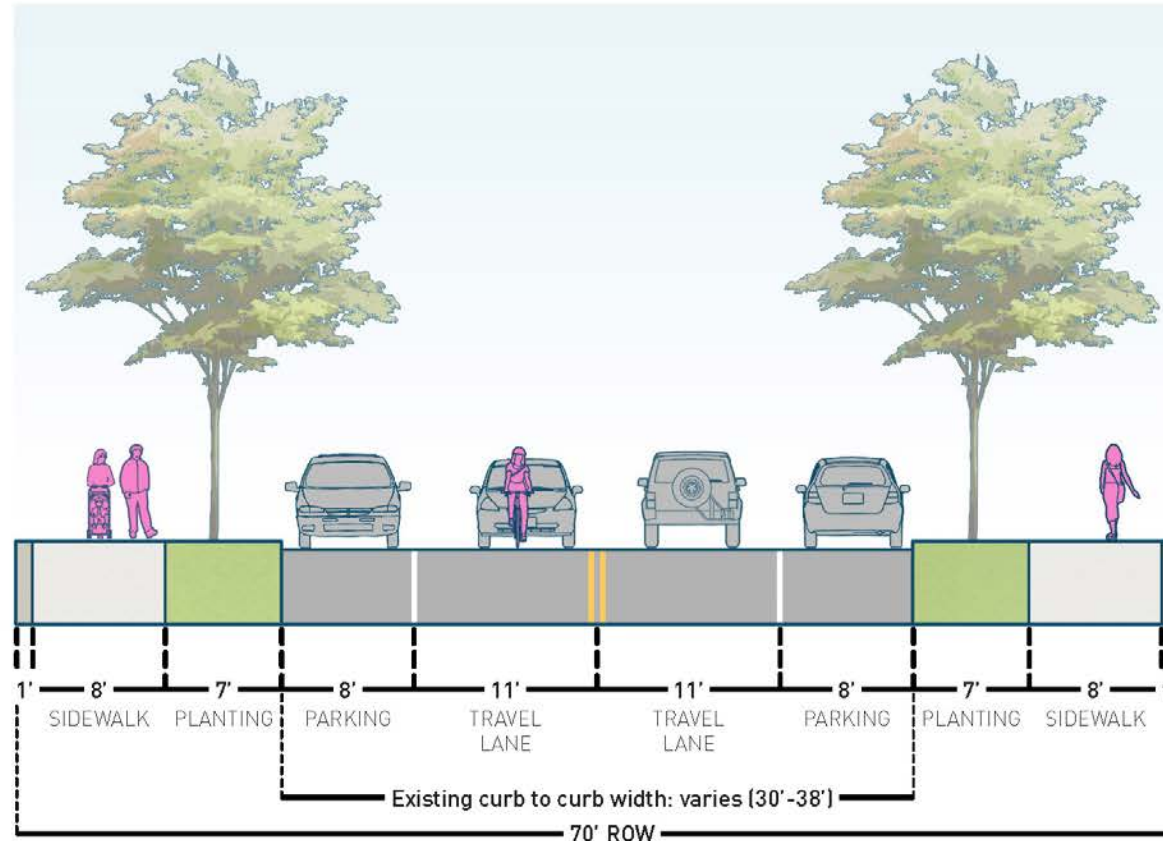
- The Bicycle Master Plan recommends a 10' sidepath on the east side of Bou Ave.
- Consistent with the Sector Plan, this section shows a lane reconfiguration, reducing travel lanes from four to three. Further evaluation is needed.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



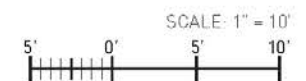
ROSE AVENUE/SCHUYLKILL ROAD/ROCKING HORSE ROAD

⑪

White Flint II Sector Plan



- While the Bicycle Master Plan doesn't include specific facility recommendations for these streets, it recommends 25 mph or less design speed for all-ages shared lane bicycling.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

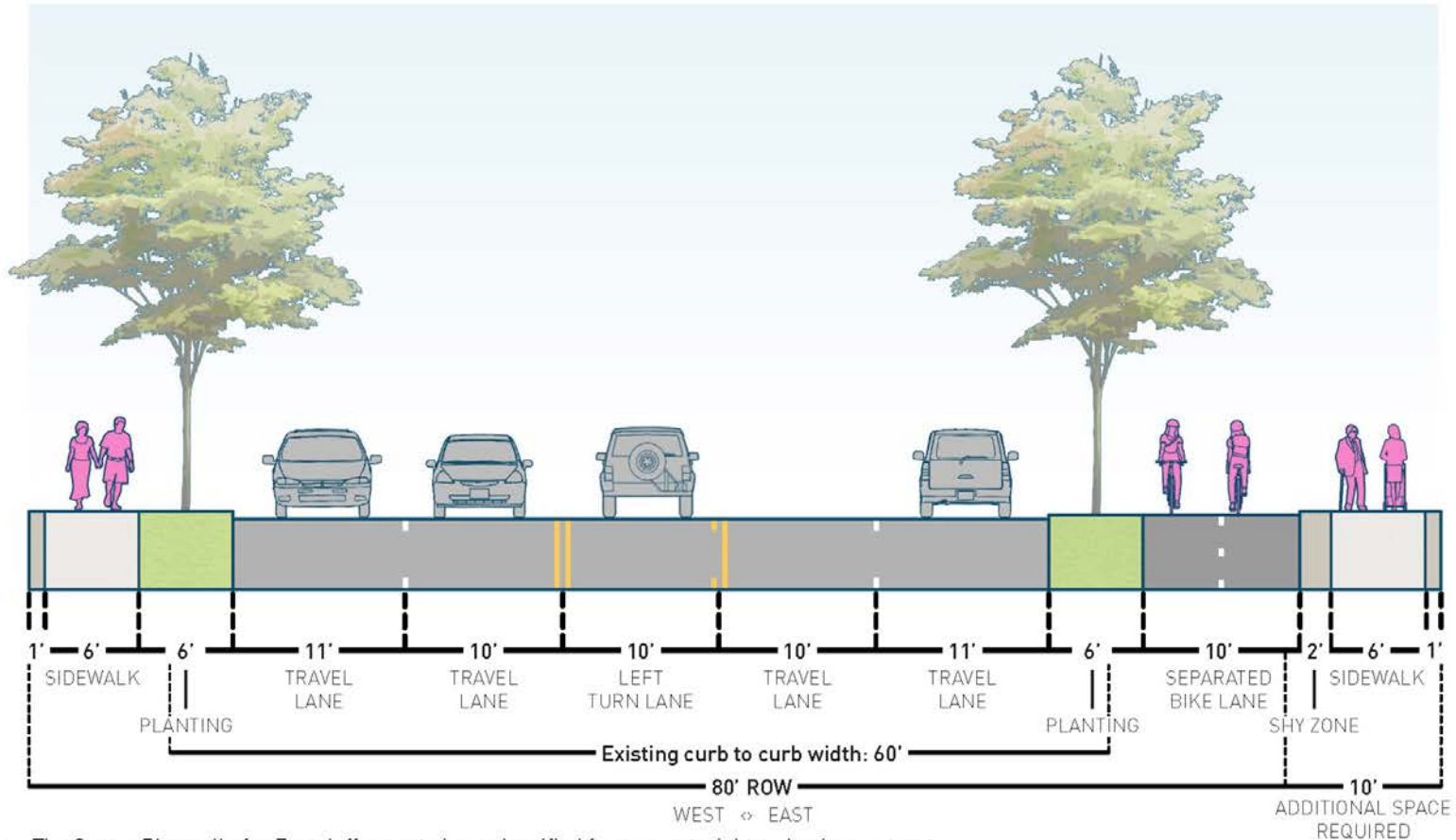


EAST JEFFERSON STREET

Montrose Road to Montrose Parkway

12

White Flint II Sector Plan



- The Sector Plan calls for East Jefferson to be reclassified from an arterial to a business street.
- The Sector Plan recommends a protected bikeway and a lane reduction to two travel lanes in each direction with a center turn lane. Further evaluation needed to verify the feasibility of this concept.
- The Master Plan right-of-way here is 80'; however, this section would require 90' to complete.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

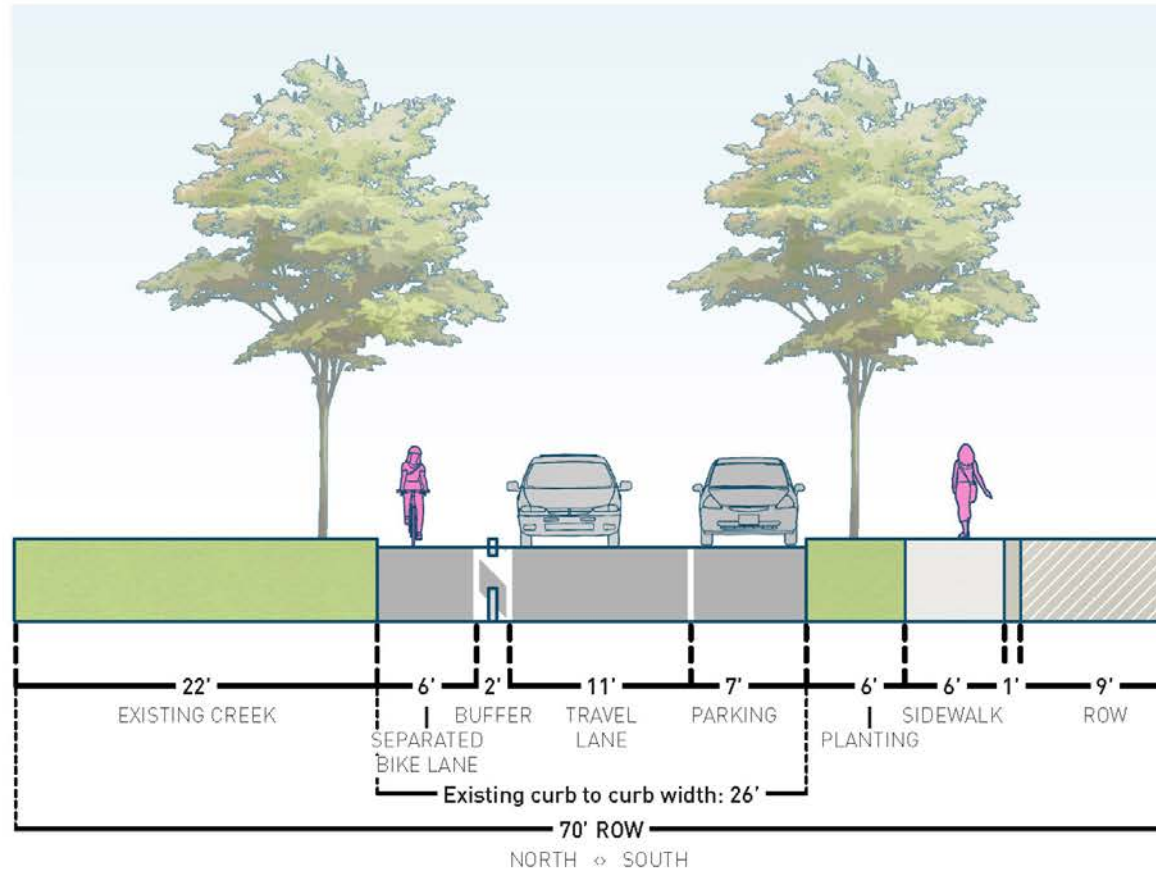


BOILING BROOK PARKWAY

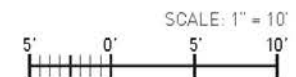
Parklawn Drive to Rocking Horse Road

13

White Flint II Sector Plan



- The Bicycle Master Plan recommends a 2-way separated bike lane on the eastbound street. However, working within existing curb-to-curb width, this interim section includes a one-way separated bike lane.
- The section shown is for the eastbound street. For the westbound street, the cross section could be reversed (to include a one-way separated bike lane on the south side).
- The design of the additional right-of-way on the east side of the section will be determined during the regulatory review process.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

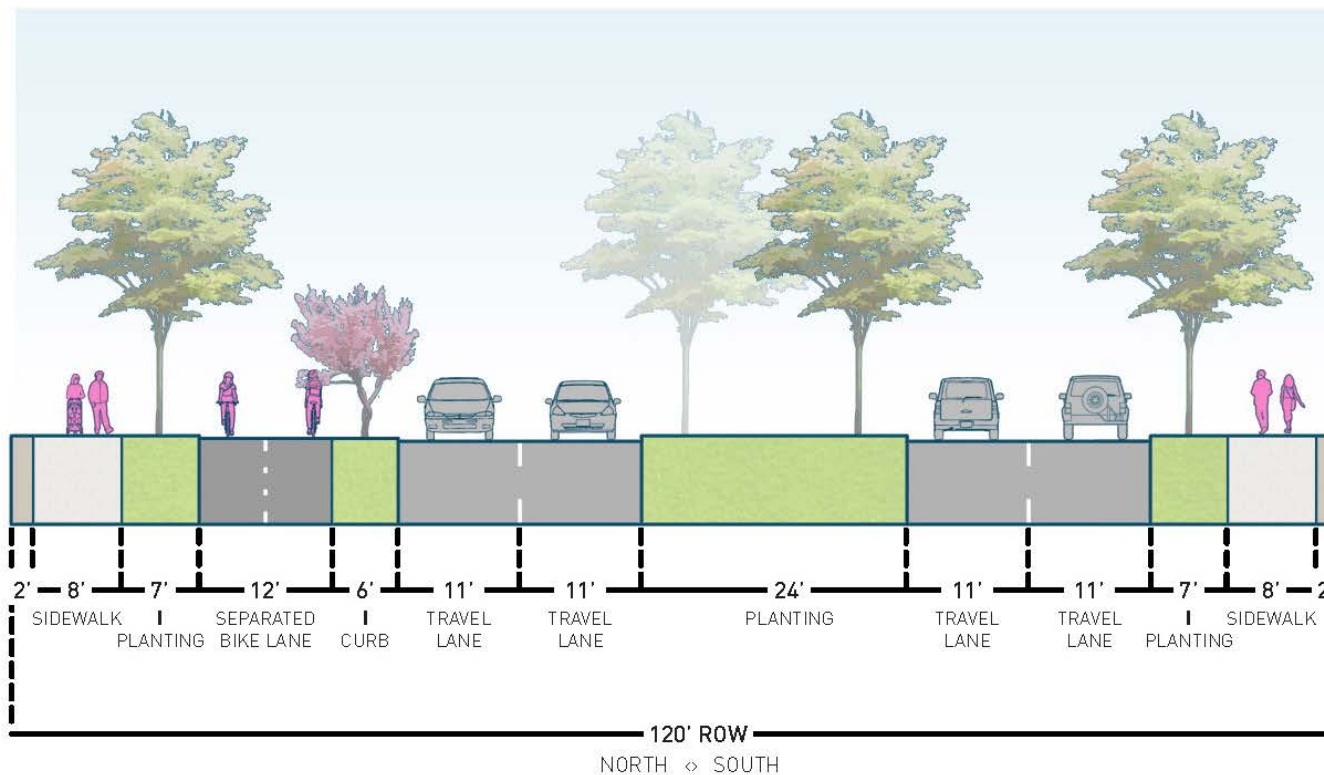


EXECUTIVE BOULEVARD

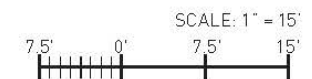
Montrose Parkway to Old Georgetown Road

14

White Flint II Sector Plan



- The section shown is from Montrose Parkway to Old Georgetown Road. South/east of Old Georgetown, the section may be narrowed to convert the center median into an alternating 11' median/center turn lane.
- The Sector Plan recommends a protected bikeway, accomplished via modifications to existing travel lanes and median. The Bicycle Master Plan recommends a separated bike lane. Bike lanes should be at an intermediate level between the street and sidewalk (raised 3" above the street).



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