



CBD and Vicinity Sector Plan

Montgomery County Planning Board - October 7, 2010

Process

Public Hearing July 29. 2010

Worksession 1 Today Overarching Issues

Worksession 2 October 28 District/Site Specific Issues

Worksession 3 November 18 District/Site Specific Issues &

Urban Design Guidelines

Testimony Summary

- 1. A large majority supported the Plan's goals of creating:
 - A high-density, mixed-use Metro center
 - Protecting the single-family residential communities through appropriate transition
 - Supporting small businesses
 - Retaining the ethnic character of Wheaton
- 2. Most agreed with replacing the current CBD zones with the CR zone
- 3. Concerns that the CR zone does not provide adequate transition to single-family neighborhoods
- 4. Existing single-family homes within a mile of the Metro should be rezoned for townhomes, multi-family units, and accessory apartments
- 5. Site specific issues

Today

Testimony - Overarching Issues

Issue 1: Promote more office growth

Issue 2: 30% non-auto share is low/high for a CBD

Issue 3: Metro Red Line capacity

Issue 4: Adequacy of school facilities

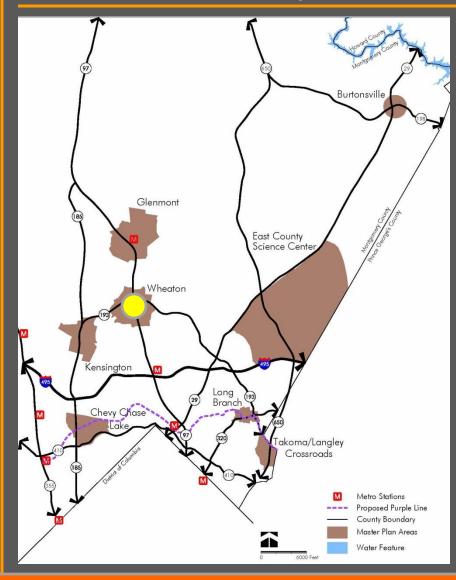
Issue 5: CR Zone may be a disincentive to redevelopment

Issue 6: Increased zoning in surrounding residential neighborhoods

Issue 7: Include the concept of sustainability and promote green businesses

Issue 8: East-west bike connections

Eastern County



Master Plan Program Eastern County

Georgia Avenue Corridor
Wheaton CBD
Glenmont

University Boulevard Kensington

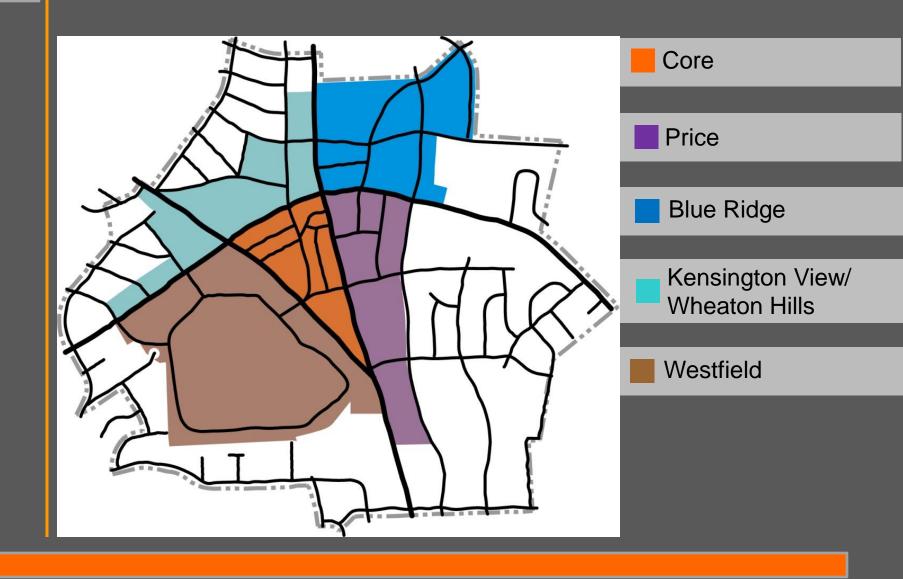
Route 29 Corridor

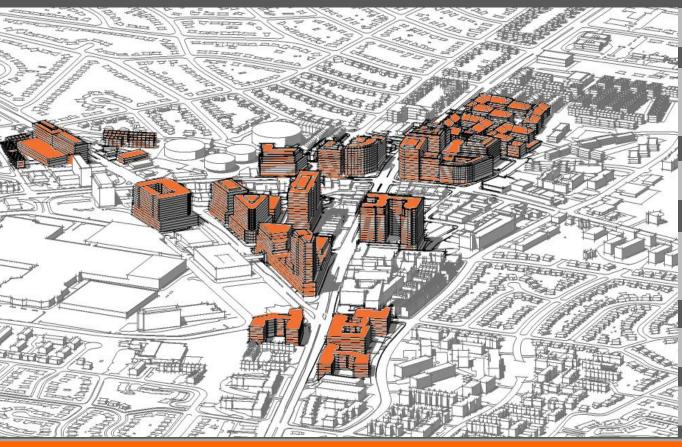
Eastern County Science Center Burtonsville

South of the Beltway

Chevy Chase Lake Long Branch Takoma/Langley Crossroads

Districts





Mixed Use Market Center

Business and Government Services

Regional Shopping

Diverse Specialty Retail and Entertainment

Residential

Transit-Oriented



major mixed-use transit-oriented market center

Georgia Avenue corridor and eastern County

The estimated development and jobs/housing (j/h) balance should be significantly revised to emphases Wheaton as a major employment center

What we think will be built during the life of the Plan...

Estimated Development and Jobs/Housing Ratio (revised)

	Existing (2008 Estimate)	Existing Plus Pipeline	1990 Plan Estimate (Reflects 9.3M total square feet of development)	Total Estimated for the Draft Plan (Reflect 12.6M total square feet of development)
Jobs	10,200	10,210	13,490	13,200
Housin g	2,000	2,588	3,165	6,600
J/H Ratio	5.1:1	3.9:1	4.2:1	2.0:1

Jobs estimate is similar to the 1990 plan, but we expect more housing

Wheaton has the infrastructure to evolve into a successful mixed-use CBD

- Long-term transportation capacity
- Significant zoning capacity (31.4 million square feet)

Short-term (low scenario)

13,200 Jobs 6,600 Housing

Plan Recommendation

12.6 mil. Sq. ft. j/h ratio: 2.0:1

Long-term (high scenario)

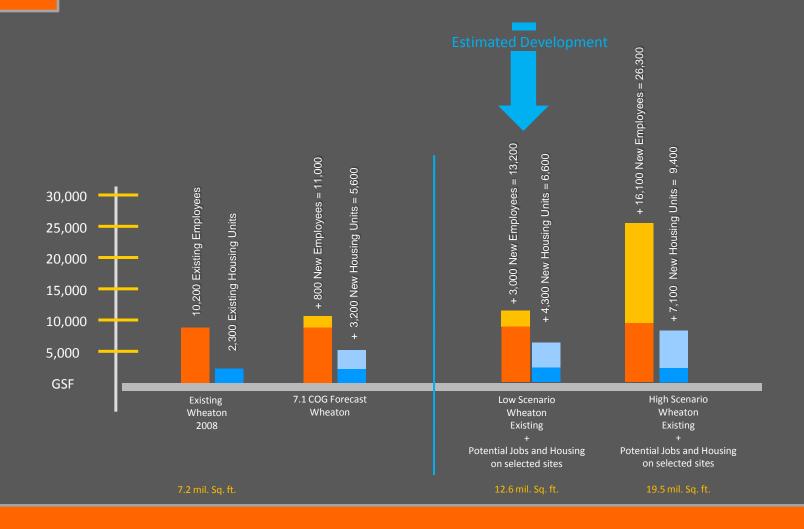
26,300 Jobs 9,400 Housing

High Scenario is 2/3 of proposed zoning envelope

19.5 mil. Sq. ft. j/h ratio: 2.8:1

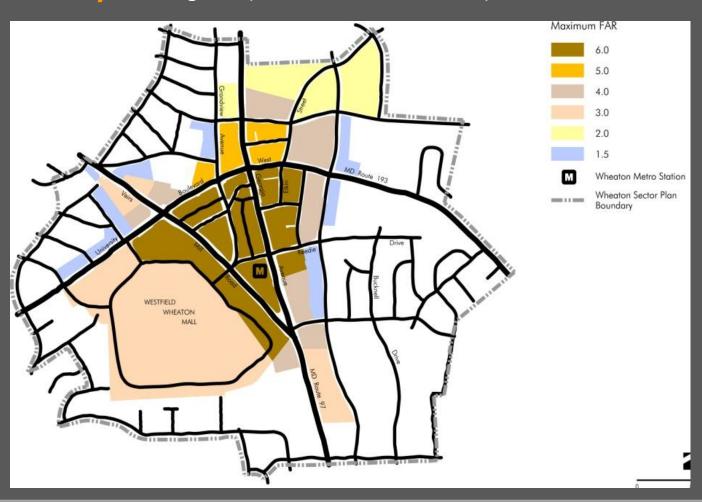
Transportation Policy Report – 2050 forecast j/h ratio: 2.9:1 (13,277 jobs and 4,528 households)

Development Scenarios Modeled





proposed zoning allows significant density and heights - (like Silver Spring and Bethesda)



Saying it does not make it happen...

What dives development (what, where, and when)?

Market Demand

Location! Location! Location!

Zoning

Parcel size

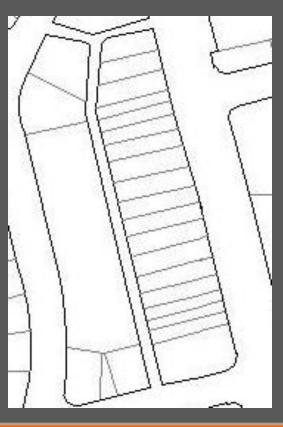
Ownership



Wheaton has a significant number of small individually owned parcels







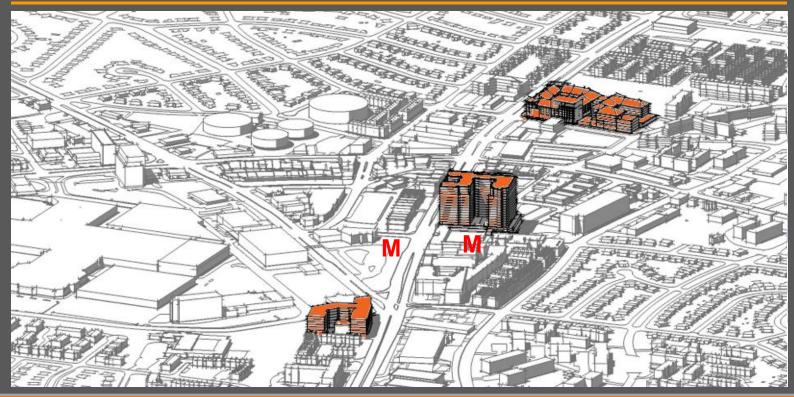
Current development proposals develop:

Washington Properties Safeway Avalon Bay









Proposed develop + expressed interest in redevelopment:

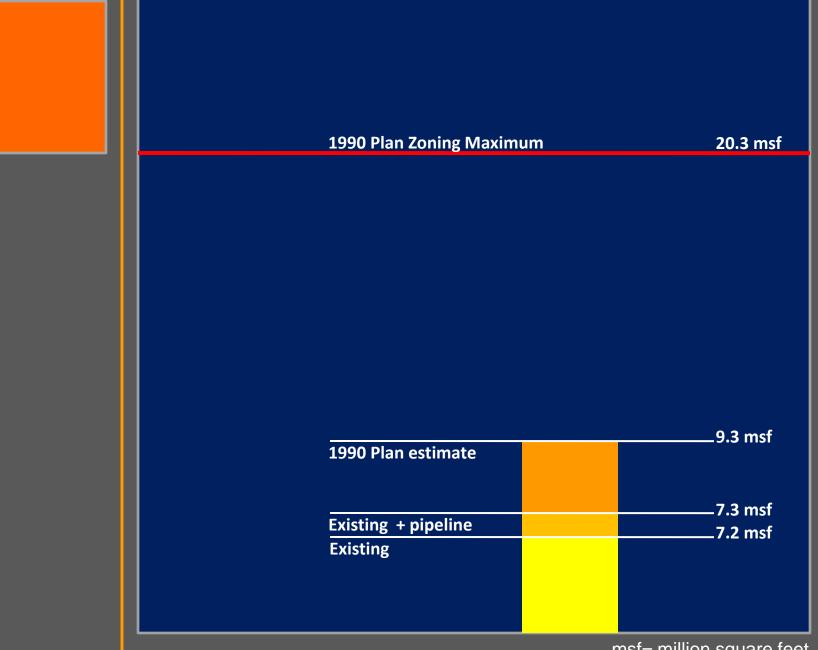
WMATA public/private partnership, WMATA North, Lindsay Ford property



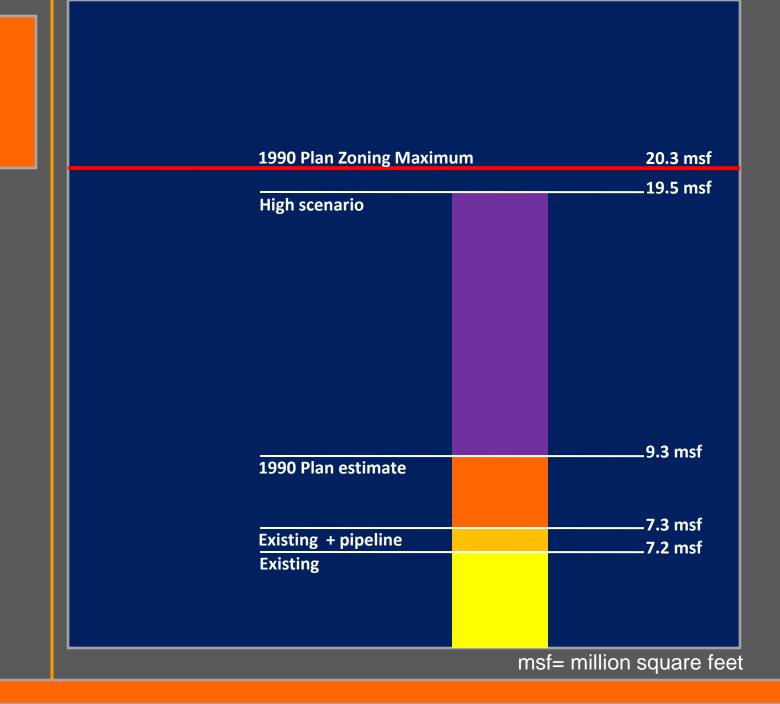
Owners expressed interest in redeveloping

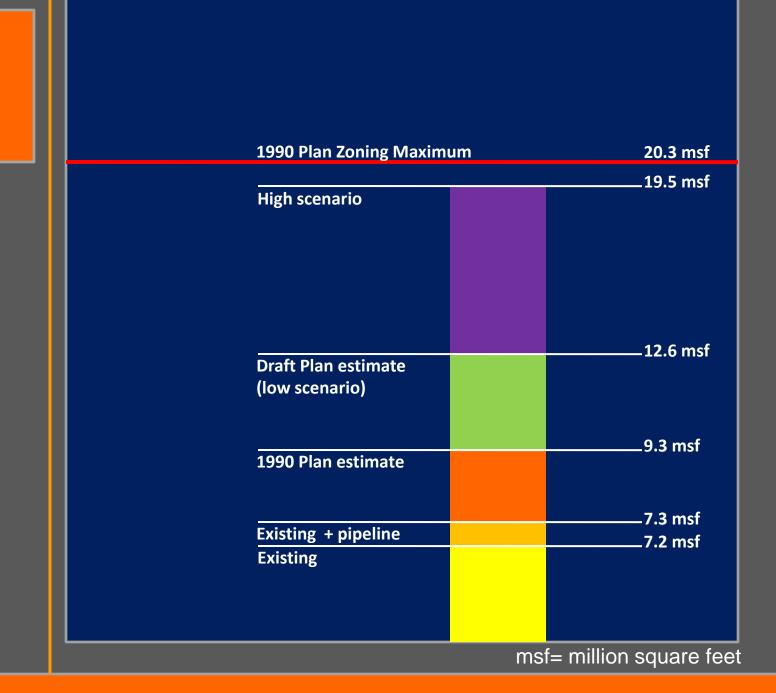
Possible development if assemblage occurs

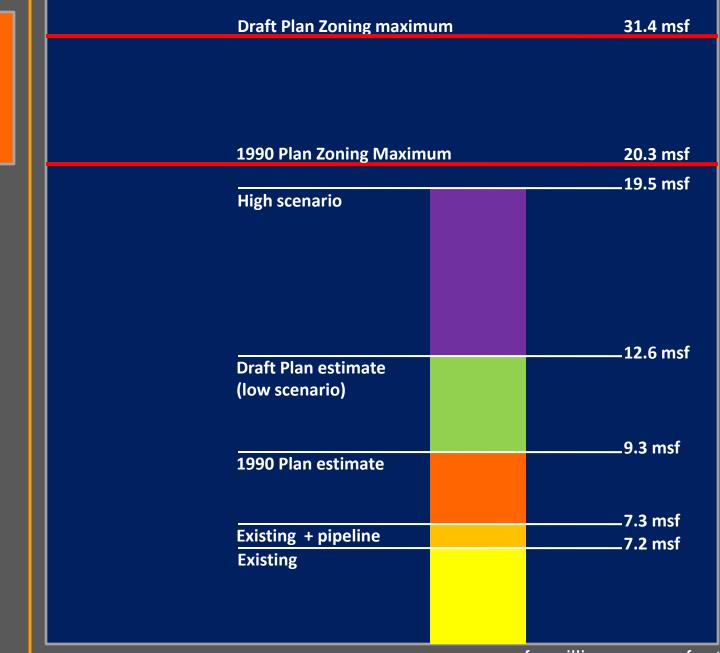




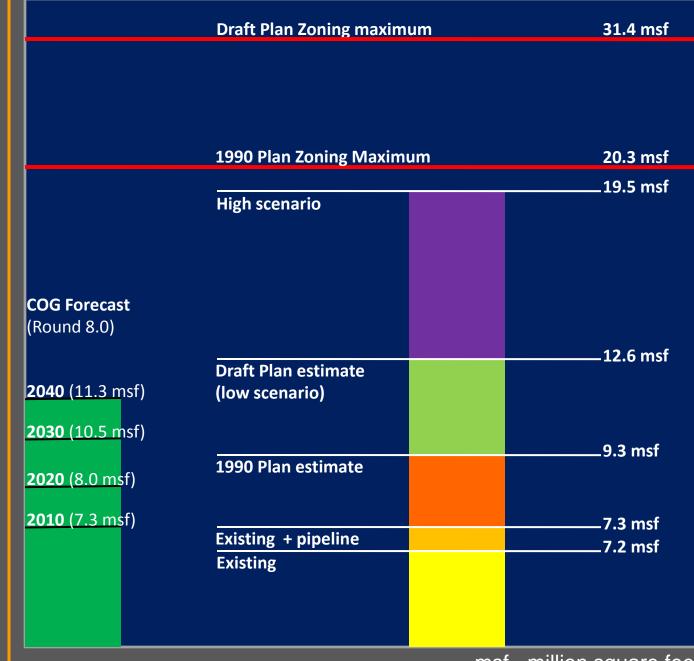
msf= million square feet



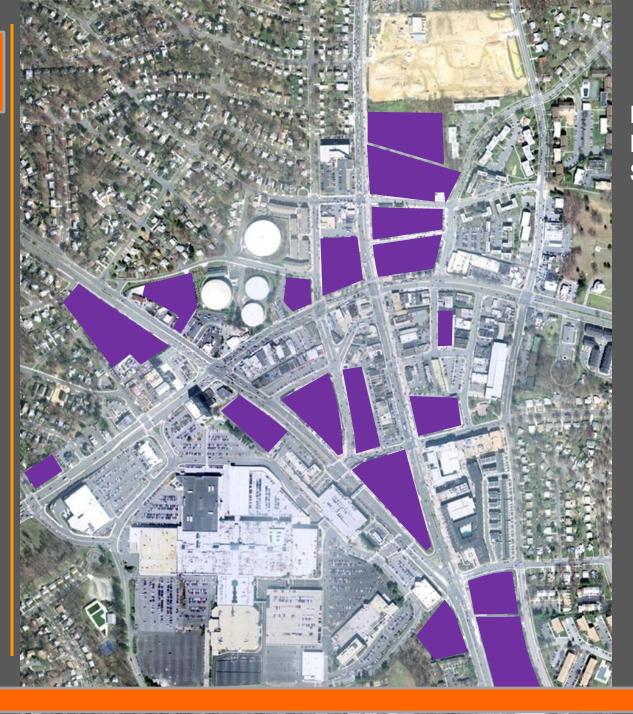




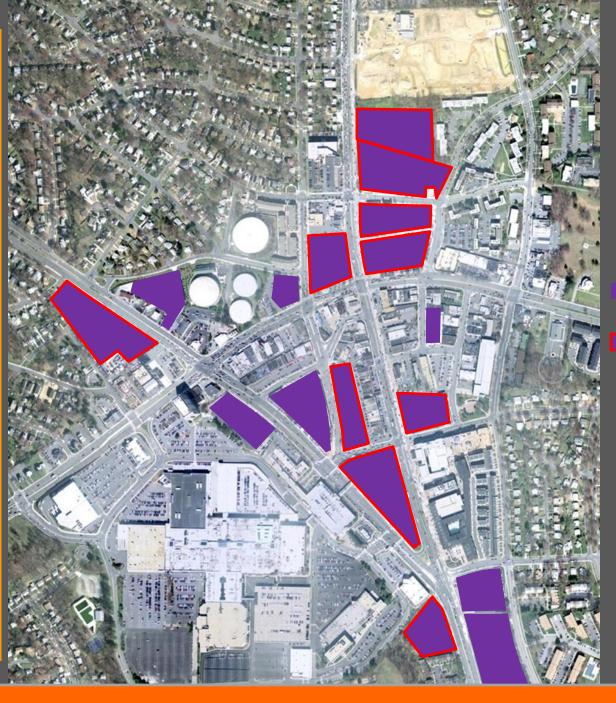
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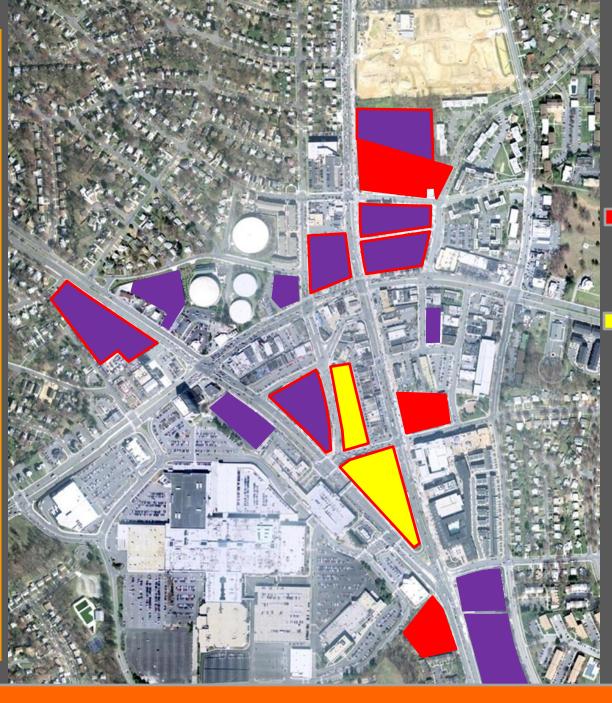
Likely Redevelopment Sites



Likely Redevelopment Sites

- Single-ownership
- Owners have expressed interest in redevelopment

~11.3 million square feet



Likely Redevelopment Sites

- Sites with current plans for residential development
- County's revitalization initiative sites

The j/h numbers are a reasonable estimate of what is likely to develop

(based on: history of development, lack of established office market in Wheaton, limited supply of appropriately sized properties, growing regional competition, studies)

The jobs/housing numbers have **no real impact on the actual outcome** of the Plan's land use and zoning recommendations



The estimated number of jobs is:

• Not a proposed maximum

Issue 2: Testimony - 30% non-auto share is low/high for a CBD

The figure may be too high for an area without a TMD

Existing commuter survey mode share of **13%** is based on a very small sample size (34)

Comparison to prior recommendations indicates that 30% is a good fit for Wheaton

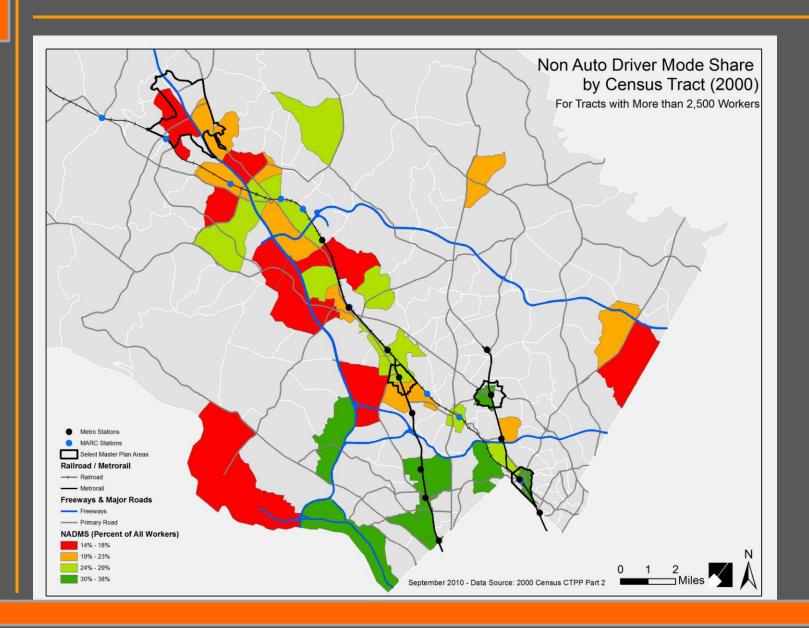
Staff have reviewed supplemental data sources –

- 2000 Census Journey to Work Data residential transit modes share was above 50% in 2000
- 2000 Census Transportation Planning Package indicates that non auto mode share was approximately 30% in 2000



Area	Master Plan Recommendation	
Bethesda	37%	
Germantown	25%	
Silver Spring	50%	
Wheaton	30%	
White Flint	50%	

Issue 2: Testimony - 30% non-auto share is low/high for a CBD



Issue 3: Testimony - Metro Red Line Capacity

Concern:

Projected development will cause over crowding on Red Line

Proposal:

Develop Wheaton to a jobs center to attract reverse commuters and avoid crowding on Metrorail at Wheaton

WMATA Data Indicate that **crowding will not be a problem** on the Red Line:

There is room for commuters to and from Wheaton

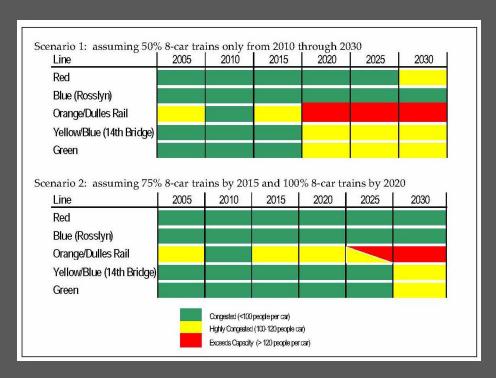
 Red Line capacity is not an issue if investment in new rail cars is maintained





Issue 3: Testimony - Metro Red Line Capacity

2030 Metro System Capacity at Maximum Load Segments



Data is for AM Peak Hour Source: (2008 Metrorail Station Access & Capacity Study)

Issue 4: Testimony - Adequacy of School facilities

Existing facilities may not be adequate for the projected student population

Low scenario does not require a new elementary school site,

The high scenario does

Middle and high schools have the capacity to absorb the amount of development proposed for Wheaton

	Revised Low scenario	Revised High scenario
Elementary school students	240	386
Middle school students	189	310
High school students	186	300

Change the text in the Plan to reflect revised numbers

we assumed high scenario for schools to reserve a site should development exceed estimated development

Issue 4: Testimony - Adequacy of School facilities

Location of Future Elementary School

Crossway Community Center 7.049 A (County Owned)





under the standard method of development CR zoned properties can develop 0.50 FAR and CBD-2 zoned properties 2 FAR

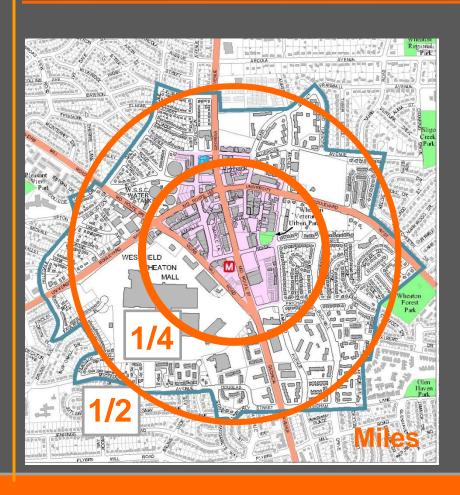
Some properties can achieve significantly higher FARs in the CR zone under the optional method without incurring significant additional cost

For example: Proximity to: Metro neighborhood services

Allow a project to achieve density greater than 0.50 FAR

Issue 6: Testimony - Increased zoning in surrounding residential neighborhoods

To achieve revitalization



Testimony suggests:

Townhouse and multi-family housing one-mile of the Metro entrance

Allowing accessory apartments

Plan recommends preserving existing stable neighborhoods to create a diversity of housing in Wheaton

Accessory housing as a matter of right in single-family neighborhoods should be considered as part of the zoning rewrite

Issue 7: Testimony - Include the concept of sustainability and promote green businesses

Plan incorporates sustainability by:



Mixing land uses



Concentrating density near transit



Increasing walkability

Issue 7: Testimony - Include the concept of sustainability and promote green businesses

Plan incorporates sustainability by:



Incorporating green urban features



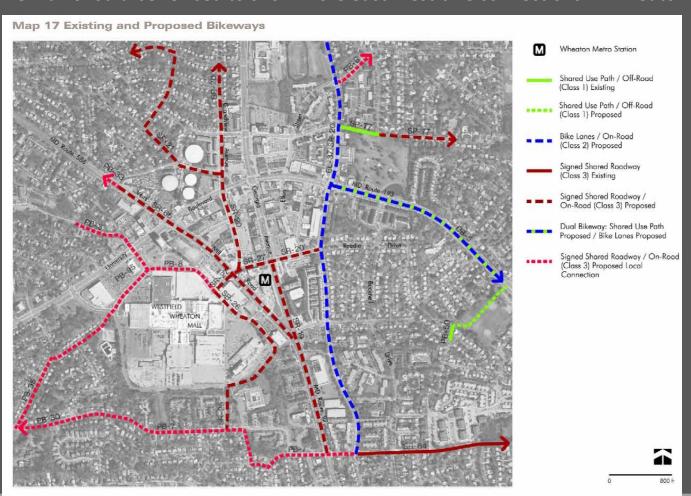
Reducing runoff from impervious surfaces



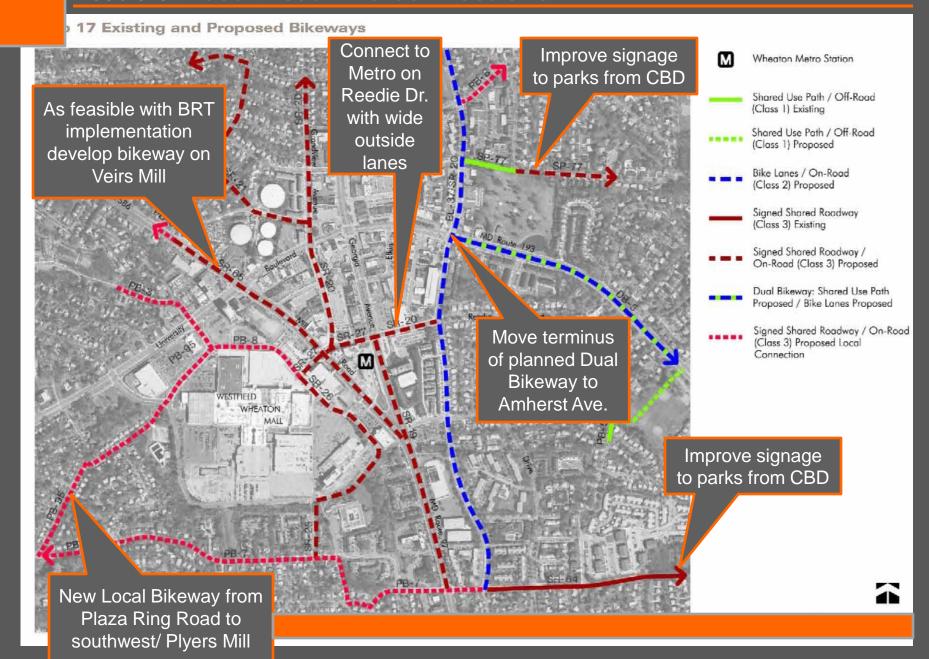
Reducing energy consumption

Issue 8: Testimony - East-West Bike Connections

The Plan should be revised to show more east-west bike connections in Wheaton

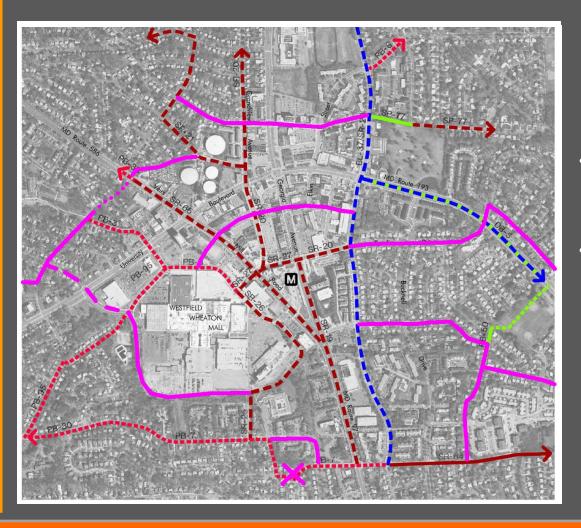


Issue 8: East-West Bike Connections



Issue 8: Testimony - East-West Bike Connections

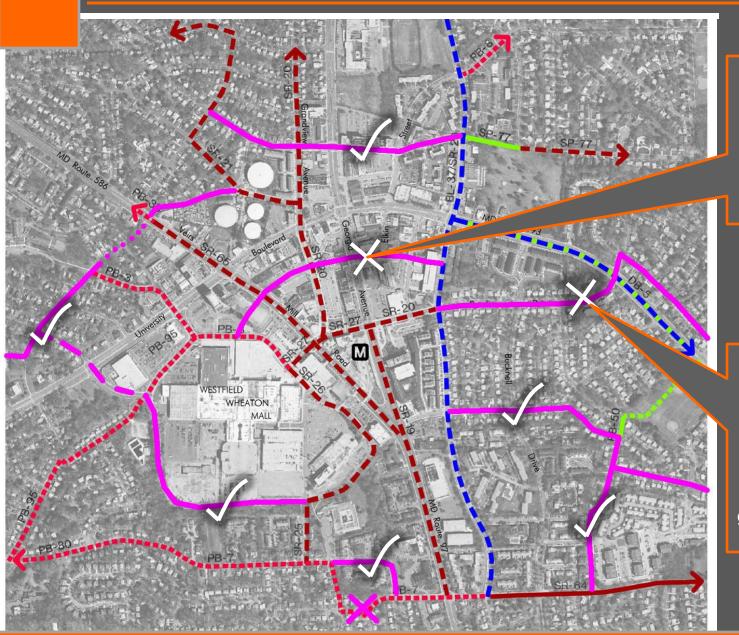
The Plan should be revised to show more east-west bike connections in Wheaton



MoBike/WABA have proposed several new routes in the Plan area.

- Many of these routes are suitable for inclusion in the Plan.
- Main focus of routes is to enhance access to/from Metro, CBD and Countywide bike routes.

Issue 8: East-West Bike Connections



Most difficult roadway to achieve – Plan does provide 11 foot lanes on Ennals /Price. Main access to Mall at Reedie.

Synagogue does not support access across their property for this connection. Dual bikeway on University Boulevard will provide good facility to the east.

Next Steps

Worksession 2 October 28, 2010

Worksession 3 November 18, 2010

Council Spring 2011

