



Wheaton

CBD and Vicinity Sector Plan

Montgomery County Planning Board - November 18, 2010



Agenda

Process

Overview of the Vision

CR Zone/CBD Zone

Worksession 3 – District and Site Specific Issues Continued

Core and Price Districts

Priority Retail Streets

Veterans Park

Density/Height on Standard Properties Parcel



Agenda

Worksession 2 – District and Site Specific Issues Continued

Surrounding Neighborhoods

WTOP Site Zoning

Montgomery College Art and Design Property

Kensington View/Wheaton Hills District

Kensington Boulevard Extension/Pedestrian & Bikeway

Lindsay Ford:

Veirs Mill Right-Of-Way

Pedestrian Connections/Lindsay Property

Proposed Local Street/Lindsay Property





Agenda

Worksession 2 – District and Site Specific Issues Continued

Blueridge District

Increased FAR - Weinberg Property

Closure of Hickerson Drive



Process



Public Hearing

July 29, 2010

Work Session 1

October 7, 2010

Overarching Issues

Work Session 2

October 28, 2010

District/Site Specific Issues

Work Session 3

November 18, 2010

District/Site Specific Issues

Work Session 4

December 9, 2010

District/Site Specific Issues

Work Session 5

January 2011

Urban Design Guidelines

Wheaton

Eastern County



The County' has Four
Central Business Districts

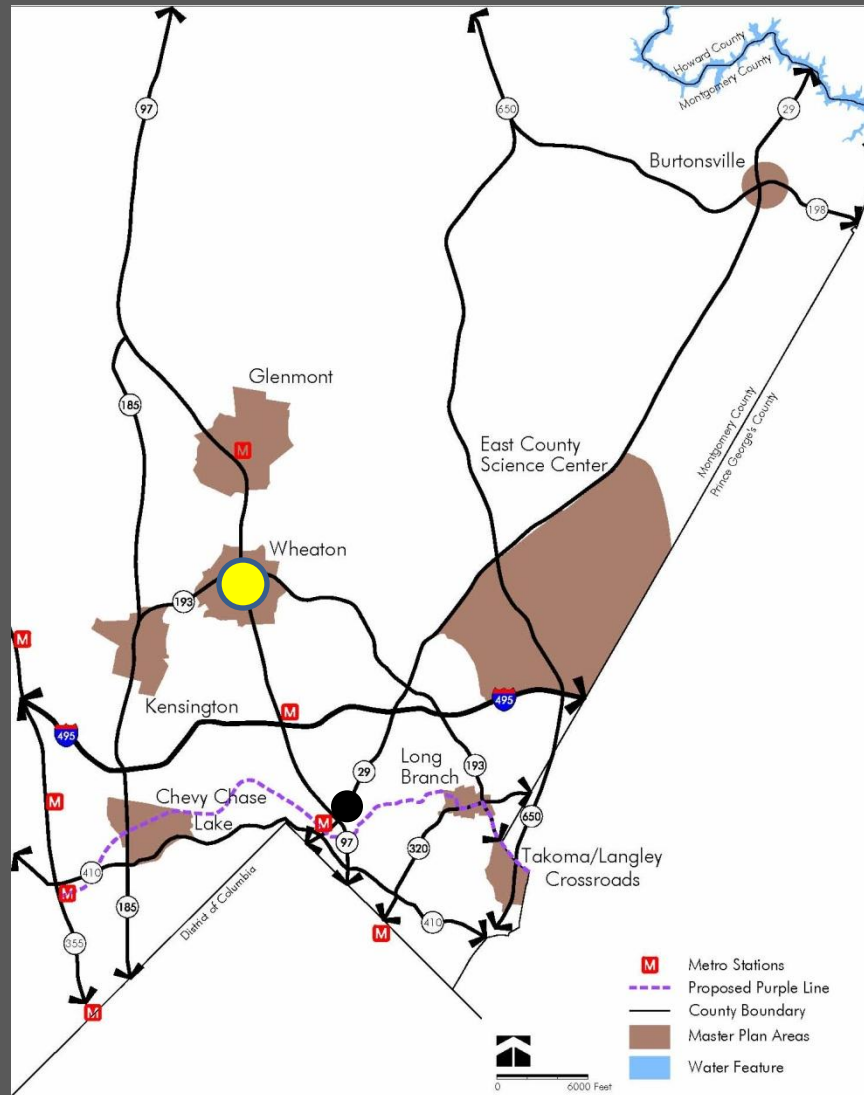
Bethesda

Friendship Hts.

Silver Spring

Wheaton

Wheaton Eastern County



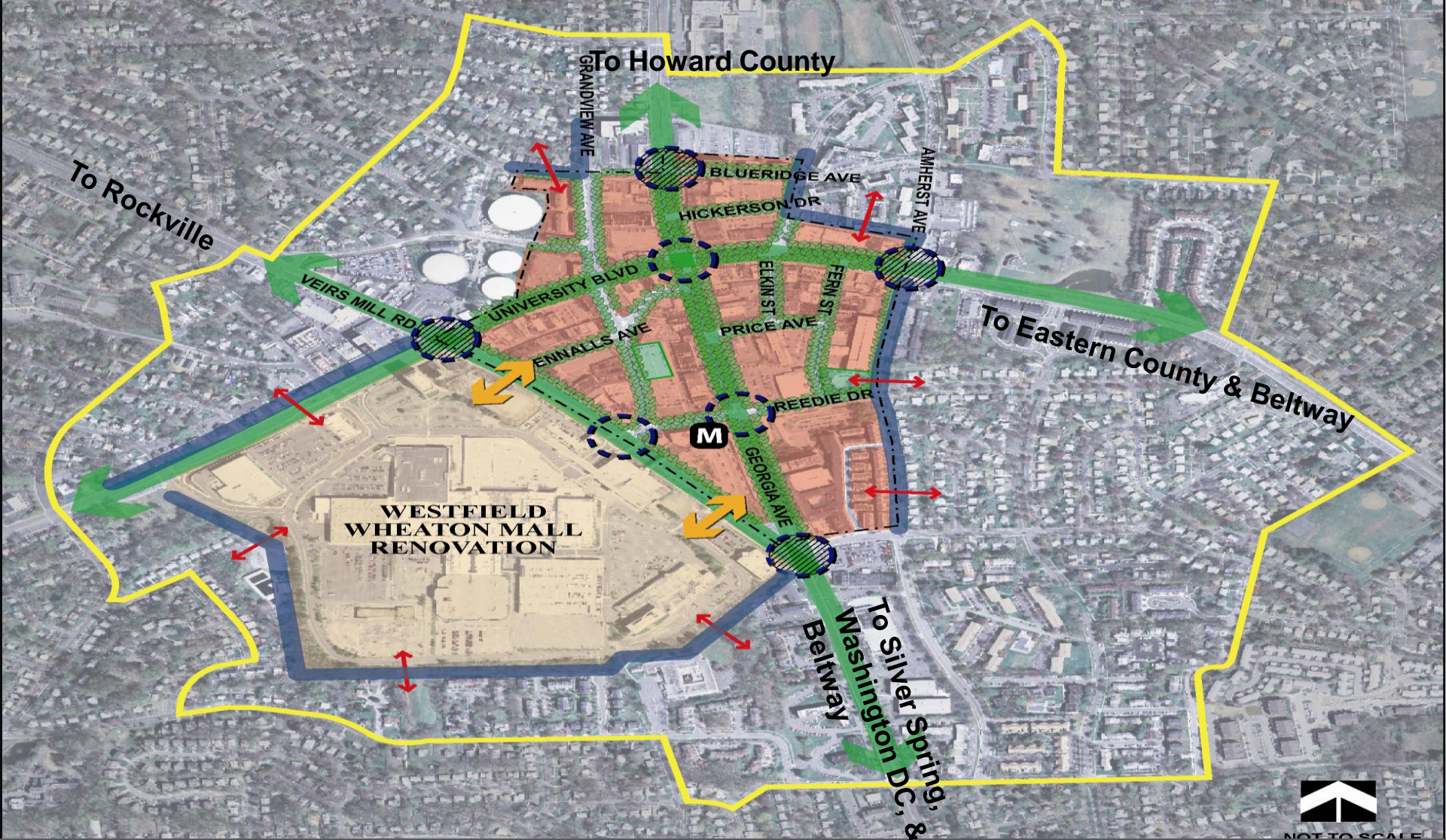
Wheaton CBD provides jobs and services for the eastern part of the county along with Silver Spring

Vision





Pedestrian Focused - Walkable



Conceptual Framework



Boulevards





Streets





Sidewalks and Paths





Open Spaces



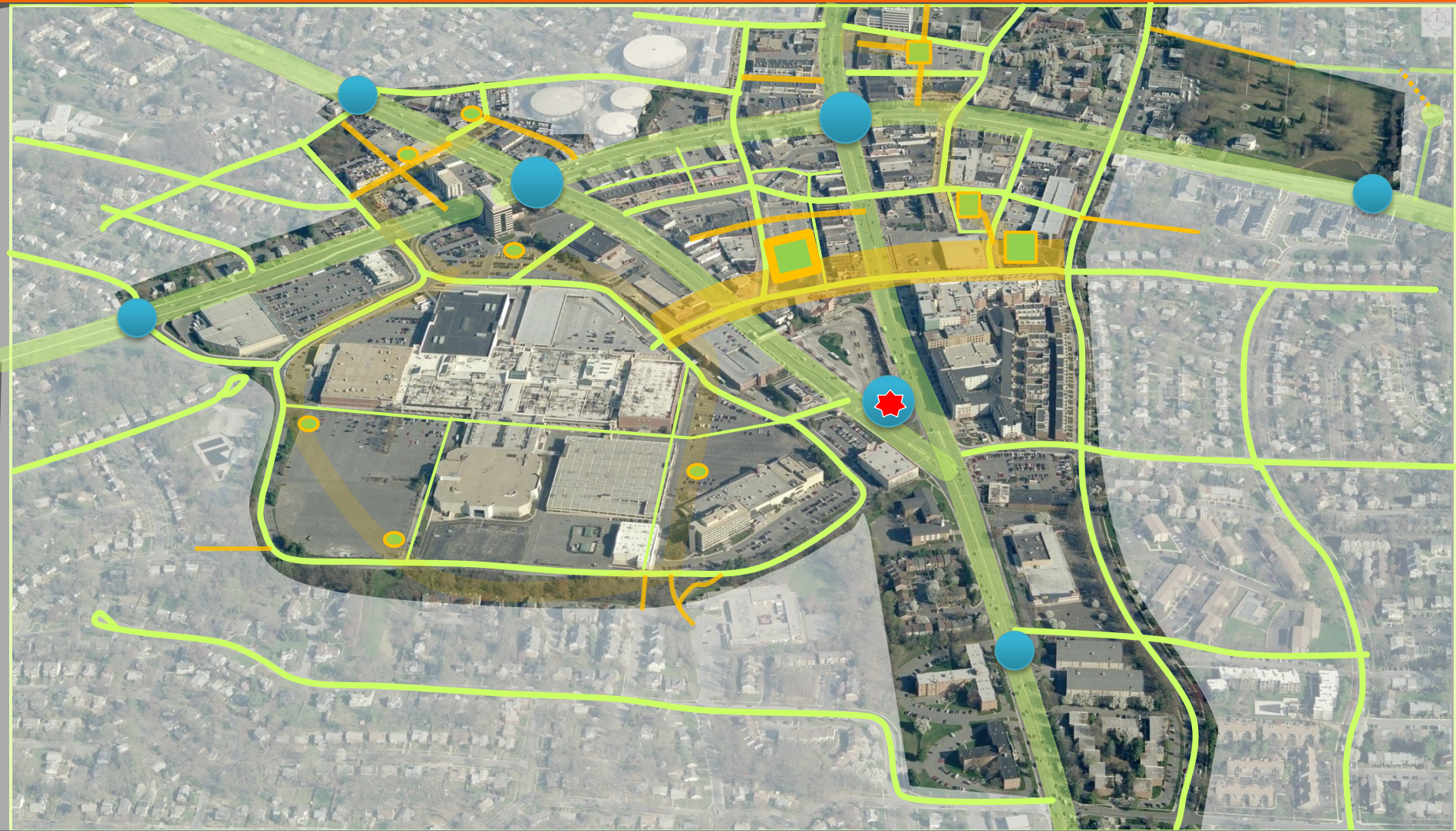


Linkages

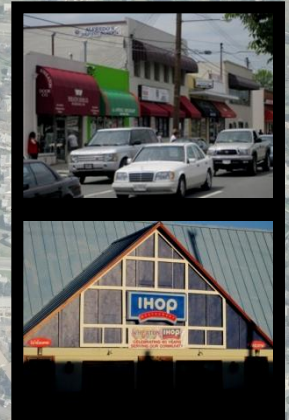




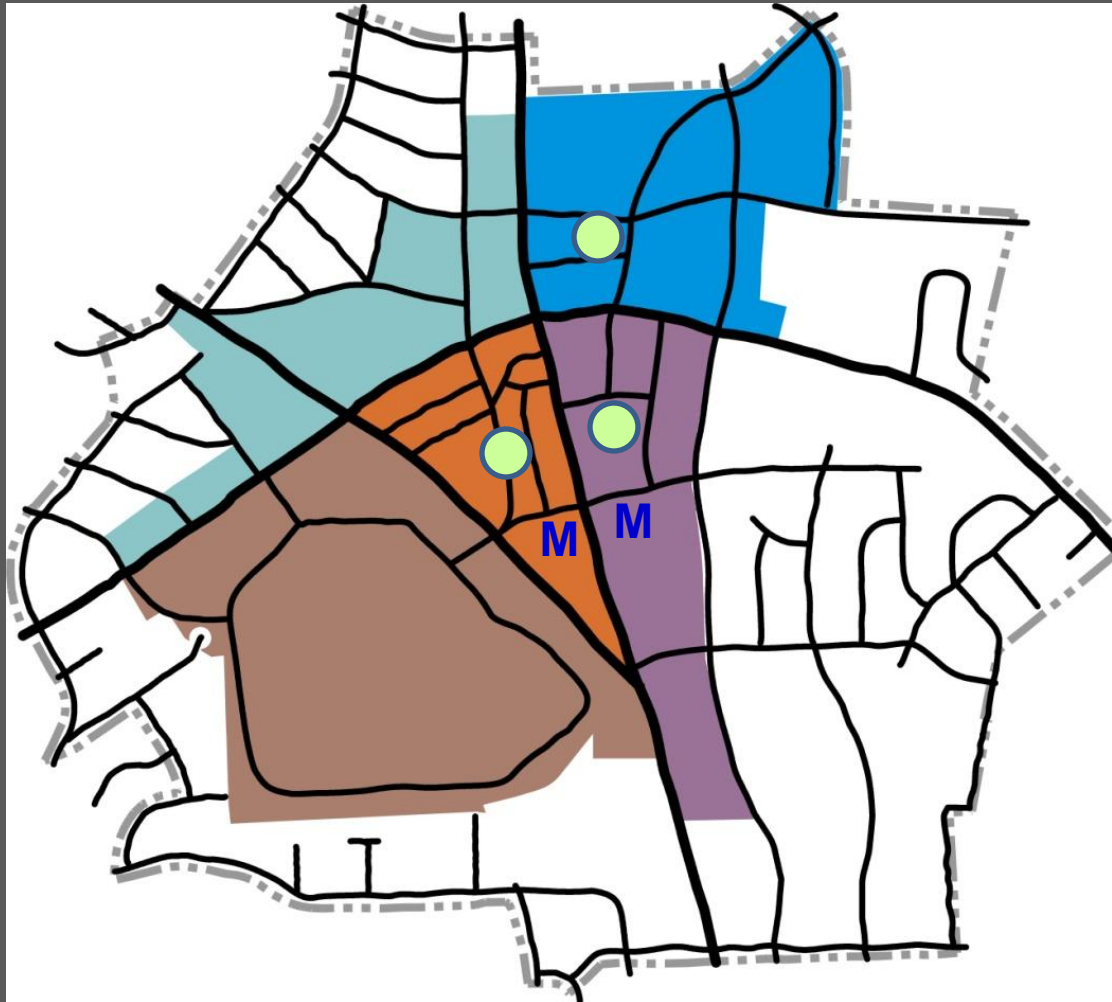
Gateways/Landmarks



Pattern & Character



Districts



Core

Price

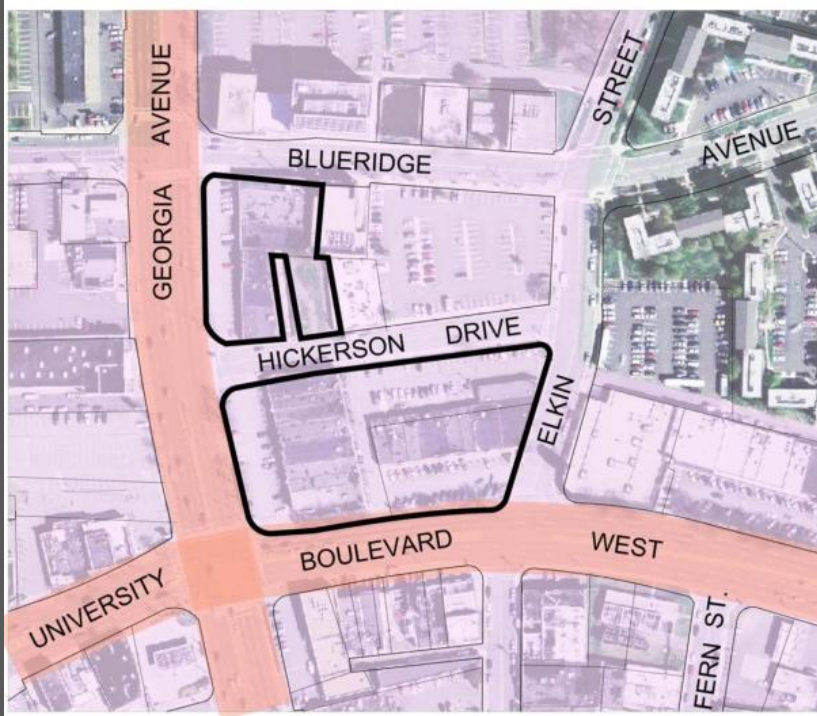
Blue Ridge

Kensington View/
Wheaton Hills

Westfield

Open Space

Aaronson Property – CBD /CR Zones



Aaronson Property

Staff Recommendation:
Maintain the proposed CR Zone

Is the CR Zone a disincentive to redevelopment?

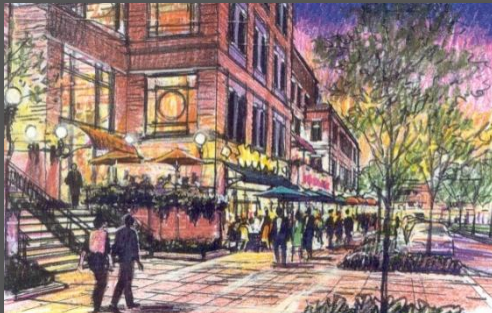
An improved urban environment through design will stimulate economic development in Wheaton

Review of projects over 0.50 FAR or 10,000 square feet (site plan review) is significant and warrants review

Site Plan Review is the primary mechanism in which to achieve the Plan's urban design recommendations

** Sketch Plan fees are credited towards Site Plan Review. Decreased requirements for parking and open space also offset the cost of review and construction.*

Core Districts

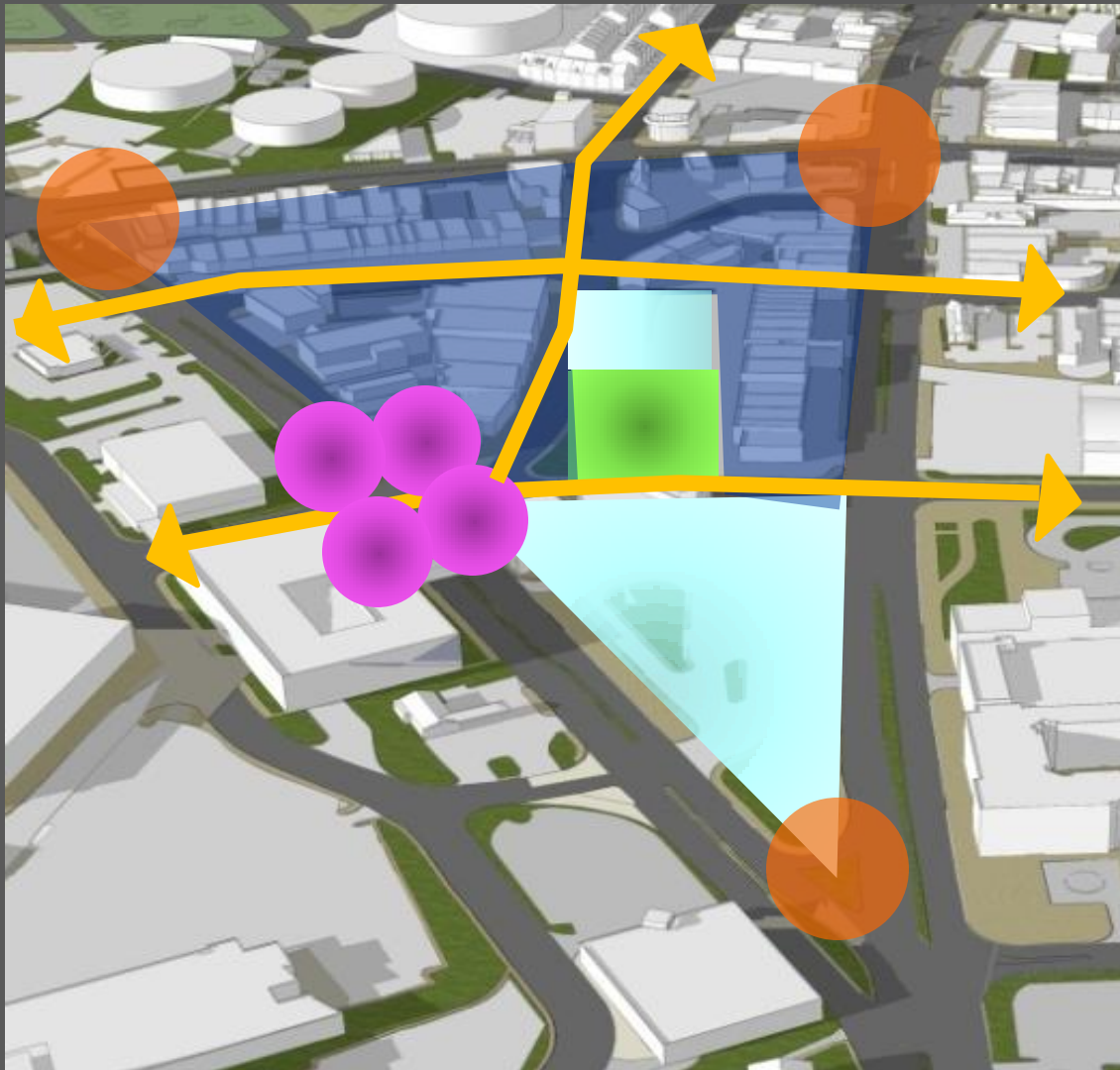


Community Visioning

Core Character



Core District Concept



- Gateways
- Civic Open Space
- Development – Public Private Partnership
- ➔ Connecting Core to Westfield and Price Districts
- Mall's Front Door Adjacent to the Core



 Proposed Open Space

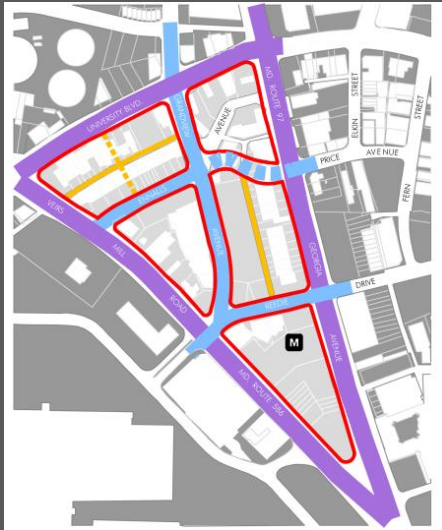
Core District



major mixed-use transit-oriented market center

Core District

Core Urban Design



Streets

- Right of Way
- Major Highway
- Business Street
- Local Street



Open Spaces

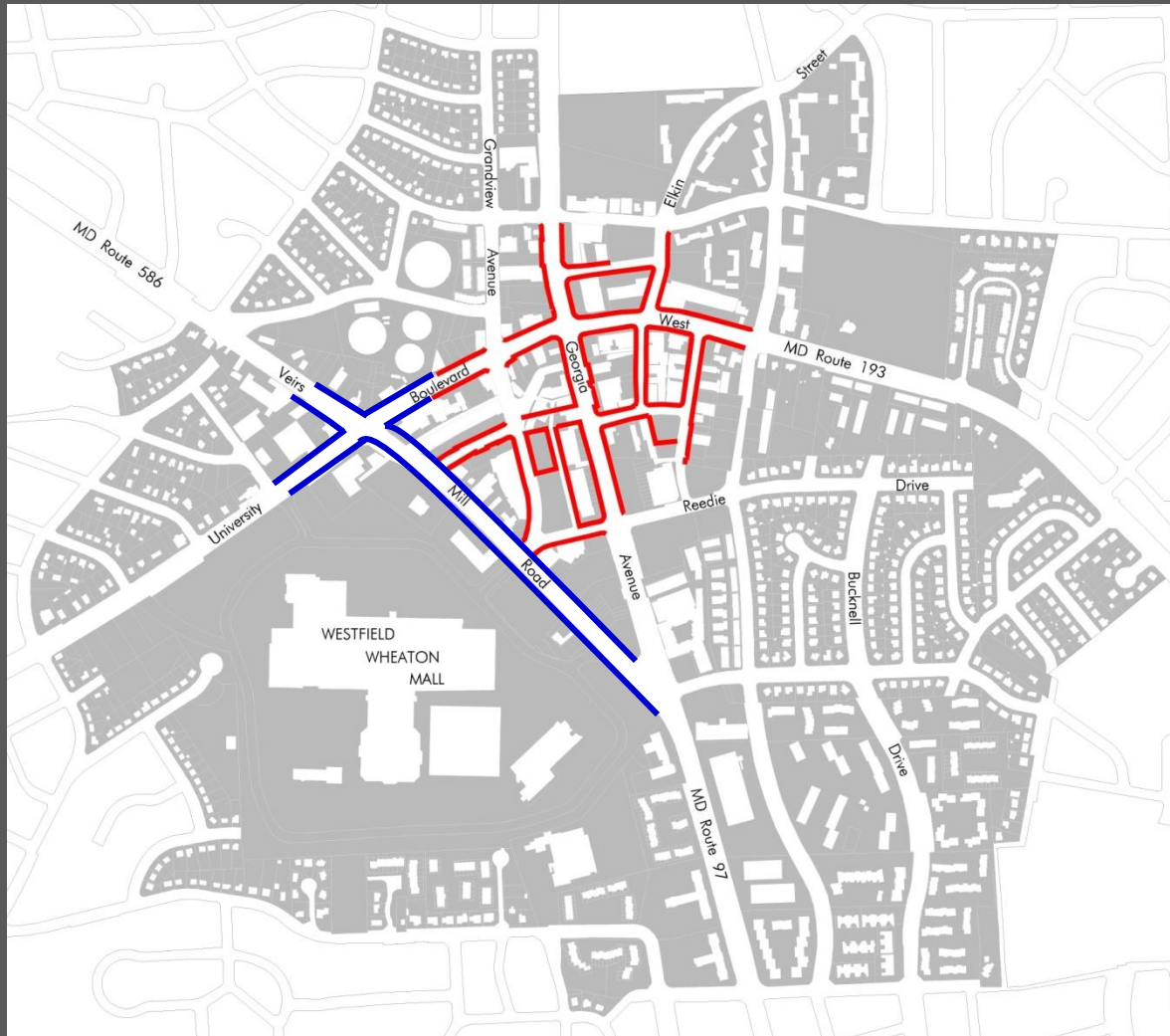
- Civic Green
- Sidewalk
- Through Block Pedestrian Connection
- Business District Pedestrian Priority



Buildings

- Height 250'
- Height 200'
- Height 150'
- Build-To Line

Issue 12: Testimony – Priority Retail Streets



Priority Retail Streets

Testimony

Recommendation

Do not designate Veirs Mill Road and University Boulevard (west of Veirs Mill Road) as Priority Retail Streets

Issue 12: Testimony – Priority Retail Streets



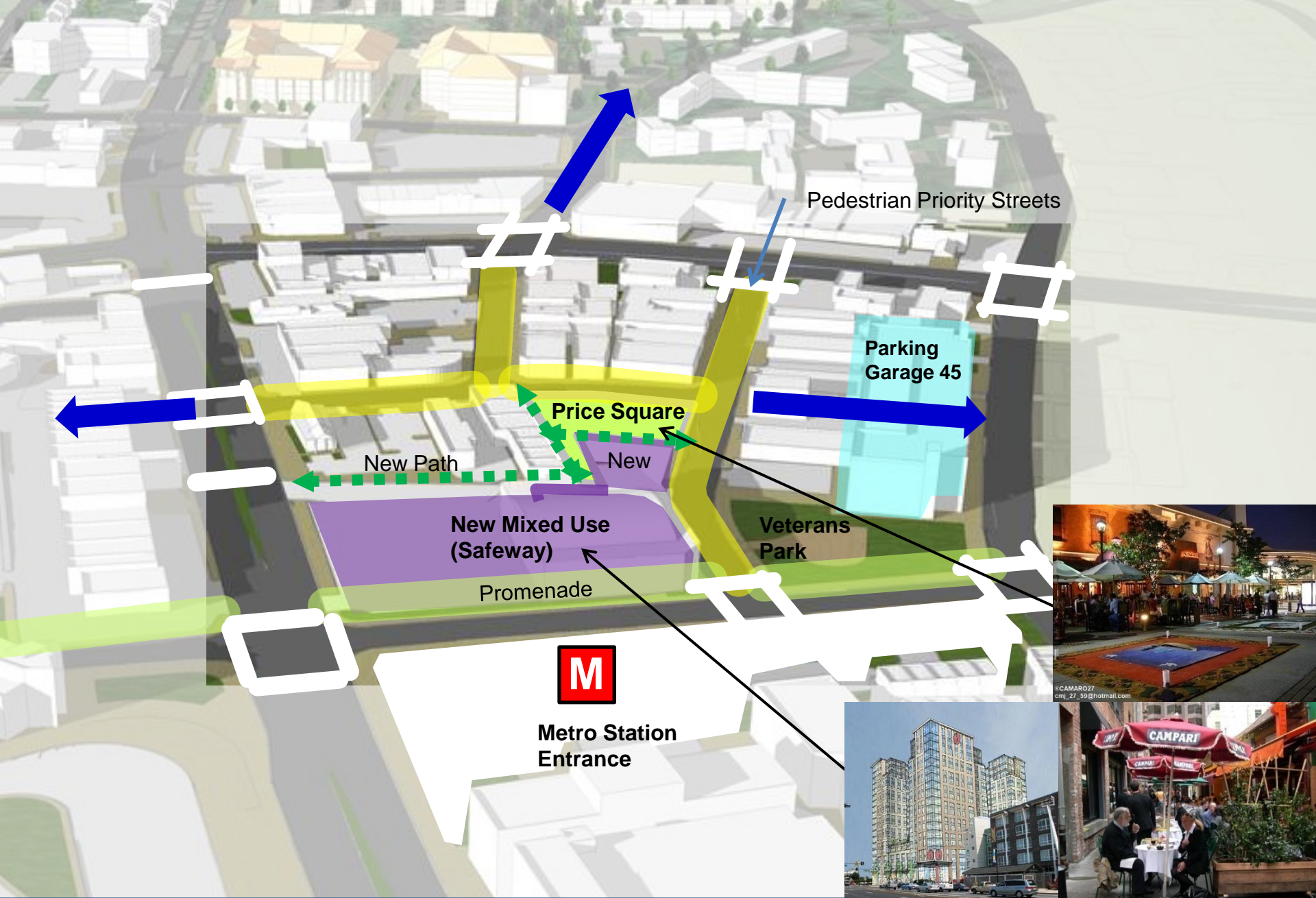
Veirs Mill Road





Price District

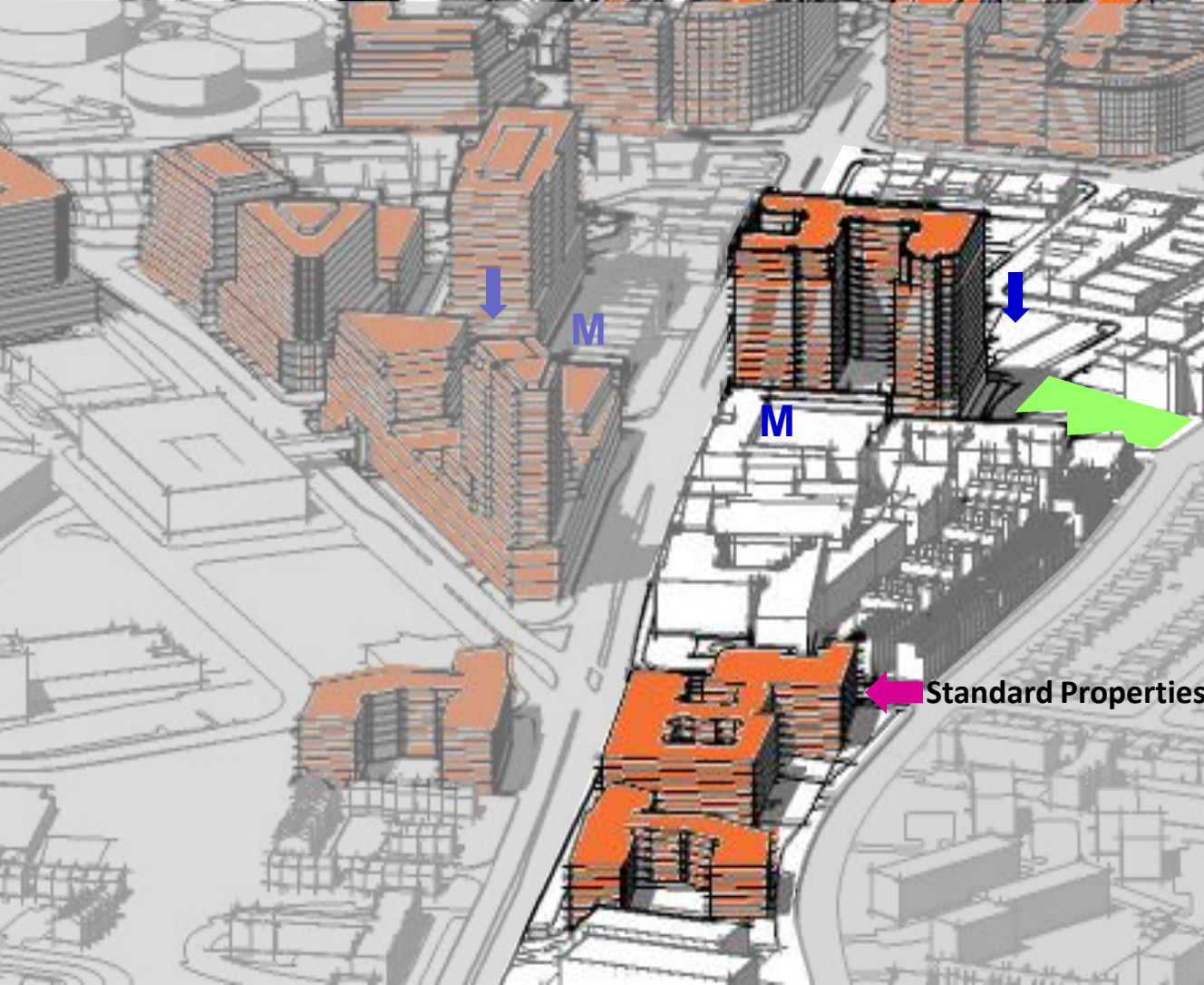




Price District



Price District



Veterans Park

Proposed Open Space

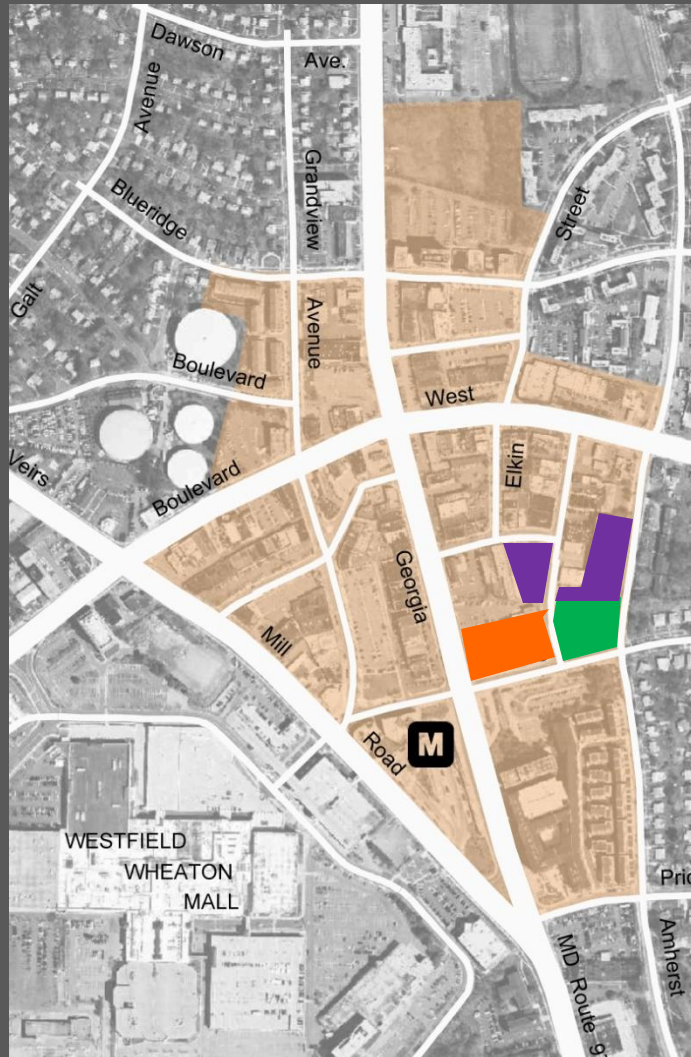
Price District



major mixed-use transit-oriented market center

Price District

Issue 13: Testimony – Retain Veterans Park at its Current Location



Recommendation

No change to the Plan



Retain options to:

Improve the park at this location
(community testimony)

Relocated the park as part of a future public private development project

Move the memorializing of war veterans to a more central open space

- RFQ Sites
- Safeway Site

Issue 13: Testimony – Retain Veterans Park at its Current Location



Issue 14: Testimony – Standard Properties Parcel Density



● Townhouses

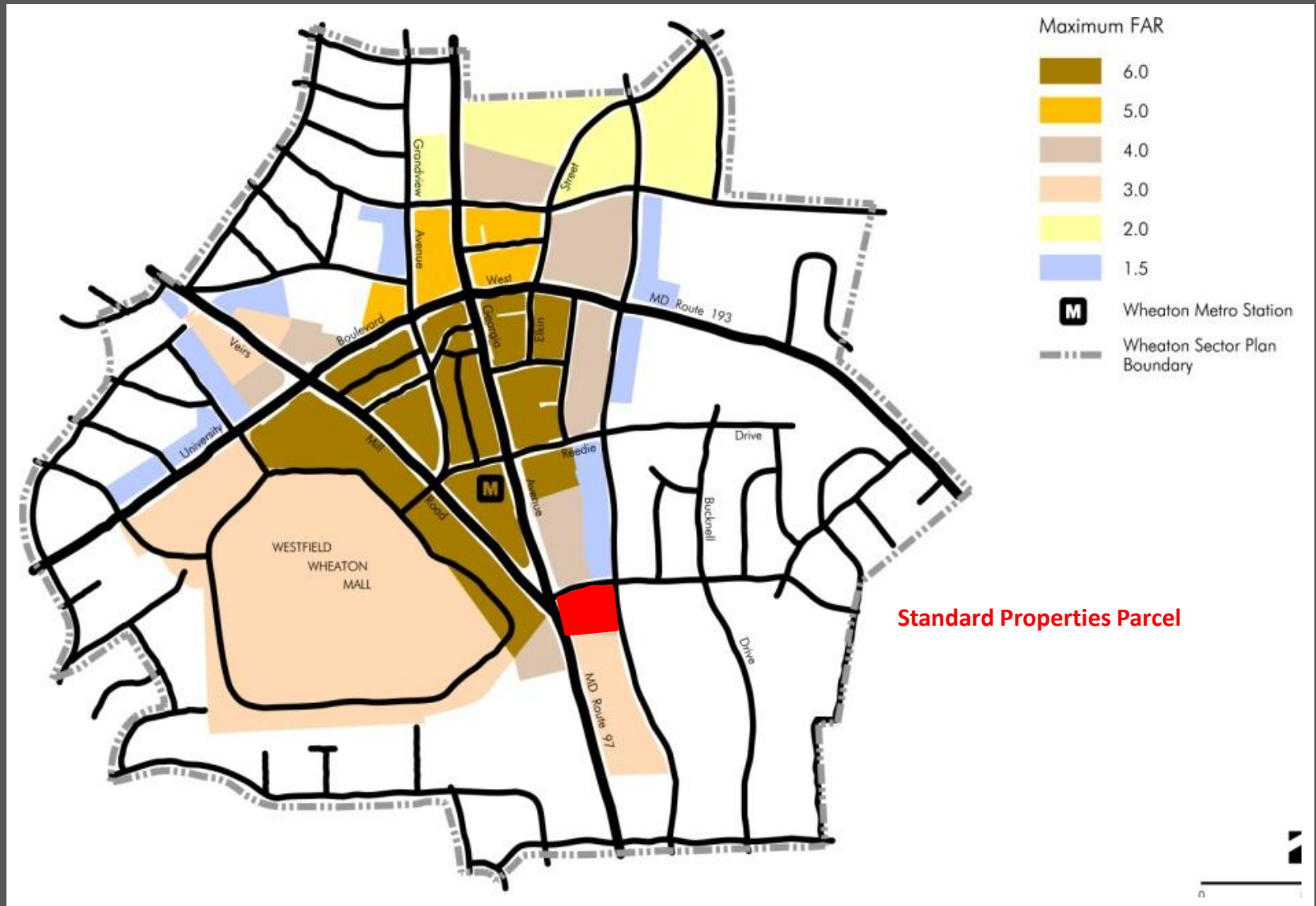


● Multi-Family Residential

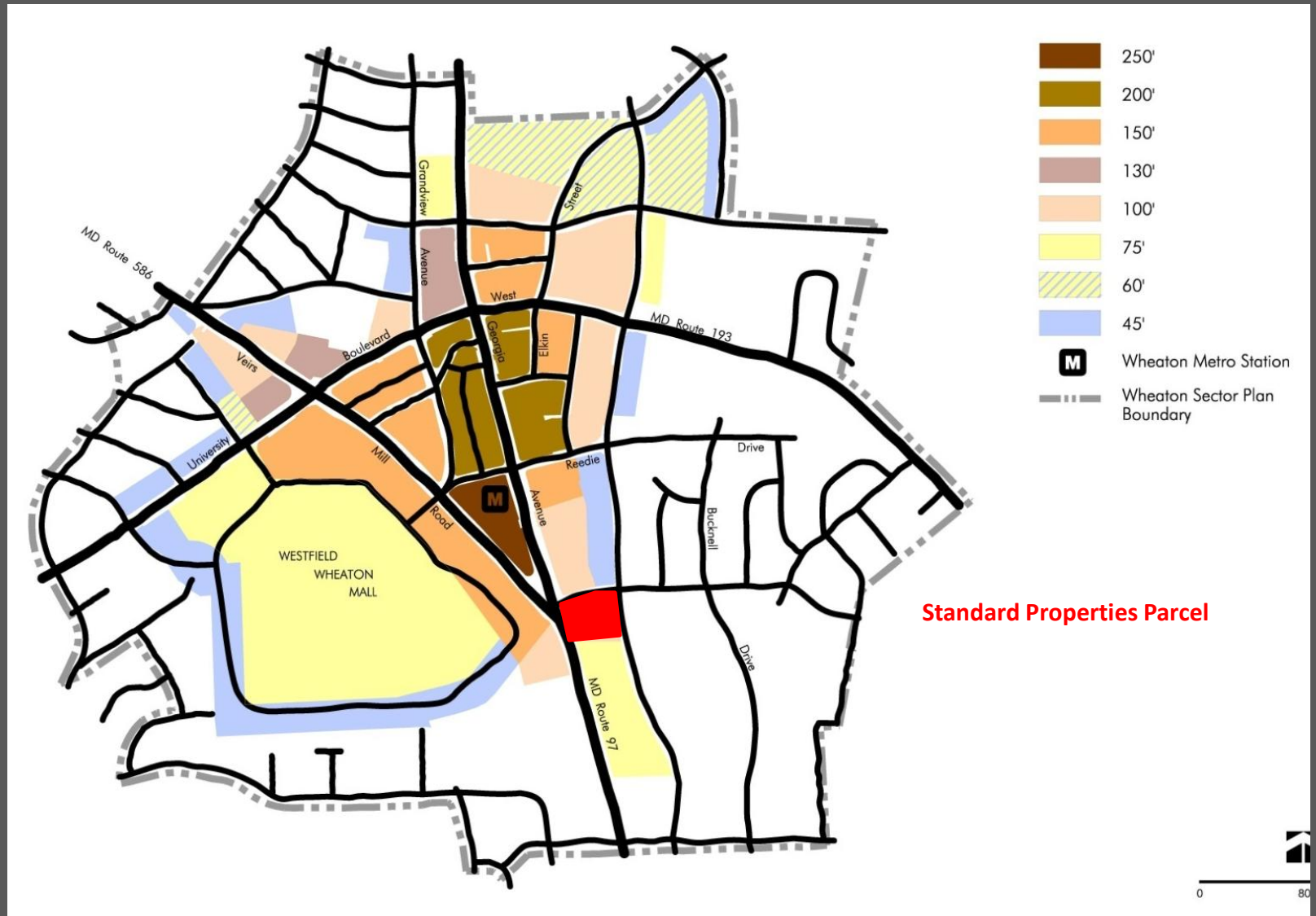


● Standard Property Site Existing Use

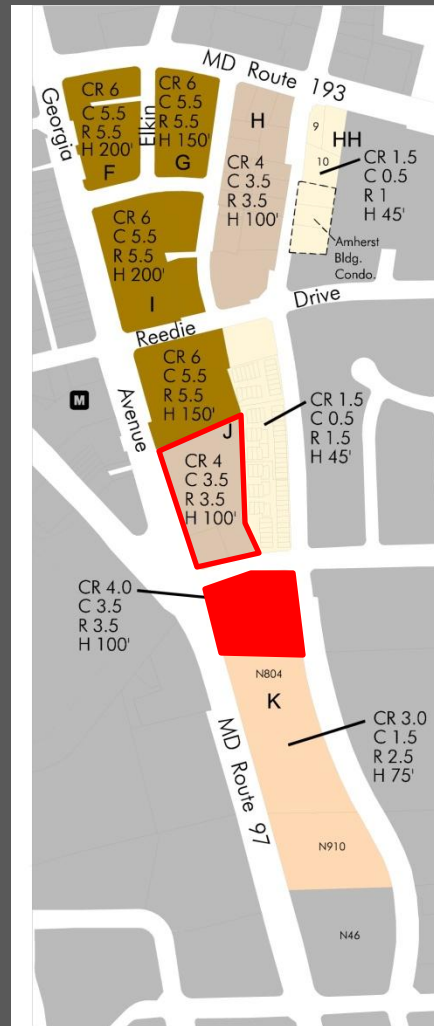
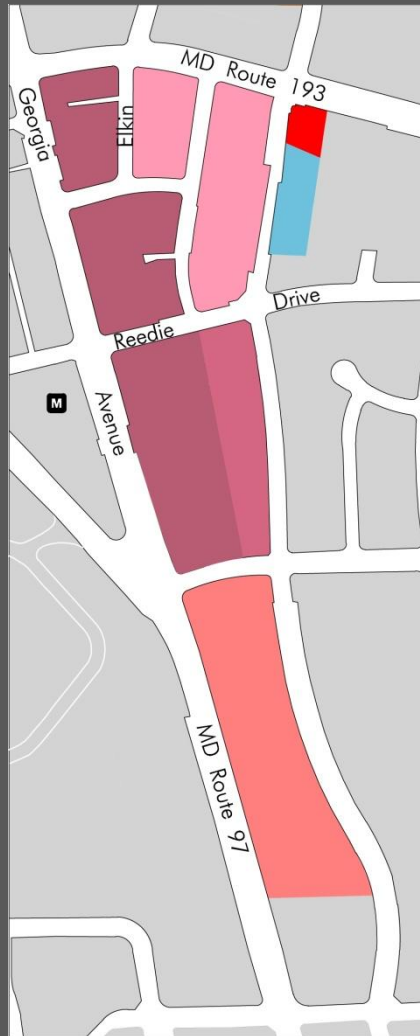
Issue 14: Testimony – Standard Properties Parcel Density





Issue 14: Testimony – Standard Properties Parcel Height

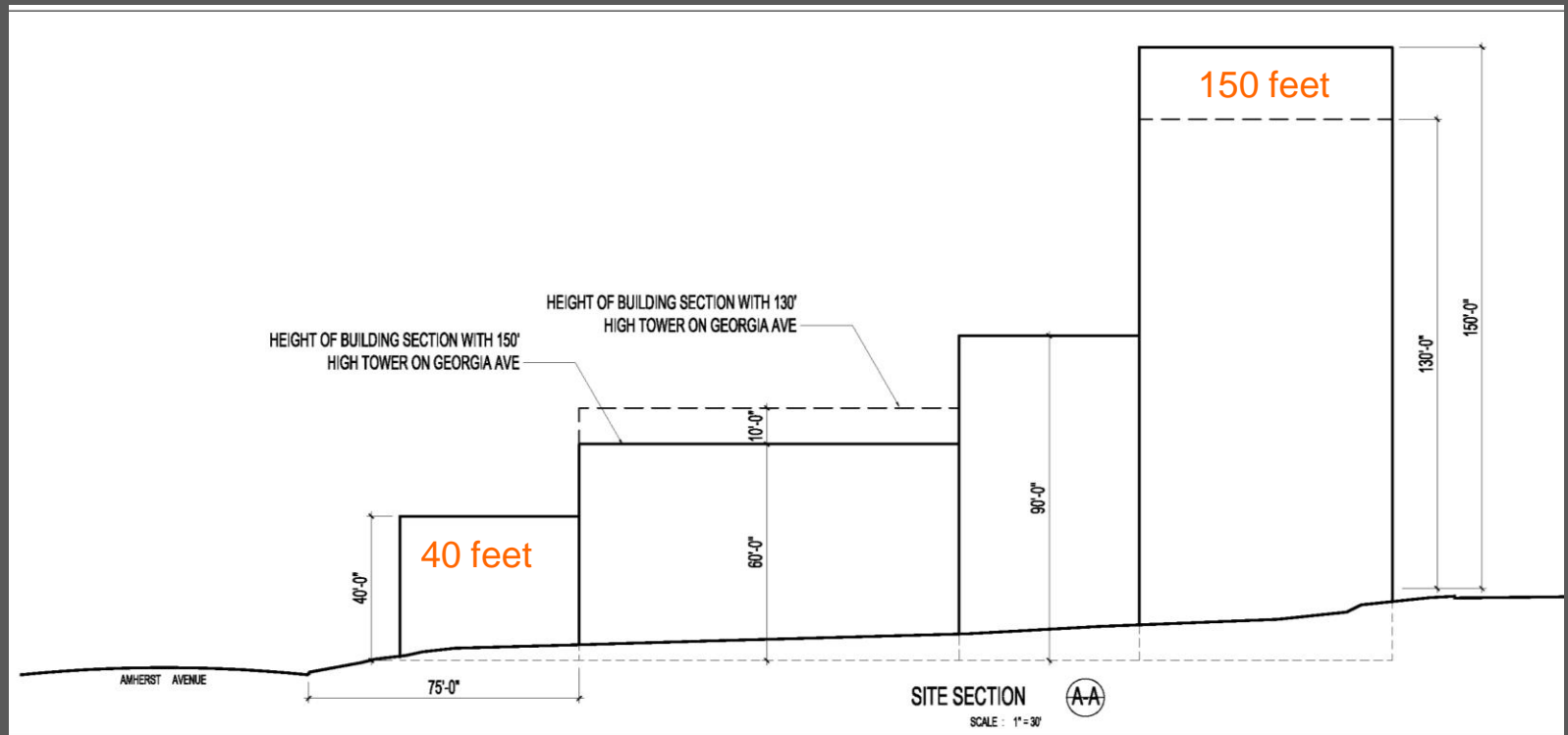


Issue 14: Testimony – Increased Density and Height on Standard Properties Parcel

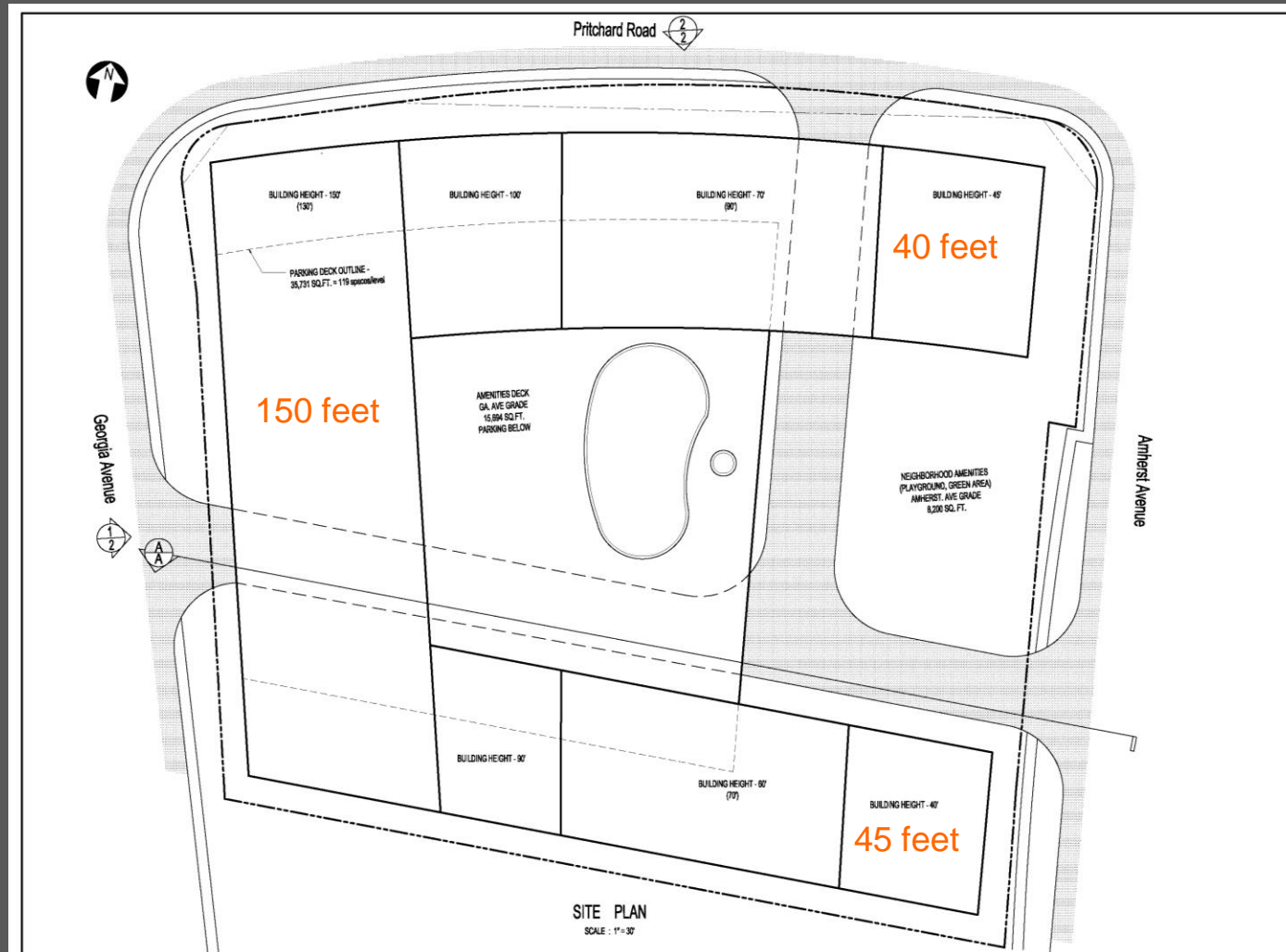


-  Standard Properties Parcel
-  Archstone at Wheaton Station building

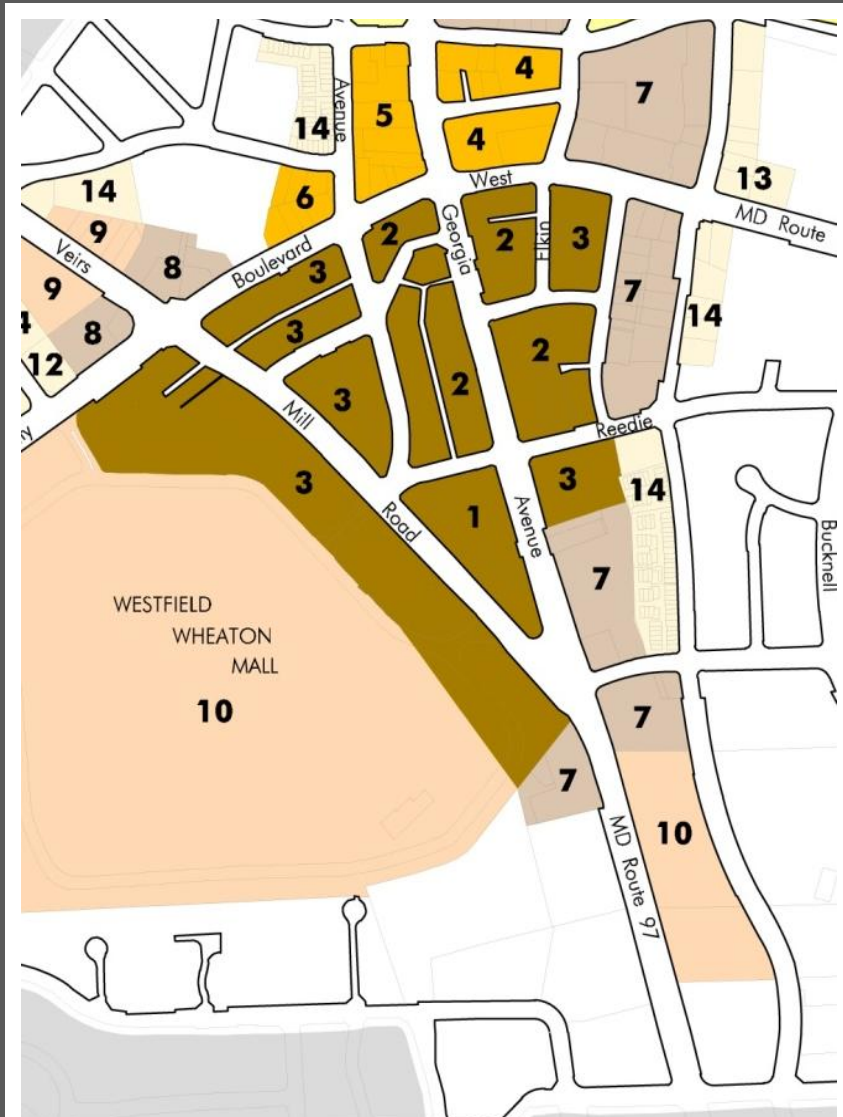
Issue 14: Testimony – Increased Density and Height on Standard Properties Parcel



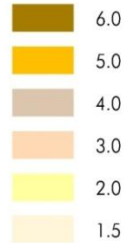
Issue 14: Testimony – Increased Density and Height on Standard Properties Parcel



Proposed Zoning - Standard Properties

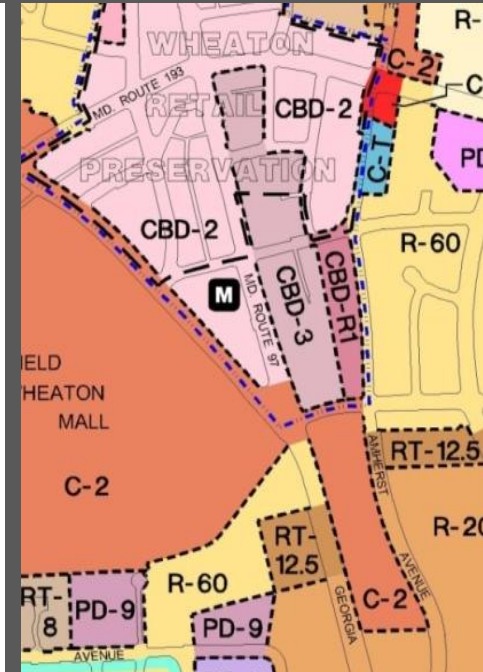


Maximum FAR



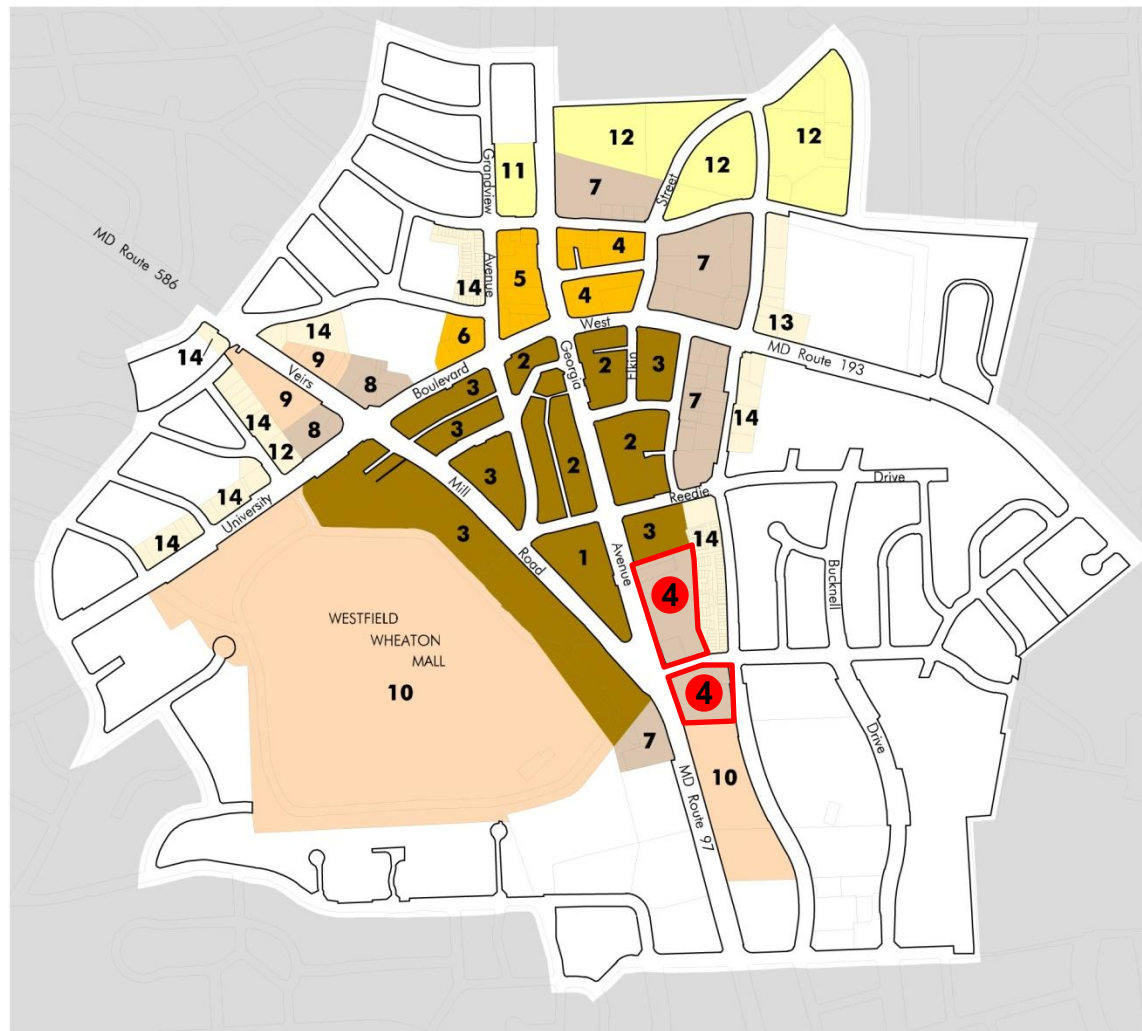
1	CR 6:	C 6:	R 3:	H 250'
2	CR 6:	C 5.5:	R 5.5:	H 200'
3	CR 6:	C 5.5:	R 5.5:	H 150'
4	CR 5:	C 4.5:	R 4.5:	H 150'
5	CR 5:	C 4.5:	R 4.5:	H 130'
6	CR 5:	C 4.5:	R 4.5:	H 100'
7	CR 4:	C 3.5:	R 3.5:	H 100'
8	CR 4:	C 3.5:	R 3.5:	H 130'
9	CR 3:	C 2.5:	R 2.5:	H 100'
10	CR 3:	C 1.5:	R 2.5:	H 75'
11	CR 2:	C 1.5:	R 1.5:	H 75'
12	CR 2:	C 1.5:	R 1.5:	H 60'
13	CR 1.5:	C 1:	R 1:	H 75'
14	CR 1.5:	C 0.5:	R 1.5:	H 45'

CR Zones

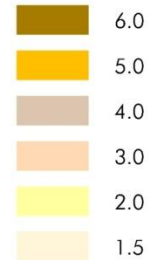


CBD Zoning

Proposed Zoning - Standard Properties



Maximum FAR



1	CR 6:	C 6:	R 3:	H 250'
2	CR 6:	C 5.5:	R 5.5:	H 200'
3	CR 6:	C 5.5:	R 5.5:	H 150'
4	CR 5:	C 4.5:	R 4.5:	H 150'
5	CR 5:	C 4.5:	R 4.5:	H 130'
6	CR 5:	C 4.5:	R 4.5:	H 100'
7	CR 4:	C 3.5:	R 3.5:	H 100'
8	CR 4:	C 3.5:	R 3.5:	H 130'
9	CR 3:	C 2.5:	R 2.5:	H 100'
10	CR 3:	C 1.5:	R 2.5:	H 75'
11	CR 2:	C 1.5:	R 1.5:	H 75'
12	CR 2:	C 1.5:	R 1.5:	H 60'
13	CR 1.5:	C 1:	R 1:	H 75'
14	CR 1.5:	C 0.5:	R 1.5:	H 45'

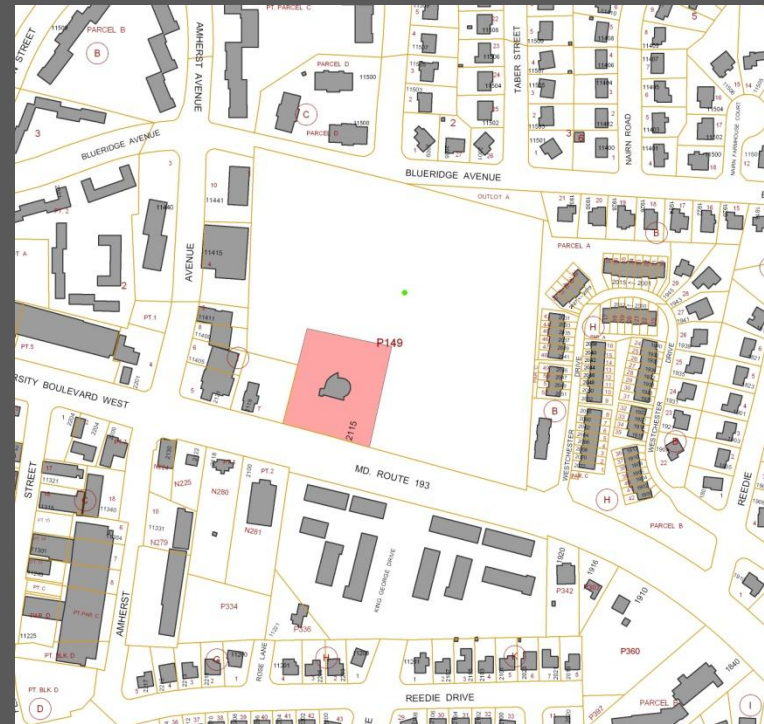
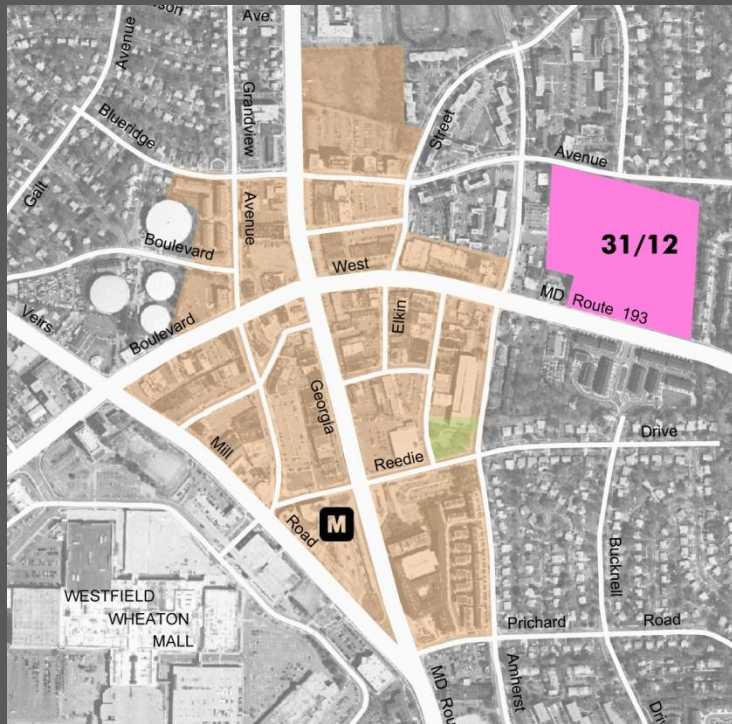
Zoning Changes

 **CR 5: C 4.5: R 4.5: H 150'**



0 800 ft

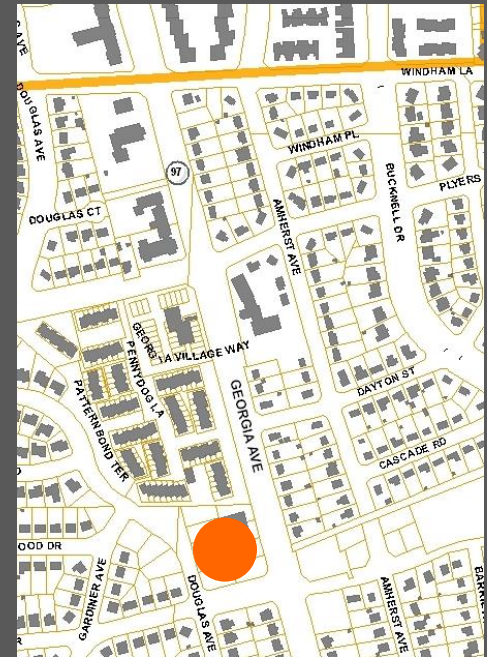
Issue 15: Testimony – Rezone the WTOP Site



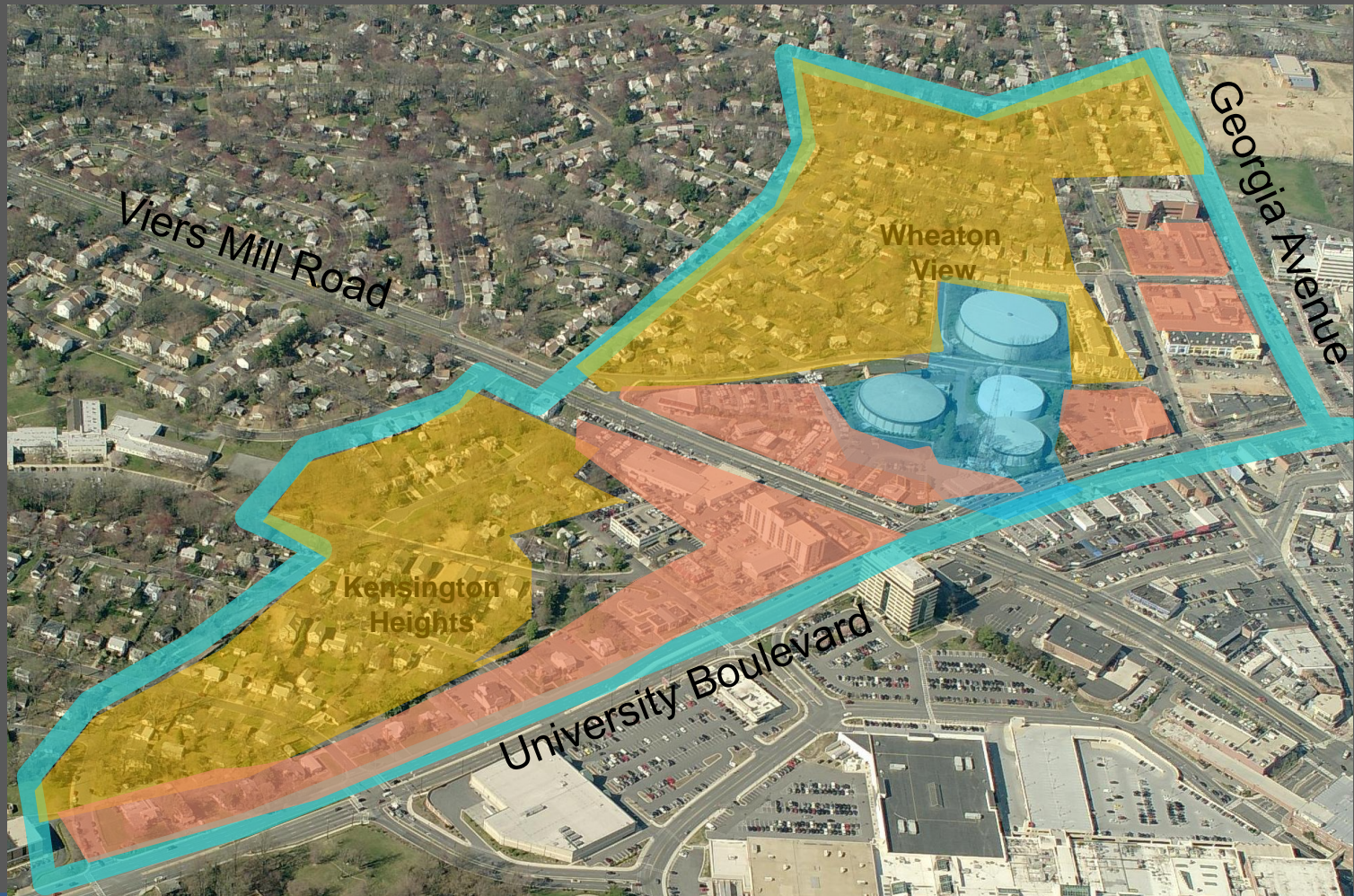
Recommendation

No change to the sites existing zoning R-90

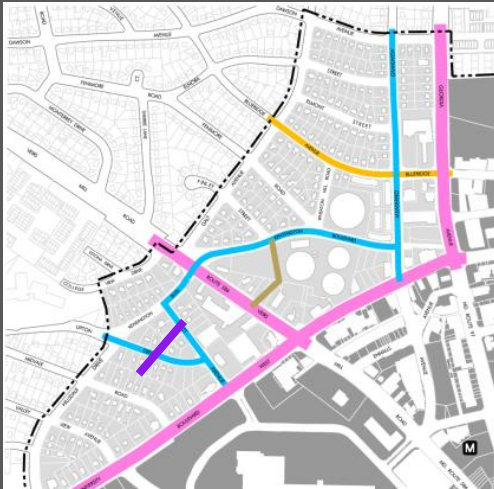
Issue 17: Testimony – Consider preserving the four-acre Montgomery County Art and Design college (MCADC) property on Georgia Avenue and Evans Drive South of the Sector Plan Area



Kensington View Wheaton Hills



Kensington View/Wheaton Hills Urban Design



Streets

- Right of Way
- Major Highway
- Business Street
- Residential Primary
- Local Street



Open Spaces

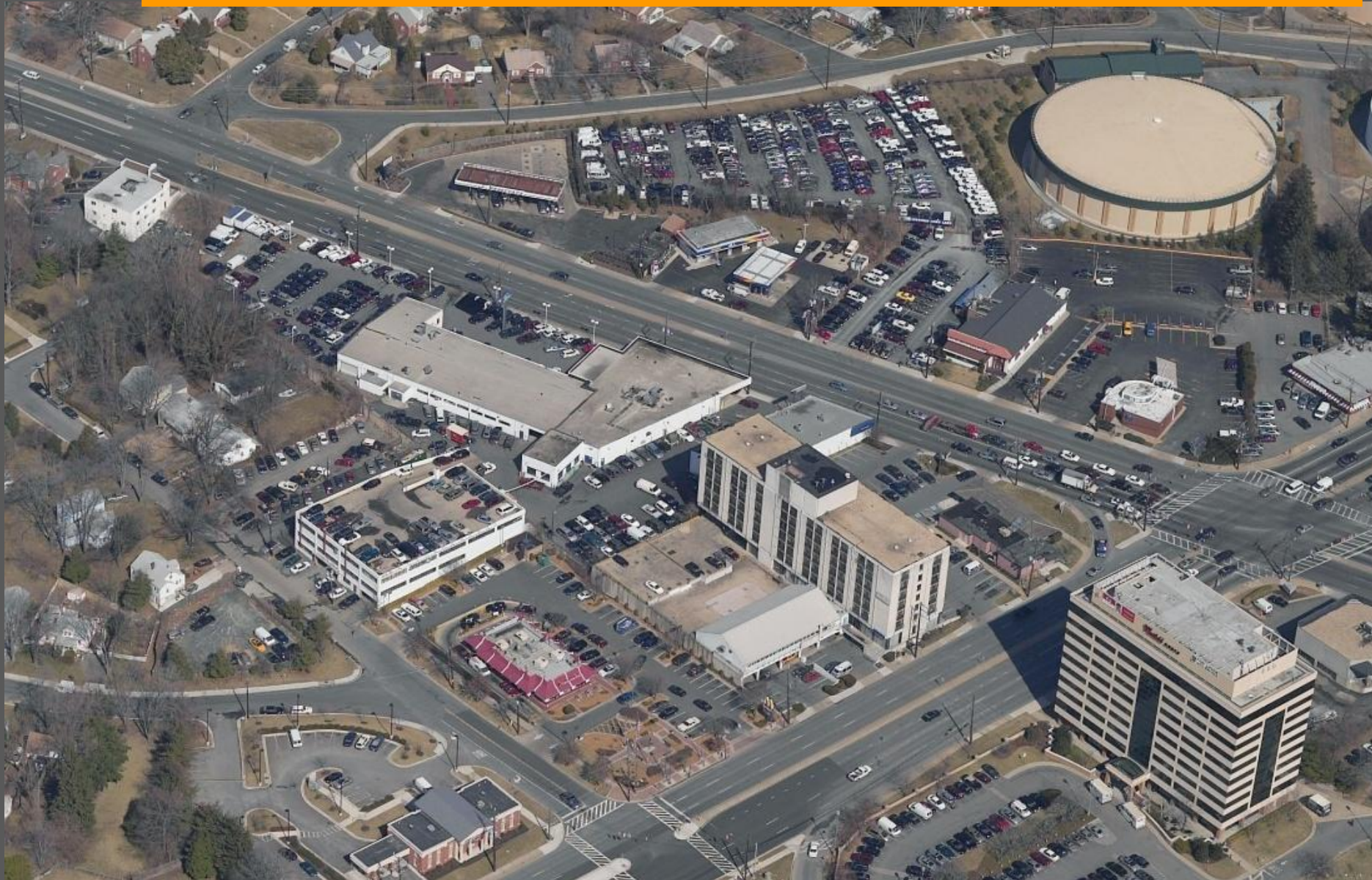
- District Public Space
- Sidewalk
- Through Block Pedestrian Connection



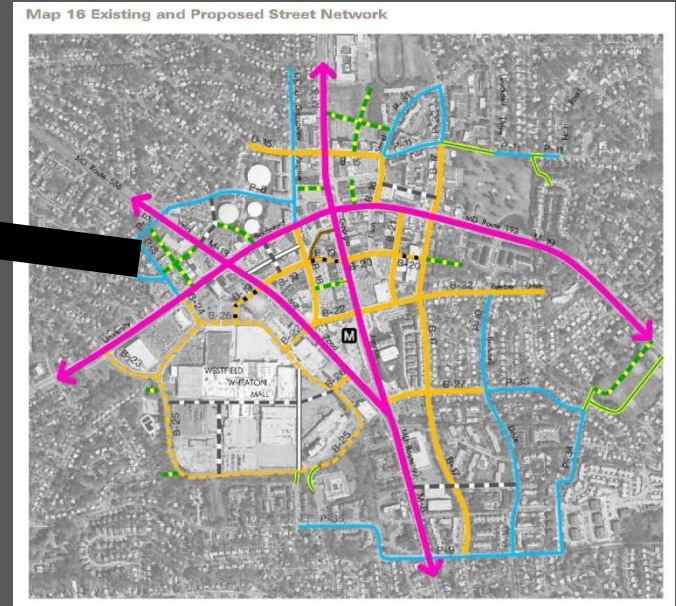
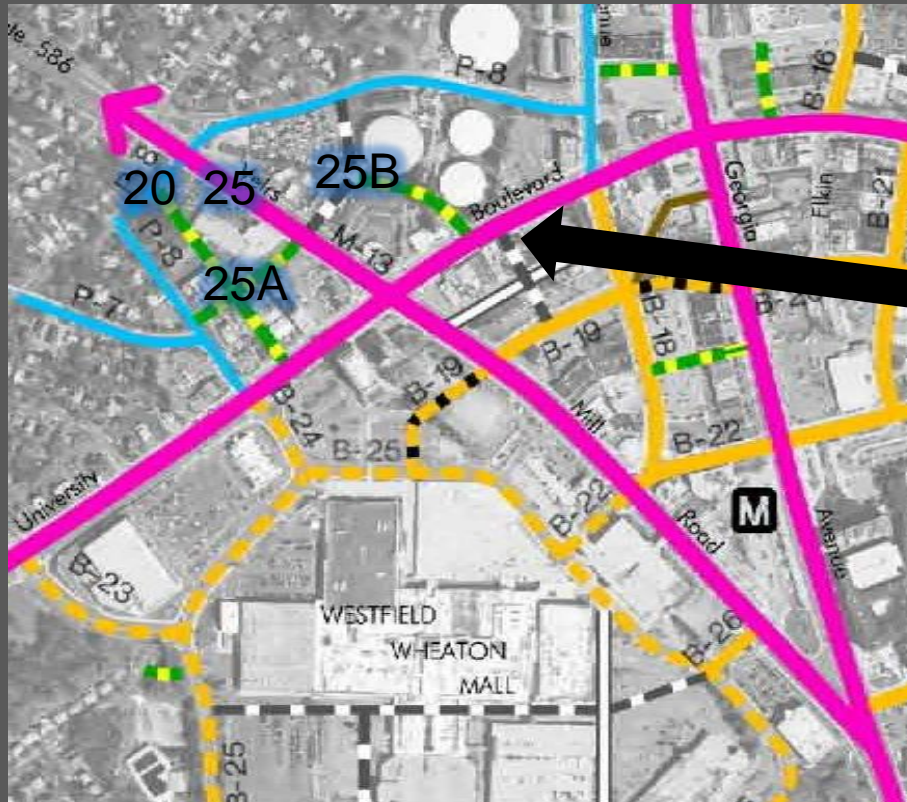
Buildings

- Height 130'
- Height 100'
- Height 75'
- Height 60'
- Height 45'
- Build-To Line

Lindsay Property



Issues Related to the Lindsay Properties



Issue - Recommendation

#20: Kensington Boulevard - Retain

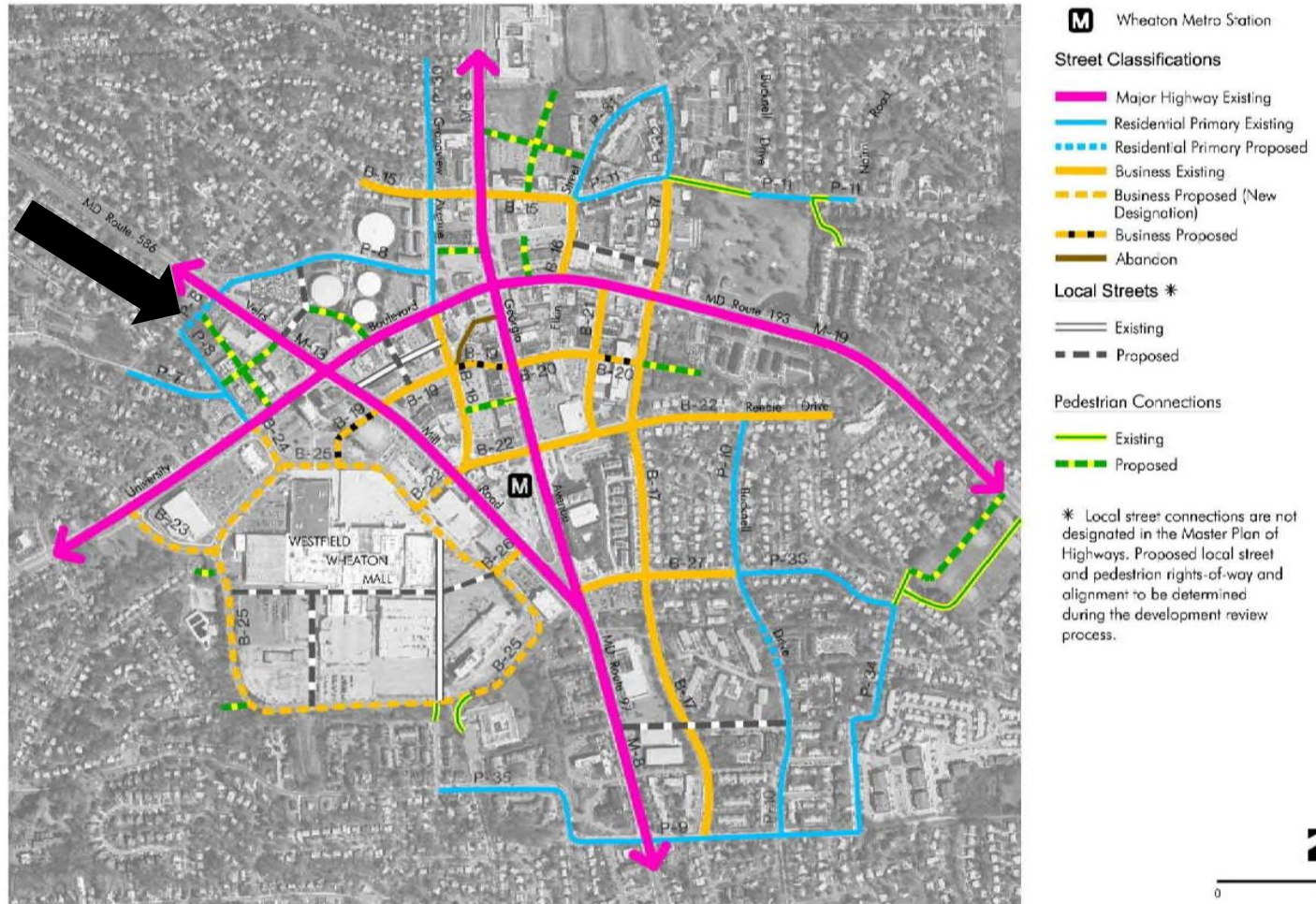
#25: Veirs Mill Right of Way - Retain

#25A: Pedestrian Connections – Revise Map/Detail

#25B: Local Streets - Retain

Issue 20: Testimony – Kensington Boulevard Connection

Map 16 Existing and Proposed Street Network



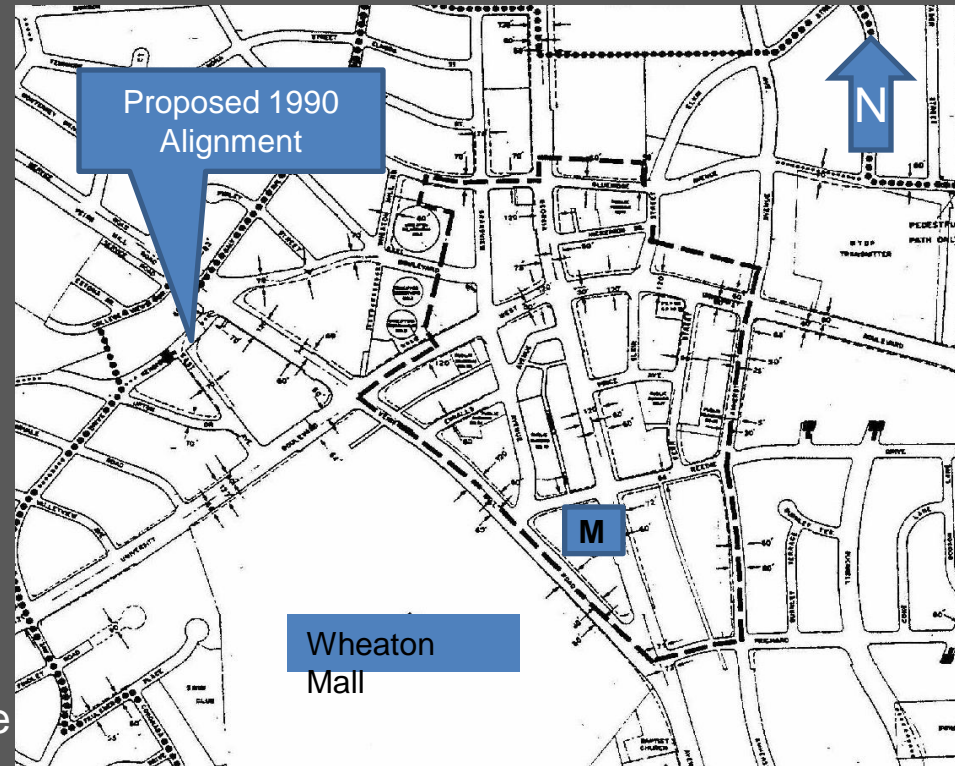
Issue 20: Testimony – Kensington Boulevard Connection

Issue

The 1990 Sector Plan recommendation to connect Kensington Boulevard with Veirs Mill Road

Utility of the Master Planned Connection

- Public access between Kensington Boulevard and Veirs Mill Road
- Enhance connectivity of street grid/network
- Provide Access to redevelopment of properties north of East Avenue

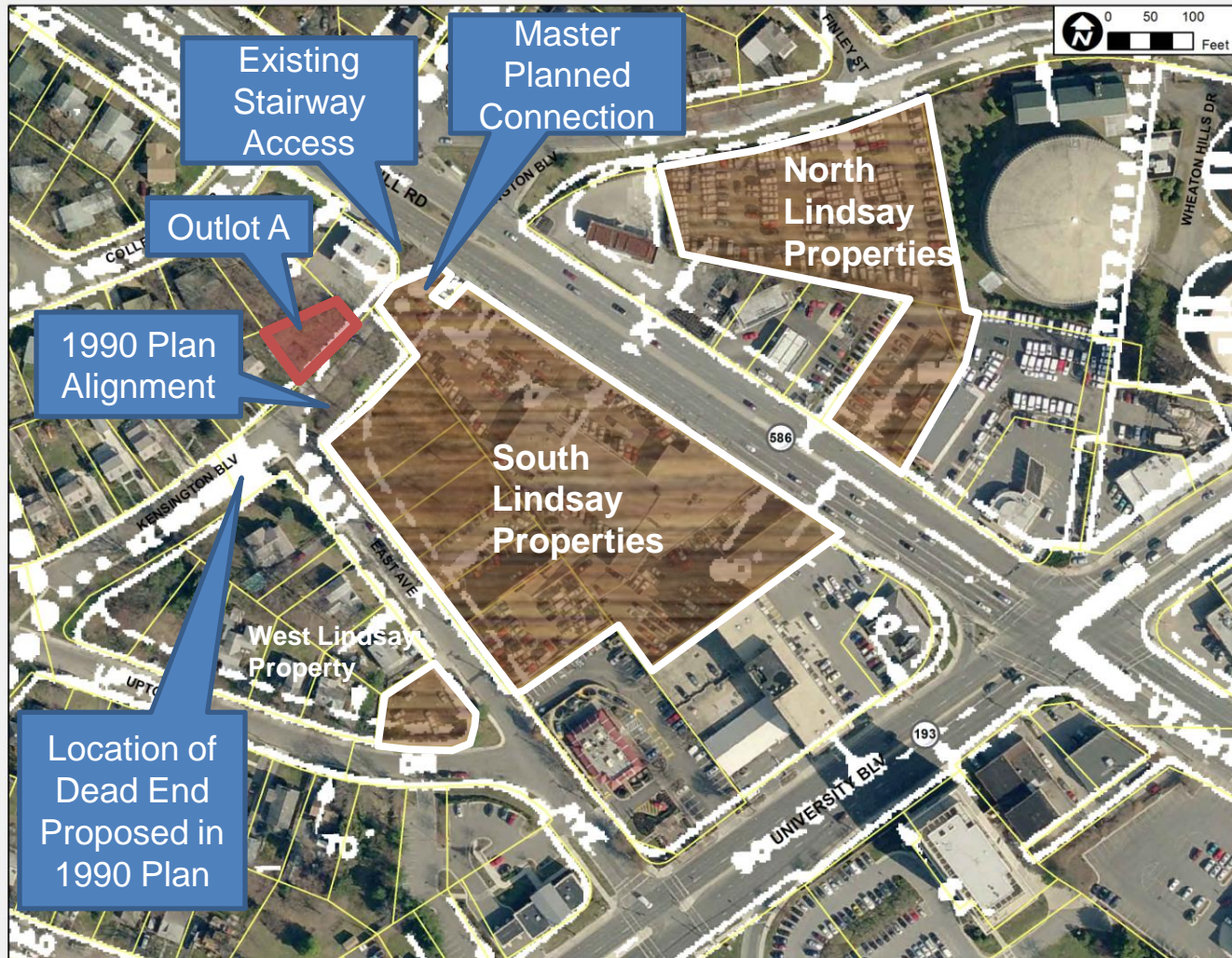


Issue 20: Testimony – Kensington Boulevard Connection



2010 Image – M-NCPPC

Issue 20: Testimony – Kensington Boulevard Connection



Issue 20: Testimony – Kensington Boulevard Connection

Existing Conditions

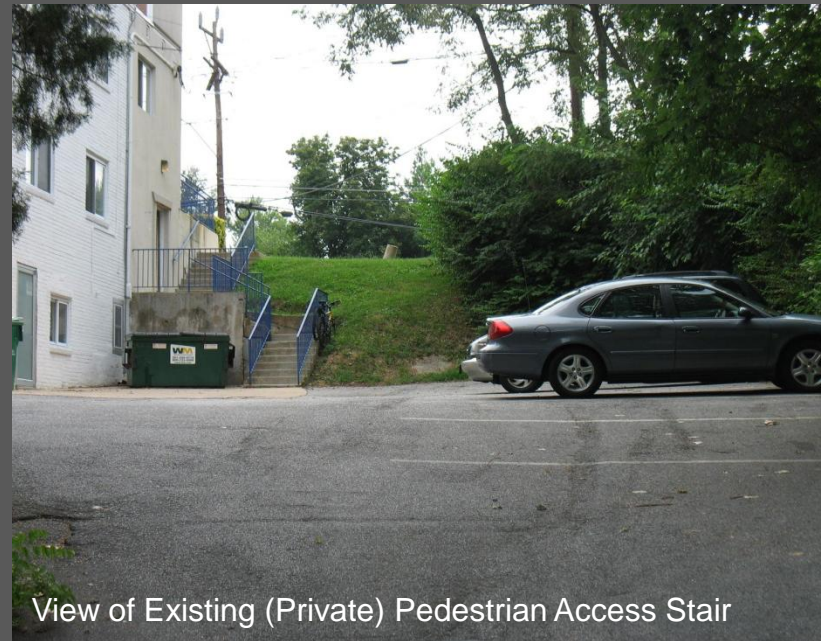
- Pedestrian access via private property
- Vehicular access is not permitted

Challenges

- 25 foot drop in elevation between Veirs Mill Road and Kensington Boulevard
- Access to out lot A on Kensington Boulevard could be cut off
- Additional private property needed for construction of the roadway



View of Right of Way from Existing Street Terminus



View of Existing (Private) Pedestrian Access Stair

Issue 20: Testimony – Kensington Boulevard Connection

Neighborhood Testimony

- County owned land should not be abandoned
- A pedestrian connection should be constructed
- Roadway construction should be considered only when needed to for congestion in CBD
- If constructed, roadway should be consistent with alignment in 1990 Plan – minimize impacts on residential area

Lindsay Testimony

- Preferably, the long standing roadway issue should be resolved with abandonment
- Would support a pedestrian/bike connection if feasible with grade constraints

County DOT

- Support the connection and 1990 alignment
- Road should be built at time of redevelopment



Issue 20: Testimony – Kensington Boulevard Connection

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County DOT

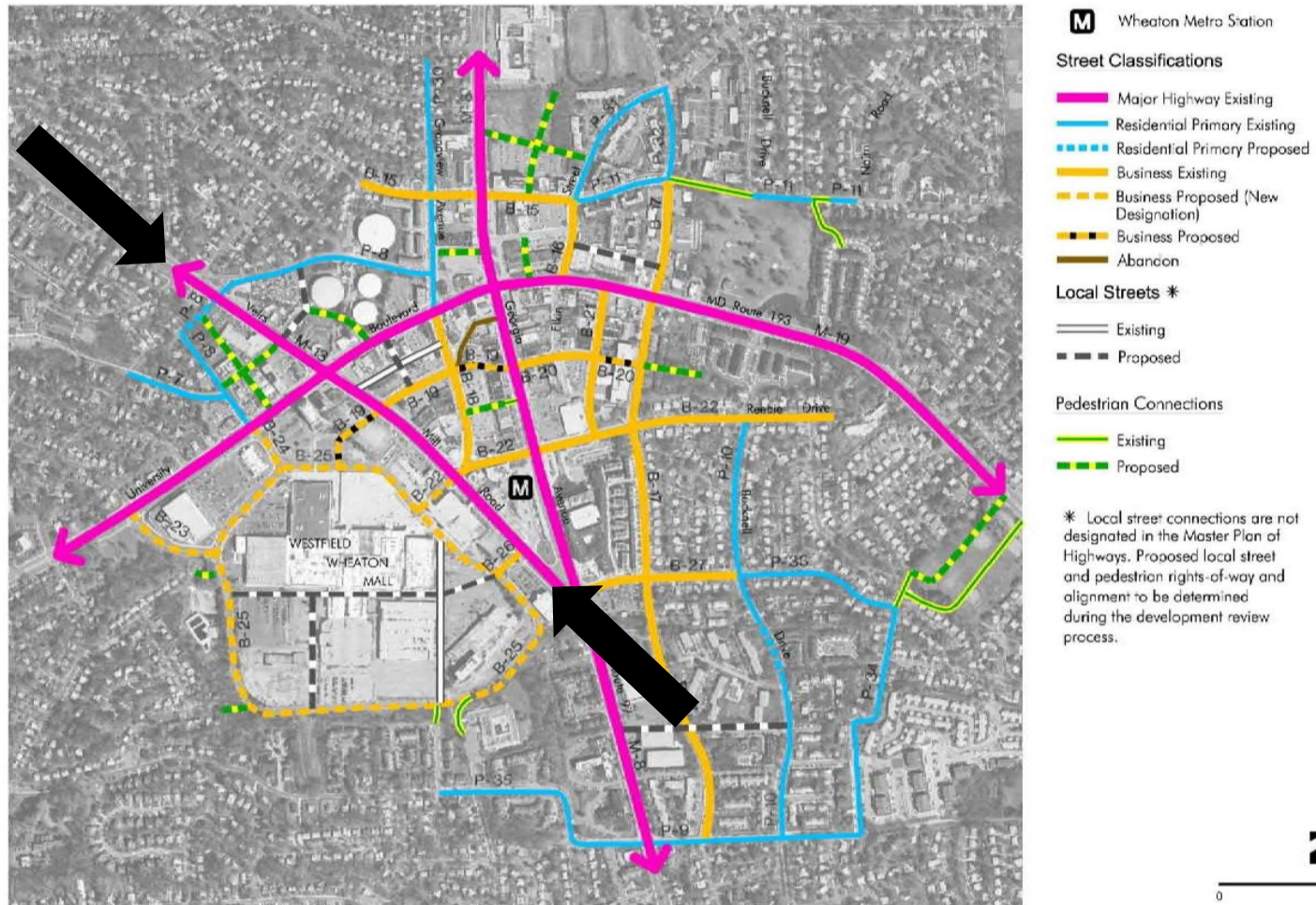
- Support the connection and 1990 alignment
- Road should be built at time of redevelopment

Staff Recommendation

- Retain ROW for connection with details determined at time of development review
- Support use as a pedestrian/bike connection
- If/when road is constructed, minimize residential impact on East Ave.

Issue 25: Testimony – Veirs Mill Right of Way

Map 16 Existing and Proposed Street Network



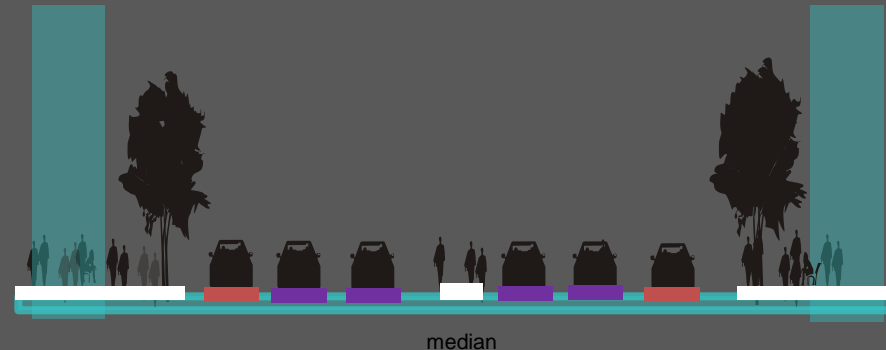
Issue 25: Testimony – Veirs Mill Right of Way

Issue

- The Proposed Plan recommends a 120' ROW for Veirs Mill Road
- 1990 Plan also recommended a 120' ROW
- This is roughly 10 to 20 feet wider than existing ROW
- Property along Veirs Mill Road would need to be dedicated in order to achieve this goal

Reasons for ROW Recommendation

- Ensure adequate ROW for transportation vision of Sector Plan with BRT
- Redevelop roadway as an urban boulevard with street trees, enhanced medians, sidewalks and improved crosswalks



Veirs Mill Road Option - BRT at Curb

BRT Lane 
Travel Lanes 

Issue 25: Testimony – Veirs Mill Right of Way

County Executive - DOT

- Reevaluate the minimum master planned ROW widths for all Major Highways segments – given their BRT and bikeway potentials – to 150'

Lindsay Testimony

- Lindsay does not support widening of the roadway
- Additional takings necessary would negatively impact redevelopment potential



2010 Image – M-NCPPC

Issue 25: Testimony – Veirs Mill Right of Way

Existing Conditions

- Typical six lane cross section with sidewalks and no property offset

Staff Recommendation

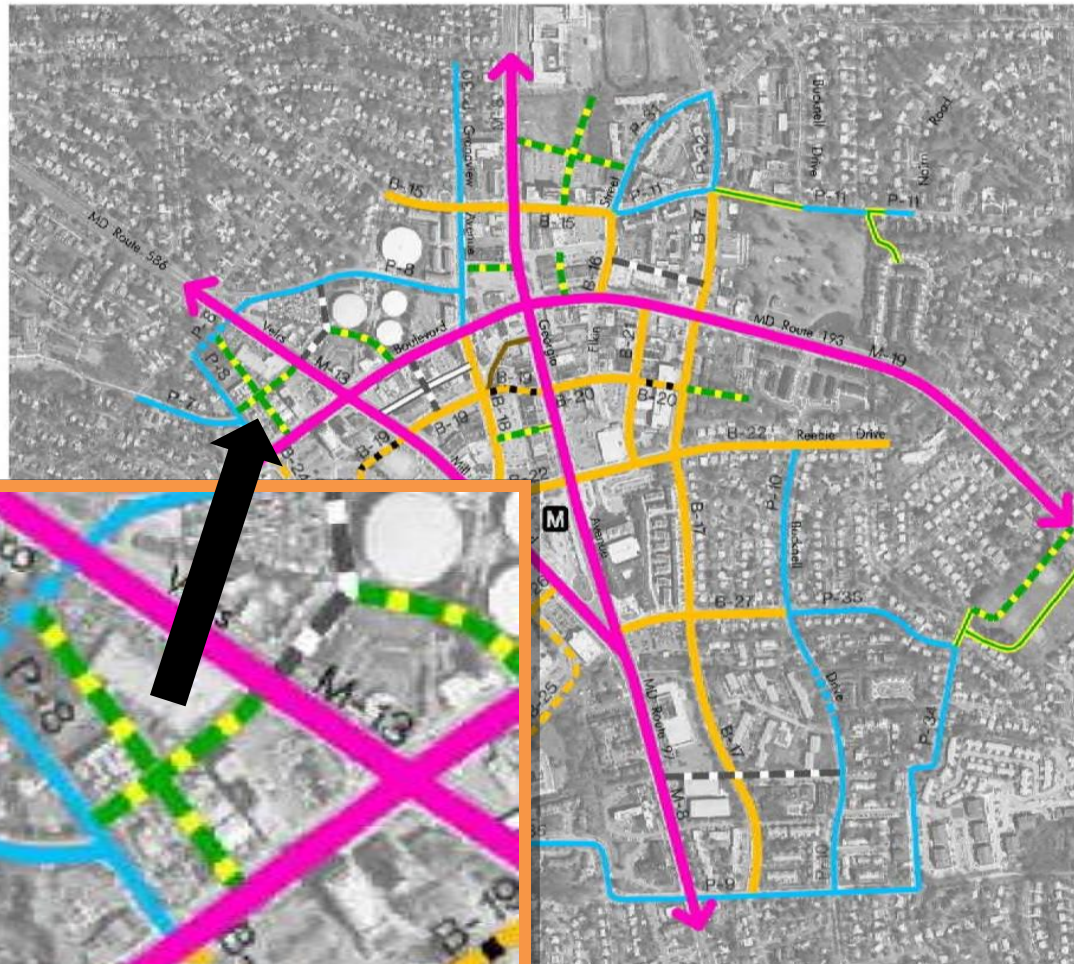
- Retain 120' ROW as set forth in the Public Hearing Draft Plan



Veirs Mill Road at Lindsay Property Looking South East

Issue 25A: Testimony – Conceptual Pedestrian Connections on South Lindsay Block

Map 16 Existing and Proposed Street Network



M Wheaton Metro Station

Street Classifications

- Major Highway Existing
- Residential Primary Existing
- Residential Primary Proposed
- Business Existing
- Business Proposed (New Designation)
- Business Proposed
- Abandon

Local Streets *

- Existing
- Proposed

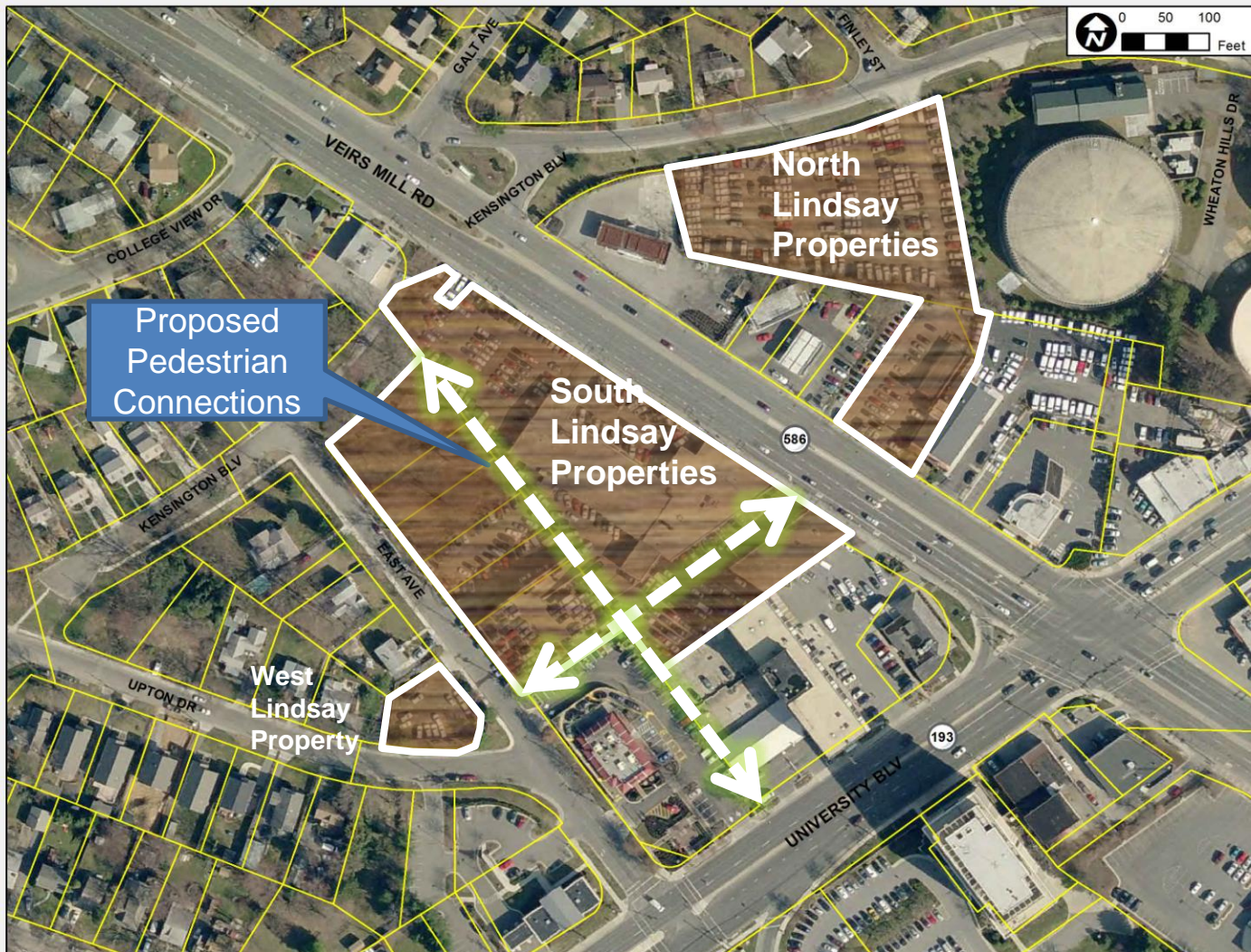
Pedestrian Connections

- Existing
- Proposed

* Local street connections are not designated in the Master Plan of Highways. Proposed local street and pedestrian rights-of-way and alignment to be determined during the development review process.



Issue 25A: Testimony – Conceptual Pedestrian Connections on South Lindsay Property



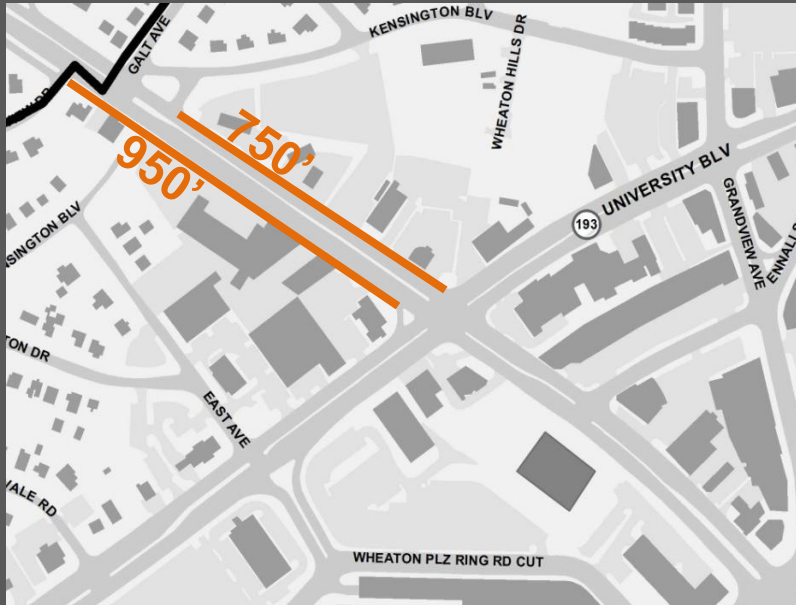
Issue 25A: Testimony – Conceptual Pedestrian Connections on South Lindsay Block

Issue

- Impact of proposed pedestrian connections on redevelopment potential of the block

Reasons for Pedestrian Connections

- Shorten long block along Veirs Mill Road
- Support transitional nature of site – limit massive buildings with continuous street wall
- Enable pedestrian circulation without need to access state highways
- Ensure internal block circulation on large blocks in Wheaton



Issue 25A: Testimony – Conceptual Pedestrian Connections on South Lindsay Block

Lindsay Testimony

- Unnecessary East-West connection
- Topography of site ignored in recommendations
- Connections would impede redevelopment of the parcel

Staff Recommendation

- Use text note rather than Map lines to describe connections
- Add Plan language to acknowledge that redevelopment must provide pedestrian circulation, neighborhood compatibility and public access to remaining parcels

Issue 25B: Testimony – Local Street on North Lindsay Block

Map 16 Existing and Proposed Street Network



M Wheaton Metro Station

Street Classifications

- Major Highway Existing
- Residential Primary Existing
- Residential Primary Proposed
- Business Existing
- Business Proposed (New Designation)
- Business Proposed
- Abandon

Local Streets *

- Existing
- Proposed

Pedestrian Connections

- Existing
- Proposed

* Local street connections are not designated in the Master Plan of Highways. Proposed local street and pedestrian rights-of-way and alignment to be determined during the development review process.



Issue 25B: Testimony – Local Street on North Lindsay Block

Issue

- Street location in conflict with redevelopment opportunity on site



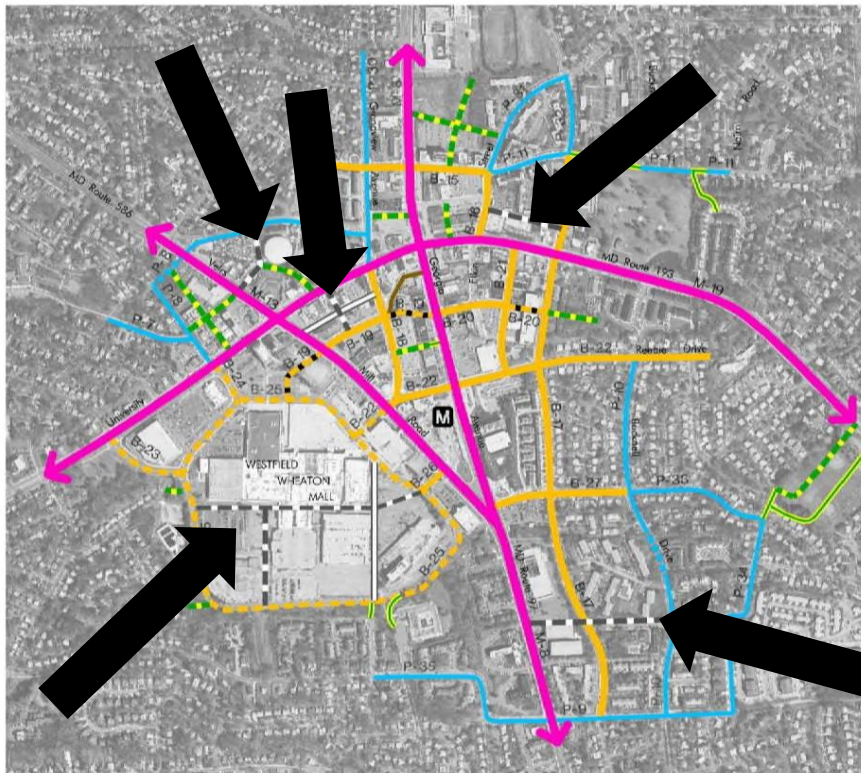
2010 Image – M-NCPPC

Issue 25B: Testimony – Local Street on North Lindsay Block

Reasons for Local Streets

- Improve connectivity of Wheaton network
- Shorten long blocks
- Ensure internal block circulation on large blocks in Wheaton
- Provide options for loading off of state highways

Map 16 Existing and Proposed Street Network



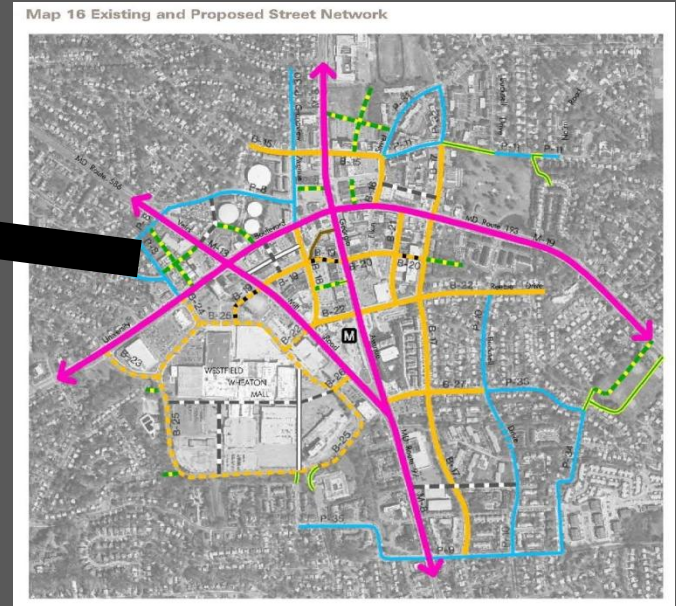
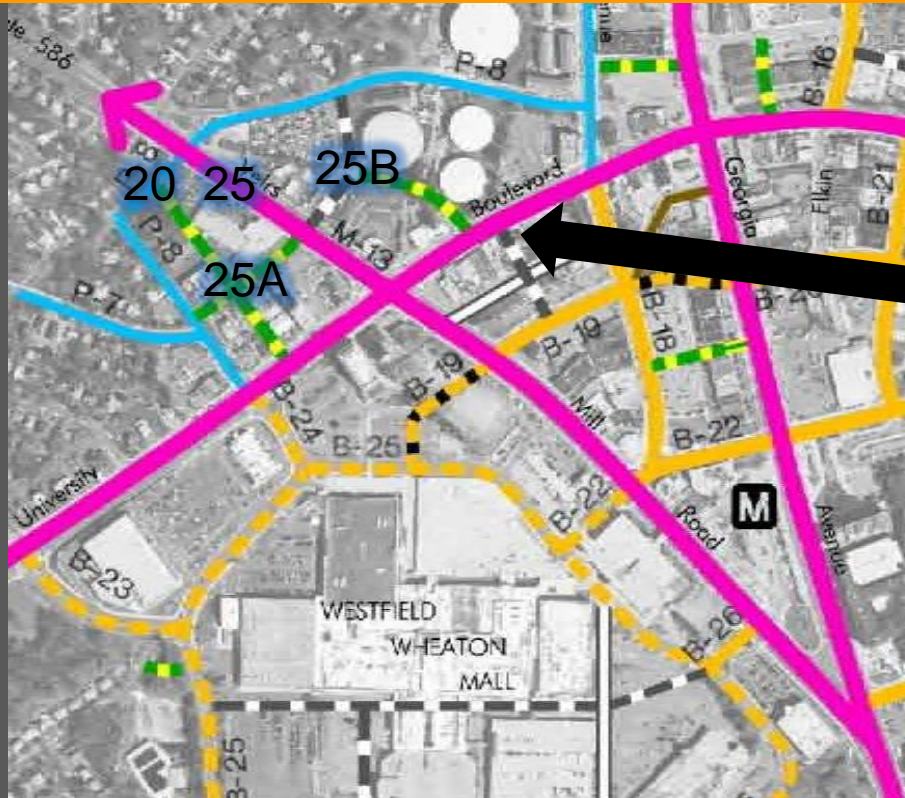
Characteristics of Local Streets

- Flexible street design
- Public or private
- Retail street or alley
- Location and alignment determined at time of site plan review

Staff Recommendation

- Retain Plan Local Street Connections

Issues Related to the Lindsay Properties



Issue - Recommendation

#20: Kensington Boulevard - Retain

#25: Veirs Mill Right of Way - Retain

#25A: Pedestrian Connections – Revise Map/Detail

#25B: Local Streets - Retain

Issue 23: Testimony – Hickerson Drive Private Street

Issue

- Would requested designation of Hickerson as private street conflict with Plan goals?

Existing Conditions

- Land surrounding Hickerson is 66% owned by Aaronson Family, 25% by County



 Aaronson Properties

Issue 23: Testimony – Hickerson Drive Private Street

Aaronson Testimony

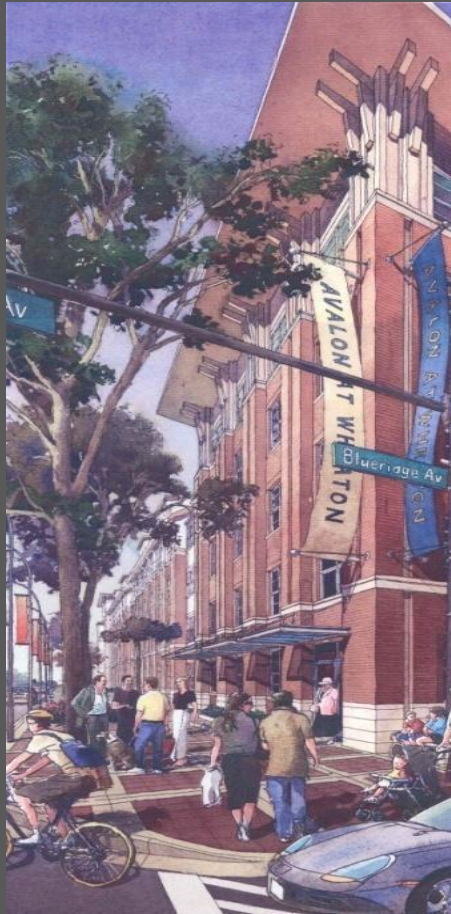
- Consider options to close Hickerson Drive
- Add bullet to text supporting closure of Hickerson if vibrant retail and pedestrian environment results



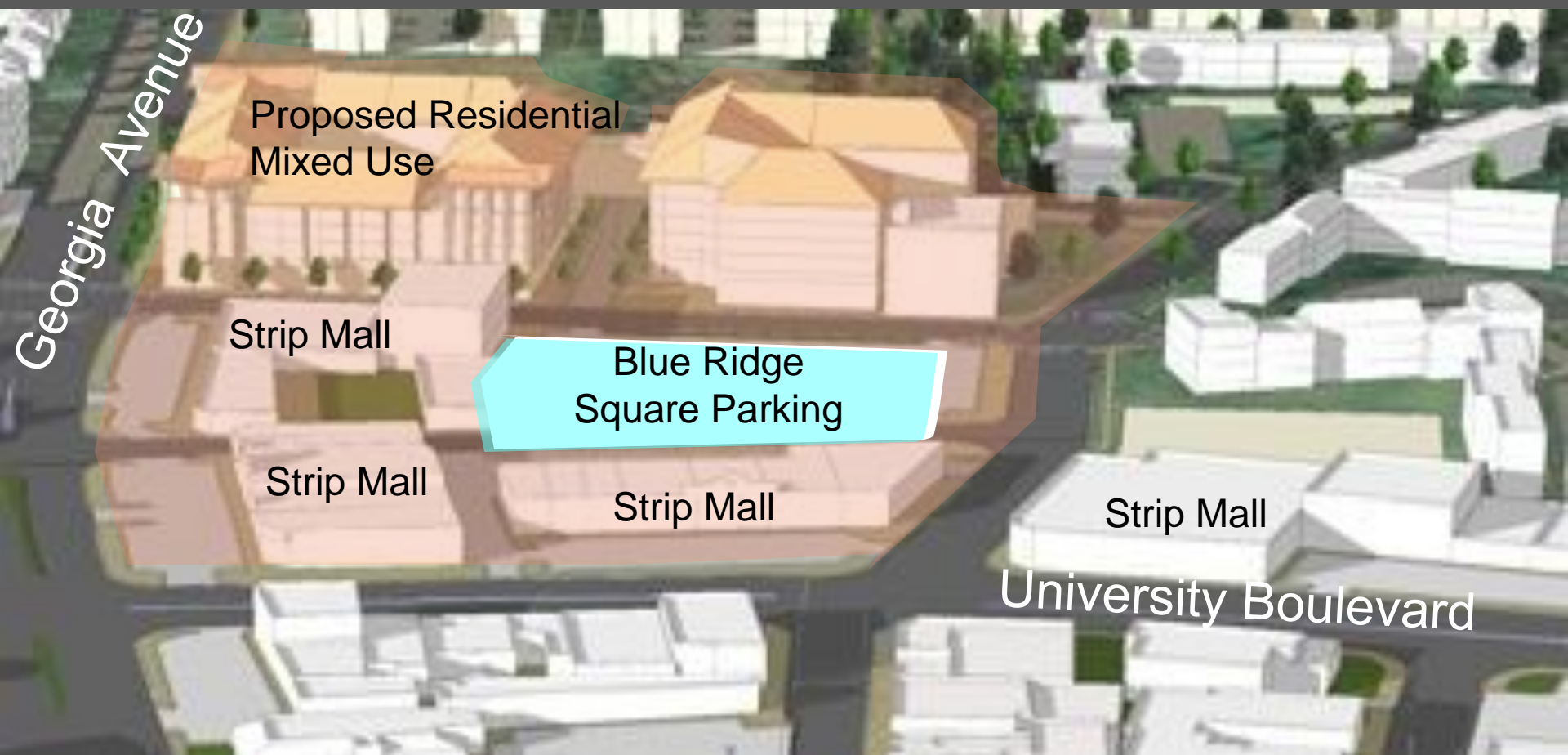
Staff Recommendation

- Modify Map on Page 16 to designate Hickerson Drive as a Proposed Local Street
- Add text supporting abandonment if it results in a vibrant retail corridor with enhanced pedestrian and vehicular circulation

Blueridge District



Blueridge District



Concept



Blueridge District

Georgia Avenue

Building Site

Include Structure Parking

Concept



Blueridge District



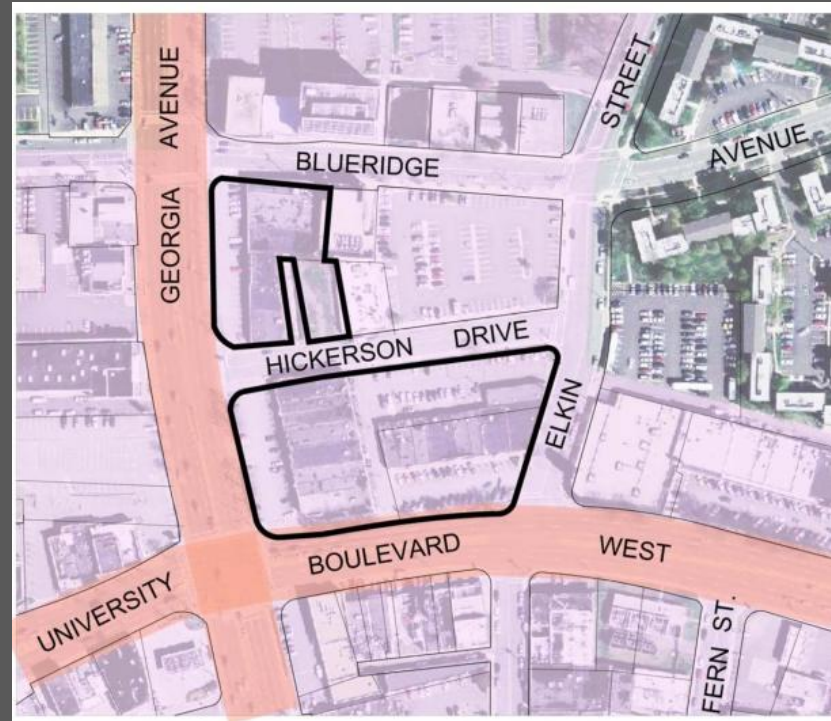


Blueridge District



Weinberg Property Property

Staff Recommendation:
No change to draft plan



Aaronson Property

Staff Recommendation:
Consider abandonment under certain conditions

Next Steps

Worksession 4 December 9, 2010

Worksession 5 January 2011

Council Spring 2011

