WHEATON SECTOR PLAN AMENDMENT
Draft Preliminary Recommendations
Community Meeting
September 21, 2009

Vision

- A mixed-use, transit-oriented, walkable residential and retail community with a variety of new and infill developments in low, medium, and high density buildings.

- The greatest intensity of development and activity will be around the Metro Station.

- Westfield Mall will be better connected to the core through better (new and existing) street connections across Veirs Mill Road.

- New residential growth will create active street life and support the ethnically diverse retail and restaurants.

- Open spaces edged with cafes, coffee shops, restaurants, and other retail will create centers of activity in different quadrants of Wheaton.

- Ethnic food, music and small businesses will be a defining feature that gives Wheaton its unique identity.

Preliminary Recommendations

Land Use and Building Form

1. Preserve and confirm the existing residential areas outside the commercial core.
2. Encourage mixed-use developments in a variety of mid- to high-rise buildings in the commercial core.
3. Rezone some or portions of existing commercial properties outside of the existing Central Business District (CBD) to mixed-use zoning.
4. Locate the greatest density and tallest buildings in the core: buildings in the triangle (Georgia, University, and Veirs Mill) to be up to 200 feet high.
5. Limit the height of buildings adjacent to the existing residential neighborhoods to 45 feet for a distance of 75 feet.
6. Limit all other mixed-use zoned areas to a maximum building height of 143 feet.
7. Establish a variety of building heights on the Westfield property that range from 45 feet adjacent to the existing neighborhood to 143 feet along Veirs Mill Road.
8. Any development on the WTOP site should be compatible with the architecture of the station located at this site.
9. Conduct a comprehensive survey of mid 20th century resources to determine potential historic sites and structures for historic designation.

10. Permit on-street parking on all streets to discourage excessive speeds, provide a buffer for pedestrians from traffic, and promote street activity. Limit on-street parking on major streets and boulevards to off-peak hours.
11. Encourage smaller property owners in the core who wish to retain current buildings to transfer excess density to adjacent and confronting lots as permitted in the CBD Optional Method of Development.

Parks, Open Spaces and Community Facilities

12. Provide a system of parks and open spaces including a civic green on Parking Lot 13, smaller public squares in other quadrants (Blue Ridge Square, Price Square), an improved Veteran's Park, and a variety of public spaces on the Westfield property.
13. Incorporate open spaces into any future development of the surface parking lots surrounding the Westfield Mall and any redevelopment of the Lindsay properties located in the Kensington View/Wheaton Hills district.
14. Create an improved Wheaton Veteran's Park at its current site or relocate to another site within Wheaton's CBD.
15. Provide Metro accessible community facilities in the CBD area through a combination of public and private efforts as the need for new facilities arises with new residential development in the core.
16. Locate open spaces in appropriate places surrounded by retail. Avoid significant building setbacks along major streets to satisfy public use space requirements.

Mobility/Connectivity

17. Increase connectivity by creating a layered transportation network to ensure that all users— bicycles, buses, pedestrians, local and through traffic-- have an appropriate infrastructure to support their needs.
18. Increase pedestrian connectivity through a system of pedestrian paths with shorter blocks.
19. Improve the function, safety and quality of sidewalks through trees, plantings, quality pavement, and building edges with retail stores.
20. Improve the pedestrian sidewalks along Reedie Drive to improve the pedestrian connections within the CBD.
21. Transform Georgia Avenue, University Boulevard and Veirs Mill Road into boulevards with 20-30 foot wide sidewalks, medians, and street trees.
22. Encourage more efficient use of parking lots by encouraging a program of shared parking to ensure that businesses, retail establishments, and residents have adequate parking.
23. Enhancing the pedestrian crossing opportunities on Georgia Avenue, University Boulevard and Veirs Mill Road. Enhance all crosswalks within the core. Provide better connections between the core and the surrounding residential communities.
24. Increase connectivity through improved bike and pedestrian connections from Wheaton's CBD to Wheaton Regional Park and Sligo Creek Stream Valley Park.
25. Designate the Sector Plan area as a "Bicycle and Pedestrian Priority Area".

26. Locate a bike station at the Wheaton Metrorail station with secure bicycle parking and other associated bicycle amenities such as showers, changing stations and bicycle repair facilities, and a bike rental station in concert with the development of county-wide or regional bicycle networks.
27. Improve bus access to the Metro station from University Boulevard to the east (MD 193) by extending Reedie Drive to University Boulevard at the current Dodson Lane intersection.

Sustainability
28. Increase tree canopy cover by planting additional trees along streets, parking lots, unused right-of-way and publicly owned properties. Surface parking lots should have a minimum of 30% tree canopy coverage.
29. Reduce the amount of impervious surface to maximize infiltration of stormwater and reduce runoff. Impervious areas should be shaded as much as possible to reduce "heat island effect".
30. Provide on-site infiltration for multi-story, mixed-use development.
31. Reduce the consumption of energy through better design using natural systems such as solar, geothermal, large district energy systems, energy efficient building materials, technologies, and green construction practices.