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
The County has Four Central Business Districts

Bethesda
Friendship Hts.
Silver Spring
Wheaton
Wheaton CBD provides jobs and services for the eastern part of the county along with Silver Spring.
Vision
Pedestrian Focused - Walkable
To Howard County
Boulevards
Streets
Sidewalks and Paths
Open Spaces
Linkages
Gateways/Landmarks
Pattern & Character
Districts

- Core
- Price
- Blue Ridge
- Kensington View/Wheaton Hills
- Westfield
- Open Space
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
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

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
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**

- **Multi-Family Residential**
- **Townhouses**
- **Standard Property Site Existing Use**

**Map**

- Maximum FAR: 6.0, 5.0, 4.0, 3.0, 2.0, 1.5
- Wheaton Metro Station
- Wheaton Sector Plan Boundary

**Images**

- Multi-Family Residential
- Standard Property Site Existing Use
Issue 14: Testimony – Standard Properties Parcel Density

Maximum FAR
- 6.0
- 5.0
- 4.0
- 3.0
- 2.0
- 1.5

Wheaton Metro Station
Wheaton Sector Plan Boundary

Standard Properties Parcel
Issue 14: Testimony – **Standard Properties Parcel Height**

![Map of Wheaton Metro Station and Wheaton Sector Plan Boundary with color-coded parcel heights. The map highlights a Standard Properties Parcel within the specified height zones.]
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

- Building height: 150 feet
- Building height: 40 feet
- Building height: 45 feet
Proposed Zoning - Standard Properties
Proposed Zoning - Standard Properties

Maximum FAR
- 6.0
- 5.0
- 4.0
- 3.0
- 2.0
- 1.5

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'
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

Viers Mill Road

Kensington Heights

Wheaton View

University Boulevard

Georgia Avenue
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
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

- Existing Stairway Access
- Master Planned Connection
- Outlot A

2010 Image – M-NCPPC
Issue 20: Testimony – **Kensington Boulevard Connection**

- **Existing Stairway Access**
- **Location of Dead End Proposed in 1990 Plan**
- **Master Planned Connection**
- **Outlot A**
- **1990 Plan Alignment**

The map illustrates the existing stairway access and the location of the dead end proposed in the 1990 plan. It also shows the master planned connection and outlot A. The map includes the Kensington Boulevard connection, indicating the alignment and location of the proposed improvements.
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
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

Neighborhood Testimony
- County owned land should not be abandoned
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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

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

Map 16 Existing and Proposed Street Network

- 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 right-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

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 right-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
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

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
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
Concept

Blueridge District

Include Structure Parking

Building Site
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