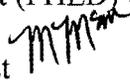


MEMORANDUM

October 27, 2011

TO: Planning, Housing, and Economic Development (PHED) Committee
FROM: Marlene Michaelson, Senior Legislative Analyst 
SUBJECT: Wheaton CBD and Vicinity Sector Plan

This is the Planning, Housing, and Economic Development (PHED) Committee's second worksession on the Wheaton CBD and Vicinity Sector Plan. This worksession will cover issues related to the Design Guidelines, Kensington View/Wheaton Hills District, public open space issues, and environmental issues, as well as one follow up issue related to the zoning for one property in the Core District. Attached on © 1 to 9 are the Executive's comments on the Sector Plan. Attached on © 10 to 14 are Planning Department staff responses to questions raised by Council Staff on topics to be covered in this worksession.

**Committee Members should bring a copy of the
Sector Plan to the meeting for reference.**

DESIGN GUIDELINES

In the Kensington, Takoma/Langley and Wheaton Sector Plans, the Council received testimony on the Design Guidelines. Design Guidelines are presented in a separate document that is not approved by the Council. The most recent draft of the Wheaton Design Guidelines was submitted to Council Staff just before the printing of this memorandum. They are attached at © 17 to 48 (Councilmembers' packets have color copies attached without circle numbers). They will be approved by the Planning Board, who has the authority to amend them as design best practices change over time. There has been significant discussion about which recommendations should be included in master plans and which in design guidelines, and how detailed those recommendations should be.

The Planning Board has hired a consultant to help them address how to prepare design guidelines. After hearing the Planning Board discussion with its consultant, Staff has the following observations:

- Standards or any recommendation that should **not** be considered discretionary during the regulatory process **should be in master plans or the zoning ordinance**, not in design guidelines. Design guidelines should be limited to discretionary recommendations that would be considered by the Planning Board as part of the regulatory process and subject to change as design preferences change.
- Recommendations should be included in master plans only when it is assumed that they are not expected to change over the approximately 20 year life of a master plan (e.g., maximum heights). Recommendations that are likely to change over time should be included in design guidelines.
- Since many design guidelines are not unique to particular geographic areas, the Planning Department should develop a set of countywide design guidelines. Only those guidelines specific to a geographic area should be in area specific design guidelines. Staff recommends development of countywide design guidelines be added to the Planning Department workprogram.

While the Council received comments on earlier drafts of the Wheaton Design Guidelines, the new draft has just become available for public review. **Staff will provide comments and summarize any immediate feedback verbally at the PHED Committee meeting.**

TRANSITIONS TO SURROUNDING RESIDENTIAL NEIGHBORHOODS

The Council received testimony questioning whether the Sector Plan provides protection for the surrounding residential neighborhoods. Some of those who testified indicated that far more specific language is needed regarding the character of development at the edges, while others thought there should be a buffer zone between CR zoned land and adjacent residential neighborhoods. Staff concurs in specific instances described later in this memorandum.

With very limited exceptions, the Plan does not change the boundary between commercial and residential properties. Although there are a few properties that will change from R-60 to CR or CRN zoning, in virtually all cases these properties already have commercial uses (e.g., parking for an adjacent commercial use, water towers, etc.) or are vacant and surrounded by commercial uses. The Plan does not recommend rezoning any R-60 properties with existing residential uses.

The PHED Committee has discussed in other master plans whether there should be a buffer zone between CR and other adjacent low-density residential zones and determined that the CR family of zones provides the opportunity to designate a buffer area in a master plan on a property zoned CR. In fact, the Committee has already decided to recommend that the Council remove the “buffer areas” between commercial and residential zones in Takoma/Langley, due to the recommended rezoning to CR. Staff believes that the Council should use a consistent zoning strategy from master plan to master plan. Staff believes that the Sector Plan language can be strengthened in some areas where CRN zoned properties will be adjacent to single-family residential in the Kensington View area (discussed below). The Council also received testimony suggesting a buffer with 20’ height limits. Since low density residential zones allow heights ranging from 35 to 50 feet, a 20 foot height limit would be less than currently allow in the adjacent neighborhoods and would therefore be inappropriate.

KENSINGTON VIEW DISTRICT

The Kensington View/Wheaton Hills District is discussed on pages 50 to 54 of the Sector Plan. The District consists of low density residential neighborhoods with commercial development along the major roads. The Kensington View Civic Association (KVCA) submitted detailed testimony to the Council expressing their concerns that the Sector Plan did not sufficiently protect their single-family neighborhood, as well as specific concerns about the zoning on properties adjacent to low-density residences. These issues are addressed below. To assist the Committee in reviewing the different zoning options, Planning Department staff prepared a chart that is attached at © 15.

KVCA correctly notes that the prior master plans and sector plans in this area emphasized the need to protect the low density residential neighborhoods, and this Sector Plan addresses this issue in a very cursory manner. The neighborhood is an attractive low-density residential area, with renovations and new construction that demonstrate the stability of the area. Staff believes that the Plan should clarify that no change is recommended for these areas and that the character of the properties that serve as transition between the commercial and low density residential areas is critical. At a minimum, Staff recommends adding the following language:

No change in zoning is recommended for the stable low-density residentially developed area, and it is critical that adjacent uses are of a scale and character to ensure compatibility with the existing residential development.

As Staff works with Planning Department Staff on the resolution adopting the Sector Plan, Staff will look for other opportunities to reinforce this concept.

Specific Properties

Blocks 27, 44, and 44/EYE

Blocks 27, 44, and 44/EYE are at the eastern end of the District (see map on page 51 and discussion on page 54). The Plan does not propose any changes to the R-60 zoning, but recommends rezoning the C-O and C-2 parcels in Block 27 to CR 3, C 2.5, R 2.5, H 75. On Block 44/EYE the Sector Plan recommends rezoning the CBD-2 property at the northwest corner of Georgia and University from CBD-2 to CR 5.0, C 4.5, R 4.5, H 130. Block 44/EYE and the portions of Blocks A and B (described below) along University Blvd. between Georgia Ave. and Veirs Mill Road are directly north of the Core area and justifiably deserve some of the highest densities in the Sector Plan. **The Council did not receive any testimony opposing the zoning recommendations for these properties, and staff supports the Sector Plan recommendation.**

Block A

Block A properties are shown on the map on page 51. Properties on University Boulevard are recommended for CR 5.0, C 4.5, R 4.5, H 130 zoning, and the density decreases as you head north and closer to single-family neighborhoods. The R-60 area in Block A has water towers and no residential development. **The Council did not receive any testimony opposing the zoning recommendations for these properties, and staff supports the Sector Plan recommendation.**

Block B

Block B is located east of Veirs Mill Road and north of University Blvd. It contains surface parking, office, and retail uses. The Sector Plan recommends CR 5.0 zoning for property at the intersection of University Blvd. and Veirs Mill Road, CR 3 for the property to the north, and CRN 1.5 for the properties closest to lower density residential areas. **The Council did not receive any testimony opposing the zoning recommendations for these properties, and staff supports the Sector Plan recommendation.**

Block C

Block C is located west of Veirs Mill Road and north of University Blvd. It is the area shown in orange on the map on page 51. It is the site of the Ambassador Building and is recommended to be rezoned from C-2 to CR 5.0, C 4.5, R 4.5, H 130. **The Council did not receive any testimony opposing the zoning recommendations for these properties, and staff supports the Sector Plan recommendation.**

Block F

Block F is located between East Avenue and Veirs Mill Road and between University Blvd. and Kensington Blvd. It includes areas shown in yellow, green, and purple on the map on page 51. It contains a car dealership and McDonald's. Lots 7 to 13 along East Avenue are a combination of C-2, C-T, and R-60 zoning. The southern portion of the area contains a garage and the northern portion is vacant. The Plan recommends rezoning this entire area to CRN 1.5, C 0.5, R 1.5, H 45. **The Council received testimony from the Kensington View Civic Association (KVCA) expressing their concern about commercial development directly across from single-family detached homes.** The most recent correspondence from them supports the overall zoning recommendation, but asks that the commercial (C) portion be set at 0 floor area ratio (FAR) so that no commercial development can occur on this site. Their primary concern appears to be having a retail use at this location. While Staff believes that a residential appearance is crucial, Staff believes that professional offices in townhouses with a residential appearance would also be appropriate at this location, provided that the wording in the Sector Plan requires, rather than suggests, a residential appearance. Therefore, another option would be to allow some commercial development (at 0.25 FAR instead of the 0.5 FAR recommended in the Plan) and strengthen the language in the Sector Plan regarding residential appearance.¹ As with other properties in Wheaton, Staff believes that providing some flexibility in the mix of uses could provide greater incentives for redevelopment. Moreover, Staff does not believe this dead end street would be a likely location for a retail use.

The northeastern portion of Block F12 which fronts on Veirs Mill Road is recommended for CR 3.0, C 2.5, R 2.5, H 100. Given the topography of the land, development along Veirs Mill Road is likely to be 130 feet higher than the residential neighborhood west of East Avenue. Staff supports the recommended FARs and while Staff is not recommending changing zoning height, Staff believes that language should be added to the Sector Plan to indicate that heights should be examined carefully at time of development to ensure an appropriate transition to the low density residential neighborhood. To achieve compatibility, heights may be limited to less than 100 feet at the time of development.

¹ Although this language would be hard to enforce without a site plan, the Council's final version of the Commercial/Residential Neighborhood (CRN) zone make it very likely that a site plan will be required. With a 1.5 FAR, the vacant lots would allow approximately 100,000 square feet of development and site plan would be required if there is 10,000 square feet of development.

If the area zoned CRN 1.5 develops at the same time as the area zoned Commercial/Residential (CR 3.0) to the east, all commercial development should be concentrated on the eastern portion of the site. The following table summarizes the zoning options for this area:

Lot #	Existing Zoning	Sector Plan Zoning Recommendation	KVCA Testimony	Council Staff Recommendation
7, 9, and 10	C-2	CRN 1.5, C 0.5, R 1.5, H 45	CRN 1.5, C 0.0, R 1.5, H 45	Zoning as recommended by KVCA or CRN 1.5, C 0.25, R 1.5, H 45 with language added to the Sector Plan indicating that any commercial development along East Avenue must have a residential appearance and should be concentrated on the eastern portion of the site if developed at the same time as Parcel 282.
11	C-T			
12 and 13	R-60			
P282	C-2	CR 3.0, C 2.5, R 2.5, H 100	No comment	CR 3.0, C 2.5, R 2.5, H 100. Add language to the Plan about need to evaluate height and transitions to the residential neighborhood to the west.

Lot 16 is the site of the McDonald’s and the Plan recommends CR 2.0, C 1.5, R 1.5 H 75. The KVCA supports the density, but would prefer to have the height capped at 60 feet. Staff is not certain that there will be a significant difference in appearance between a building 60 feet versus one at 75 feet. Since the adjacent properties to the east will be 130 feet, 75 feet appears to be an appropriate step down; however, **Staff recommends adding language to the Sector Plan indicating that the Planning Board must evaluate the compatibility with the adjacent residential neighborhood at the time of development and may limit the height to less than 75 feet to achieve compatibility.** Attached on circles 13 to 14 is a memorandum from Planning Department Staff explaining why they recommended 75 feet for this site, predominantly due to the additional flexibility it provides (but noting that they have no objection if the Council is inclined to reduce the height to 60 feet).

Blocks B2, G, and H

Blocks B2, G, and H are shown on the map on page 51 of the Sector Plan and discussed on page 52. The existing zoning is a combination of C-T and C-O with a small amount of R-60. The Sector Plan’s recommendations for Blocks G and H are of great concern to the KVCA, which originally asked that the properties be retained as C-T and more recently has suggested a lower density CRN option.

The focus of their testimony has been on Lots 7, 23, and 22, the site of a proposed BB& T Bank, which was the subject of a rezoning to CT approved by the Council in the past year. As part of that rezoning, the KVCA negotiated limits on the density and height with the property owner and is upset that the Sector Plan allows far greater density than the existing zoning or the binding elements of the Development Plan. Staff understands their concern, but notes that the Sector Plan should recommend zoning that would be appropriate if ownership changes and the site will no longer be developed with a bank. The zoning proposed by KVCA would not allow for financially viable residential development if this property is not developed as a bank. Staff agrees with the Sector Plan conclusion that residential development or professional offices in townhouses would be more compatible than a commercial use

such as a bank and Staff would not want to prohibit that option. Therefore, Staff recommends limiting the commercial density to 0.25, but allowing up to 1.0 FAR of residential development.²

Staff concurs with KVCA that a total FAR of 1.5 is too dense for the properties along University Boulevard currently zoned C-T or R-60 with a current maximum FAR of 0.5. If they are developed as townhouses, an FAR of 1.0 would allow 17 townhouses per acre, and Staff believes that is an appropriate maximum density adjacent to a single-family neighborhood. Staff also agrees with KVCA’s recommendation to allow 0.5 FAR of commercial development for all properties except the one that is the proposed site of the BB& T Bank (which would keep all existing development from becoming nonconforming) and a residential FAR of 1.0 on the properties currently zoned C-T or R-60, which would allow the entire site to develop residential. KVCA supports the Sector Plan’s recommendations for 1.5 FAR for those properties currently zoned C-O, and Staff concurs.

KVCA recommends capping the bank site height at 25 feet, and parcel 1 at 40 feet. Once again, Staff is concerned that limiting the height consistent with the binding elements of the Development Agreement could limit the potential for townhouse residential development if BB& T does not build a bank on the site. The Staff recommended FARs mean that no commercial development would be more than 1 or 2 stories and residential development would be in a townhouse style, so Staff does not believe that height will be a problem. Staff further notes that the CRN zone will require that the height directly adjacent to the single-family neighborhood be limited to 35 feet, but could increase up to 45 feet at University Boulevard. Density and height options are described below:

Parcel/Lot #	Existing Zoning	Sector Plan Zoning Recommendation	KVCA Testimony	Council Staff Recommendation
2 and 4 on Block B2	C-T and C-O	CRN 1.5, C 0.5, R 1.5, H 45	No comment	CRN 1.5, C 0.5, R 1.5, H 45
7, 23, and 22 on Block H and 6, 7, and 8 on Block G	C-T	CRN 1.5, C 0.5, R 1.5, H 45	CRN 0.25, C 0.2, R 0.2, H 25 consistent with the binding elements in the Development Plan Amendment for this property	CRN 1.0, C 0.25, R 1.0, H 45
1 on Block H	C-T		CRN 1.0, C 0.5, R 1.0, H 40	CRN 1.0, C 0.5, R 1.0, H 45
6, 7, and 8 on Block G	C-T		CRN 1.0, C 0.5, R 1.0, H 45	CRN 1.0, C 0.5, R 1.0, H 45
Parcel 5 on Block G	R-60		CRN 1.0, C 0.5, R 1.0, H 45	CRN 1.0, C 0.5, R 1.0, H 45
29, 23, 3, and 4 on Block G	C-O		No comment	Support Sector Plan recommendation
2 and 9 on Block B2	C-O and C-T		No comment	Support Sector Plan recommendation

² KVCA recommends limiting commercial and residential density to 0.2 but the CR zones require that density be set in 0.25 increments.

Westfield District

The Committee discussed the Westfield District at the last worksession and whether there should be additional language regarding the long term potential for mixed-use development. The Committee was mixed as to whether any change in language was necessary. Staff reviewed the language in the Sector Plan and upon reconsideration does not recommend any further change at this time. Page 48 of the Sector Plan states the following:

Over the long term, a new, transit-oriented development of office, housing, and neighborhood-serving retail, with public use spaces and recreational facilities along the Veirs Mill Road frontage could be integrated into Westfield's property. CR zoning would allow such a mix of uses, and it requires site plan review allowing for detailed plan review by the Planning Board. However, the CR Zones would not work effectively with the existing mall. The main mall portion of the property could be rezoned for mixed-use development as part of the comprehensive rewrite of the County's Zoning Ordinance underway at the time of Plan adoption.

PUBLIC OPEN SPACE/PARKLAND

The Sector Plan describes Public Use Spaces on page 25 and includes a map on page 26, as well as in the section on community facilities (page 77) and in the discussions of the individual districts. The Sector Plan recommends redeveloping some of the existing parking lots as a way to create additional public use space in the Sector Plan area. Specific issues related to public open space and parks are described below.

Wheaton Veterans Park

The Council received testimony from the Wheaton Forest Civic Association asking that the Wheaton Veterans Park be retained at its current location at the corner of Reddie Drive and Amherst Avenue and "not folded into parking lot 13 as part of a redevelopment project." They note that the impact of moving this park to another area planned for a new green space would be to eliminate green space by combining two areas, and instead recommend that the existing park be "redesigned to make it more accessible, visible, inviting, and able to accommodate more use." They further note that the park will provide needed green space for the Safeway development and a buffer for the Wheaton Forest Community.

The Sector Plan refers to this Park in two locations. Page 25 includes the following language:

- Consider relocating Wheaton Veterans Urban Park from its current location at the corner of Reddie Drive and Amherst Avenue to Lot 13 as part of a redevelopment project.

Page 77 of the Plan includes the following language:

- If Wheaton Veterans Urban Park is not included in a public/private redevelopment initiative, renovate it to be more visible and inviting from the surrounding streets. If it is redeveloped, the function of memorializing war veterans should be moved to a more central open space. Any redevelopment of the veterans memorial should be closely coordinated with veterans groups.

In his written testimony on the Sector Plan, the Executive provided the following comments:

“...provided it can be done in a manner that provides a better and lasting tribute to our veterans, I support the possible relocation of Veterans Park as part of redevelopment. The current location has grade and design challenges that help to account for its under utilization. Rather than identify a specific site for Veterans Park as suggested in the Plan, I suggest that the Plan recommend that a new, more vibrant park could be at the Town Square, in the vicinity of Parking Lot 17, or other location that will heighten its availability, use and vibrancy. The Parking Lot 17 location offers the benefit of proximity to the existing Veterans Park and adjacency to VFW and American Legion Post locations. If the park is relocated, the existing site should be available for redevelopment with appropriate sensitivity to surrounding neighbors. Regardless of the exact location for a possible Veterans Park relocation, any new site must provide lasting and appropriate homage to veterans in a superior setting than the existing site.”

Due to the limited amount of green space in the Sector Plan area, Staff is reluctant to support removing any existing green space, and is sympathetic to the concerns of adjacent citizens who value this park. A major civic space is recommended in the vicinity of Lot 13 (west of Georgia Ave. – see page 24) and this may be the more appropriate place to have a tribute to veterans, but Staff would not support eliminating parkland east of Georgia Ave. unless it was clear that redevelopment will provide sufficient green space east of Georgia Ave. Given the uncertainty of near term redevelopment that can meet that objective, Staff recommends eliminating the Sector Plan recommendation to move the park.

Aaronson Property

The Council received testimony from the Aaronson family indicating that they believe that the Sector Plan recommendations regarding the location of public use space are premature. The Sector Plan recommends creating public use space nodes through the redevelopment of existing public surface parking lots, including Lot 14 adjacent to the Aaronson property (see page 25 and the map on page 26). The Aaronsons hope that the ultimate redevelopment of their property “would incorporate Lot 14 within their plans consistent with the County’s goal to use this surface parking lot to leverage redevelopment opportunities”. They request that the Council remove the orange dot indicating the potential location of public open space and note they will provide public use space within the development consistent with the standards of the zoning ordinance, but that it may not be at the location of Lot 14.

Staff does not support this request. The Sector Plan clearly intends that public property be used to increase opportunities for open space beyond what may occur via the development of private property. More significantly, the language in the Sector Plan provides great flexibility regarding the specific location of open space. The Key on the map on page 26 for the orange dot has the following language:

“Proposed open space location will be determined through the redevelopment process.”

ENVIRONMENTAL ISSUES

The Sector Plan discusses environmental issues on pages 71 to 72. This brief discussion focuses on connecting the built and natural environment, increasing tree canopy, minimizing impervious surfaces, and raising awareness of water flow, as well as reducing energy use. The Council received testimony from the Audubon Naturalist Society asking that the Council make watershed restoration, and protection

and enhancement of the existing green infrastructure, a core objective of the Sector Plan, rather than a back chapter.

They specifically request the bottom of page 7 be amended to indicate that Wheaton “contains portions of the Sligo Creek (of the Upper Anacostia) and Rock Creek Watersheds.” On page 10, they recommend that the third bullet (fourth overarching principle of the Sector Plan) be amended as follows:

- The natural and built environments can be improved through development that reduces energy consumption, contributes to the restoration of Wheaton Branch of Sligo Creek, and the Silver Creek tributary of Rock Creek, and provides better stormwater management, greater tree canopy, and walkable streets.

Staff has no objections to these changes.

Audubon also asks that the Sector Plan “be revised to map, protect through zoning, easement, acquisition, and other means, and expand, the existing forest buffer section and remnant streams in both the Sligo Creek and Rock Creek watersheds that now exist in the Kensington Heights neighborhood along the southern border in between the Wheaton Westfield Mall parcel and adjacent residential and institutional properties”. Planning Department Staff note that these features are mapped on page 73 and are being protected through the regulatory process, in particular via forest conservation laws.

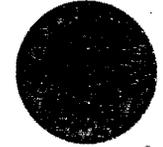
TECHNICAL CORRECTIONS

Several of those who submitted testimony included appropriate technical corrections to the Sector Plan. Staff is not addressing these in the Committee packet, but will include them in the resolution adopting the Sector Plan.

Handwritten notes in top left corner.



063615



J2
CC
SEP
16
11/11

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850
MEMORANDUM

RECEIVED
MONTGOMERY COUNTY
COUNCIL

2011 JUN 20 PM 4:47

Isiah Leggett
County Executive

June 20, 2011

To: Valerie Ervin, Council President
From: Isiah Leggett, County Executive *Isiah Leggett*
Subject: Planning Board Draft Wheaton CBD and Vicinity Sector Plan

I am pleased to provide the County Council with my comments and the fiscal impact analysis for the Wheaton Sector Plan. Also, attached to this memorandum are technical comments from the various County departments.

I commend the Planning Board and its staff on their vision, public outreach and close coordination with the County's Redevelopment Program. I support the overall vision of the plan, making Wheaton a high density, mixed-use urban center while protecting surrounding neighborhoods. This plan with its application of new zoning, improvements to the street network, and the removal of the over-lay zone, provides the framework and encouragement for needed redevelopment. While Wheaton is not currently an office market, appropriate zoning can set the stage and enable the County to partner with developers to encourage a better mix of residential, office and retail for Wheaton.

However, despite prior efforts, we have not had the success we wanted for Wheaton. Zoning and planning are merely rungs in the ladder in Wheaton's climb to success. Wheaton is an Enterprise Zone and an Arts and Entertainment District, both of which, with the updated plan can serve as a springboard to redevelopment and investment. Yet, more is needed. I am committed to continuing the work I have begun with the Council to devote resources to helping Wheaton re-establish itself as a thriving urban mixed-use environment that will attract a variety of jobs and housing types.

Westfield Wheaton Mall is the largest employer, economic driver and physical presence in Wheaton. Its 80 acres account for some 40% of Wheaton's Urban District. The Mall supports 1.6 million sq. ft. of commercial space, making it the 4th largest mall in the Washington region. Retailing is the greatest employer in Wheaton, responsible for some 28% of the jobs in the Wheaton Sector Plan study area. Suburban malls, once the bellwether of commercial projects, are giving way around the country to town centers and more integrated mixed use development. Thus, the mall in Wheaton presents a challenge for long range planning given current demands, market realities and community needs. As contemporary planning moves away from auto-oriented suburban

Valerie Ervin, Council President
June 20, 2011
Page 2

shopping malls, the County is faced with the challenge of integrating Wheaton Mall, the longstanding icon and hub of Wheaton economic activity, into a town center that is knit into the surrounding communities.

I support the major steps the Plan takes to facilitate a town center and strive for a better housing/office/retail balance. And, I recognize the mall is not likely to redevelop in the near term; however, given the long range view of our master plans, I question whether the plan provides adequate incentives for the Wheaton Mall parcel to redevelop in the long-term. The future of the mall plays a significant role in the future of Wheaton. We need a strategy of vibrant tenanting in the present and a long range vision for redevelopment of the mall. Such redevelopment would provide opportunities for greatly enhanced connectivity with the rest of Wheaton. I propose that rather than approving the Plan with its current C-2 zoning, that technical issues be resolved now and high density, mixed-use zoning be applied to the entire Westfield Wheaton site with appropriate transition controls on the edges to protect adjacent neighborhoods.

Currently the pedestrian bridge over Veirs Mill Road between the WMATA garage and the WMATA bus bay area is the principal and safest pedestrian connection between Metro and Westfield Mall. This connection goes among multiple rows of parked vehicles and along a switch back, narrow ramp. The connection is both challenging and uninviting. If feasible, a park (perhaps on top of parking) above Veirs Mill Road connecting the future redevelopment of the Veirs Mill/Georgia/Ennalls block with the WMATA garage would greatly enhance connectivity and provide needed open space. I recommend that the Plan acknowledge the desirability of such connectivity.

I concur with the Plan recommendation to create public use spaces in the vicinity of parking lots 13, 14, and 17; these being the urban core. In making such conversions, any loss of Parking Lot District property must be compensated at fair market value. Related to these suggestions and provided it can be done in a manner that provides a better and lasting tribute to our veterans, I support the possible relocation of Veterans Park as part of redevelopment. The current location has grade and design challenges that help to account for its under utilization. Rather than identify a specific site for Veterans Park as suggested in the Plan, I suggest that the Plan recommend that a new, more vibrant park could be at the Town Square, in the vicinity of Parking Lot 17, or other location that will heighten its availability, use and vibrancy. The Parking Lot 17 location offers the benefit of proximity to the existing Veterans Park and adjacency to VFW and American Legion post locations. If the park is relocated, the existing site should be available for redevelopment with appropriate sensitivity to surrounding neighbors. Regardless of the exact location for a possible Veterans Park relocation, any new site must provide lasting and appropriate homage to veterans in a superior setting than the existing site.

public
use
spaces
Veterans park

I also concur with the Planning Board in its recommendation for the Ennalls Avenue – Price Avenue connection. Smart Growth includes multi-modal connectivity. Wheaton, as with most of Montgomery County, was planned with few

Valerie Ervin, Council President

June 20, 2011

Page 3

inter-connected streets. To permit better access, smart growth calls for closer spacing of streets that provide for pedestrians, bicycles and cars. A closer net grid of roadways improves access, which is critical to encouraging pedestrian activity. University Boulevard provides not only the trunk access for east-west movement, but is the only east-west connection in the urban core. As the Plan recommends, Ennalls Avenue would start at the Westfield Mall Ring Road, pass north of Park Lot 13, connect with Price Avenue, and extend to Amherst Avenue. This new east-west connection and extension would provide critical access to a redevelopment, to Westfield Mall and to small businesses along Ennalls Avenue, Grandview Avenue, Triangle Lane, and Price Avenue. I agree with the Planning Board's determination that such connectivity would be acceptable either as a public or private street.

The proposed Plan shows a robust system of bikeways and bicycle lanes. Improving bicycle accessibility is critical to a multi-modal urban area and to shifting the focus from autos. I heartily support the Plan's recommendation for a bike station at the Wheaton Metro Station.

The application of the CR Zone in the White Flint area has so far not produced any affordable housing incentive density (either MPDU or Workforce Housing) under the optional method of development, due to the availability of a menu of competing public benefits that have proven to be more attractive to developers in that area. As the council considers changes to the CR zones, I urge the Council to look closely at the interplay between the CR zones and our need to incentivize affordable and workforce housing. Including a Plan section on housing will better identify the housing recommendations in the Plan.

To enhance street connectivity, the Plan should permit a local street connection from Blueridge Avenue through Parcels C and 920 to the existing Leesborough development. Currently, Map 18 on page 59 of the Draft Plan indicates this connectivity from Blueridge Avenue to the Leesborough development as a pedestrian connection. The Leesborough Site Plan approval provides for roadway connectivity to the south. Making such a roadway connection would provide additional access and be in the interest of the County as it follows Smart Growth principals and is in accord with earlier Planning Board decisions.

In summary, the pending Sector Plan for the Wheaton CBD is a very positive stride towards improving the economic health and future for the Wheaton area. Comments from Executive Branch departments are attached as is the fiscal impact analysis. Executive staff will be available to assist the Council as needed as the County Council deliberates on this important Sector Plan.

IL:dsj

Attachment

cc: Francoise Carrier, Planning Board Chair

3

Department of General Services

General Comments

- DGS commends the Planning Board for the Smart Growth vision of high density, quality mixed-use development tapering down from the Metro Station to adjoining residential neighborhoods. In developing this vision, the Planning Board and staff diligently reached out to both the Executive Branch and the Wheaton community.
- DGS supports the application of the C-R zone with its highest densities and heights to areas closest to the Metro Station.
- *regular note* DGS supports the removal of the Retail Preservation Overlay Zone. This zone has affectively impeded redevelopment. Once supported by the community as a means of controlling the adverse consequences of redevelopment, this Overlay Zone has lost its support as the community has shifted its outlook to generally and enthusiastically supporting redevelopment.
- DGS anticipates seeking a development partner that will permit the County to create a superior Veterans Park at the site of the current Parking Lot 17. To fund this park shift, the existing Veterans Park needs to be available for redevelopment. Such development would need to be sensitive to the adjacent neighborhood.
- DGS supports the Plan inclusion of an Ennalls-Price connection and extensions. By starting this proposed street at the Mall Ring Road, connecting Ennalls Avenue to Price Avenue, and possibly extending on to Amherst Avenue, the Plan creates additional Mall access and a local parallel road to University Boulevard. Without this through road, the capacity for Reddie Drive to handle future Mall and redevelopment access needs is problematic.

Specific Comments

- Page 13, under The Wheaton Community, 1st paragraph, 4th line – change 52 percent to 51 percent.
- Page 21, under “Encouraging Street Level Activities, 3rd line - change Office of Economic Development to Department of Economic Development.
- Page 22, under “Existing programs should consider”, 3rd bullet - change Kensington-Wheaton Chamber of Commerce to Wheaton Kensington Chamber of Commerce.
- Page 25, 1st bullet - change “major civic space” to “signature civic space”. Analysis of town squares through the Wheaton’s New Downtown development project has determined that a civic space of approximately 28,000 sq ft has been determined as desirable and that size is in line with the Rockville Town Square.
- Page 59, Map 18, Existing and Proposed Street and Pedestrian Network, indicates a pedestrian connection through what are Parcels C and 920 - DGS recommends that this connection be considered as a local road, thus provide for more of a grid network with better local access.

Department of Housing and Community Affairs

General Comments

- DHCA supports the Sector Plan's proposals for significant numbers of additional housing units, including MPDUs and Workforce Housing Units, in Wheaton. DHCA notes, however, that application of the CR Zone in the White Flint area has so far not produced any affordable housing incentive density (either MPDU or Workforce Housing) under the optional method of development, due to the availability of a menu of competing public benefits that have proven to be more attractive to developers in that area. Given the great need for affordable housing, DHCA recommends that the Sector Plan include a recommendation that projects in CR Zones provide significantly more MPDUs than the minimum required 12.5 percent and utilize any available density bonus. Such a recommendation would be consistent with the recently adopted Housing Element of the General Plan (Policy 4.11, which reads: "Ensure that all master plan and sector plan amendments address the need for housing for low, moderate, and middle income households and promote specific strategies to meet that need including height and density incentives and flexibility.")
- The recommendations of the Sector Plan appear to support the recommendations of the Montgomery County Affordable Housing Task Force, including increasing affordable housing; creating a more attractive planning and economic environment for the development of affordable housing; and, reducing parking requirements for housing developments in order to reduce homeowner costs, encourage use of mass transit and promote more environmentally friendly patterns of development. However, the recommendations concerning housing are currently not well identified in the Sector Plan. DHCA recommends that the Sector Plan include a Housing section, similar to the current sections on Mobility, Environment, and Community Facilities. The availability and location of housing for all populations is a top priority, and is a key factor in supporting sustainable development.

Department of Public Libraries Recreation Department

General Comments

The Wheaton Library is not physically located in the sector plan area covered by the April 2011 draft Wheaton Central Business District and Vicinity document, but there are places in the Plan which reference the Wheaton Library facility and for which Libraries and due to the future co-located Library/Recreation Center, the Department of Public Libraries and the Recreation Department have comments.

Specific Comments

- Page 80, line 3 - change library introduction statement from “possibly in combination with the Wheaton Community Center” to say “currently planned as a joint library/community recreation center on the land occupied by the Wheaton Library and the Wheaton Community Center”.
- Appendix 4 – Park, Trail, and Recreation, page 6, the Public Libraries and Recreation Departments support the Plan recommendation in, to *Improve connectivity to community recreation centers, Wheaton Library, regional parks, and trails near the CBD.* The design of the new joint Library/Recreation Center should include sidewalk paving and directional signage that continues the streetscape signage and paving design from the sector plan area onto the library/recreation center property, thus providing inherent connectivity to not only the CBD, but the parks and trails in the area. The library and recreation facility are not far outside the CBD and Vicinity Sector Plan and should be “tied in” where possible to draw visitors from the CBD north to the two County properties at Arcola, Hermitage, and Georgia Avenue.
- Appendix 5 – Community Facilities page 1 to 3, the Public Libraries and Recreation Departments support the Plan recommendation in to *create an overall plan for the four community facilities just outside the sector plan area to the north. The Wheaton Rescue Squad, Wheaton Regional Library, and the County Recreation Center sites should be connected across Arcola Avenue with shared parking and internal pedestrian paths and seating areas.* This recommendation should not result in the downgrading or elimination of elements in the program of requirements; nor in the service needs for the library. Given the traffic on Arcola and the V/C ratio for the Arcola/Georgia Avenue intersection shown on page 39 of Appendix 3, which exceeds the LATR standard for the future, Libraries is concerned about moving pedestrians across Georgia or Arcola safely in order to meet this goal.

Team 11/12

Department of Transportation

General Concerns

- WMATA just completed a draft Study that examined the number of bus bays needed to accommodate the existing bus network plus potential BRT corridors. The Plan must recognize the critical importance and role of the extensive bus network including its focal point, the Wheaton Metrorail Station.
- The Draft envisions an abandonment and realignment of Ennalls Avenue within the Core District of the Wheaton Triangle. Preliminary Engineering assessment of this new alignment has shown that the road would have severe impacts on adjacent land uses if it were to be built to public road standards. MCDOT can support a public street, if the land use impacts are recognized. Otherwise, this segment of Ennalls Avenue should be planned as a private street.
- The Draft calls for certain segments of Hickerson Drive and Elkin Street to be closed to vehicular traffic on weekends and holidays for certain special uses. This is totally an operational issue outside the purview of a master plan for these public streets. MCDOT has a process in place to accomplish this type of function. It is incorrect for a master plan with a twenty to thirty year time horizon to deal with this type of issue and the text should be deleted.
- Bikeway G-G' (as shown in the *Kensington Wheaton Master Plan*) is not shown on this plan draft; either show it on Map 17 and add it to Table 3, or add some text formally deleting it so there is no future confusion as to its status.
- The Historic Resources Section contains an inconsistency. While the text clearly states that "the environmental setting for this historic resource [31/12 WTOP Radio Transmitter] is 1.4 acres", Map 22 shows the entire 12.31 acre parcel as the "Designated Historic Site". This erroneous mapping needs to be corrected.
- The Draft does not contain some elements of a comprehensive plan required under State law.
- The Draft does not contain certain "Visions" required under State law.

Specific Comments

- Page 2 - this Plan amends additional functional and countywide plans other than those currently listed in the Abstract; a list of all amended functional and countywide plans needs to be included.
- Page 9 - revise the first sentence of the second paragraph under "Wheaton's Role in the County to state, "A significant amount of traffic moves ~~west~~ through Wheaton to and from the I-270 Corridor, . . .
- Page 10 - correct Table 1 to show the 1990 Plan Estimate J-H Ratio as 4.3:1
- Page 20 - show the proposed (not existing) street network on Map 6
- Page 22 - add a final bullet under Developing a Nighttime Economy stating, "Crime Prevention Through Environmental Design (CPTED) Reviews should be incorporated into redevelopment efforts"

- Page 24 - show the proposed (not existing) street network on Map 7
- Page 26 - show the proposed (not existing) street network on Map 8
- Page 28 - show the proposed (not existing) street network on Map 9
- Page 29 - show the proposed (not existing) street network on Map 10
- Page 34 - show the proposed (not existing) street network on Map 12
- Page 35 - show the proposed (not existing) street network on Map 13
- Page 37 - show the proposed (not existing) street network on Map 15
- Page 38 - show the proposed (not existing) street network on Map 16
- Page 39 - show the proposed (not existing) street network on Map 17
- Page 40 - this section on the Core District needs to add text pertaining to the abandonment of existing Ennalls Avenue, the proposed relocation of Ennalls Avenue, the impact of the relocation on existing businesses, and the impact of both on the proposed zoning
- Page 41 - show the proposed (not existing) street network on the Proposed Zoning map in Figure 1
- Page 43 - show the proposed (not existing) street network on the Proposed Zoning map in Figure 2
- Page 47 - show the proposed (not existing) street network on the Proposed Zoning map in Figure 3
- Page 49 - show the proposed (not existing) street network on the Proposed Zoning map in Figure 4
- Page 51 - show the proposed (not existing) street network on the Proposed Zoning map in Figure 5
- Page 55 - revise the last sentence in the first paragraph under Existing Neighborhoods Surrounding the Districts to state, “Redevelopment in these neighborhoods under existing zoning should maintain existing scale and character ~~blend with existing conditions~~ and should not introduce mixed-use zoning.”
- Page 57 - revise the second sentence in the first paragraph under Approach and Network Integrity to state, “Carefully . . . in the CBD where design, safety, environmental, and community objectives require a multifaceted approach to placemaking.”
- Page 60 - in the second bullet, reevaluate the minimum master planned right-of-way widths for all Major Highways segments, given their BRT and bikeway potentials, as 150’
 - delete the fifth bullet under The Street Network; Target Speeds are an engineering, not planning, issue
- Page 63 - delete the second bullet under Pedestrian Circulation (see General Concerns)
- Page 64 - revise Table 3 in accordance with all comments on Map 19 (p. 65)
- Page 65 - extend symbol for Dual Bikeway on MD 193 from Amherst Av. to MD 97 for consistency with *Countywide Bikeways Functional Master Plan*
 - designate MD 193 from MD 97 to Drumm Av. as a bikeway similar to the designation in the pending *Town of Kensington and Vicinity Sector Plan*
 - either delete PB-8 on Franwall Avenue, or add a listing for it to Table 3

- add an SR-20 designation to Amherst Avenue south of Reddie Dr.
- correct the alignment of PB-7 to show it going via Douglas Avenue
- either delete PB-30 from McComas Ave., or add a listing for it to Table 3
- either delete PB-33 from MD 586, or add a listing for it to Table 3
- add a bikeway from East Ave. to MD 586 via College View Dr.
- add a bikeway from Galt Ave. to Grandview Ave. via Dawson Ave.
- add a bikeway from Fennimore Rd to MD 586 via Galt Ave.
- add a bikeway from Blueridge Ave. to Arcola Ave. via Nairn Rd.
- designate the entire Wheaton Plaza Ring Road as a shared road bikeway
- continue Bikeway SR-20 east to MD 193 via Reddie Dr.
- continue Bikeway SP-77 west to Dawson Ave. via Blueridge Ave.
- show the Sector Plan boundary on Map 19.
- Page 66 - revise the third bullet under Bikeway Network to comprehensively deal with bikeway issues on University Boulevard (MD 193)
 - with respect to the fifth bullet, the County has no authority to develop a bike station at the Wheaton Metro Station and bike stations are costly to construct; therefore, a specified land area should be identified in the Plan for the bike station. The Plan should show how it is feasible to incorporate such a facility into the Metro Station area, or show an alternative facility on nearby land dedicated for this purpose.
- Page 75 - delete the fourth, fifth, and eleventh bullets under Health; these appear to have nothing to do with master-planning
- Page 76 - show the former elementary school site on Upton Drive
 - label the names of the existing parks
 - reduce the shaded area on the WTOP parcel to only show the 1.4 acre historic Environmental Setting, not the entire 12.31 acre parcel
- Page 81 - revise the last bullet on the page to state, “Any redevelopment of the 12.31 acre WTOP site must . . .”

DOT Division of Traffic Engineering and Operations - Additional Comments

General Comments

- Any modifications at signalized intersections will need to be coordinated with MCDOT’s Transportation Systems Engineering Team.
- Any traffic calming or pedestrian safety improvements will need to be coordinated with MCDOT’s Traffic Engineering Studies Section.

Specific Comments

- Page 22, 3rd bullet from bottom (using sidewalk for café seating) - add “with executive branch’s approval where feasible subject to permit and ADA requirements”.
- Page 27 - Connectivity paragraph: would utilizing Georgia Ave, University Blvd and Veirs Mill Road as boulevards be appropriate? (MSHA issue).
- Page 57, 4th line from bottom - unfamiliar with the concept of RAM.



October 26, 2011

MEMORANDUM

To: Marlene Michaelson, Senior Legislative Analyst, Montgomery County Council

Via: Glenn Kreger, Acting Chief, Montgomery County Planning Department GK

From: Khalid Afzal, Planning Supervisor, Montgomery County Planning Department KA

Subject: Wheaton Sector Plan—Planning staff’s rationale for CRN Zone recommendations in the Wheaton Sector Plan Draft

Development options in low-density CRN Zones

Typically, transitional properties zoned CRN have the option to develop as commercial, residential or mixed use. In reality, however, since a mixed use development with retail on the ground floor and residential above would need structured parking, mixed use developments would need larger lots (1.5 to 2.0 acres minimum depending upon lot shape, topography, street frontage, and entrance/exit options). Since below-ground parking is very expensive and less financially feasible for developments below five stories (45-foot maximum height recommended for CRN zones in Wheaton and Kensington) parking structures in a mixed use development in these locations would most likely be above ground in a wrap-around configuration, which may require even larger lot sizes.

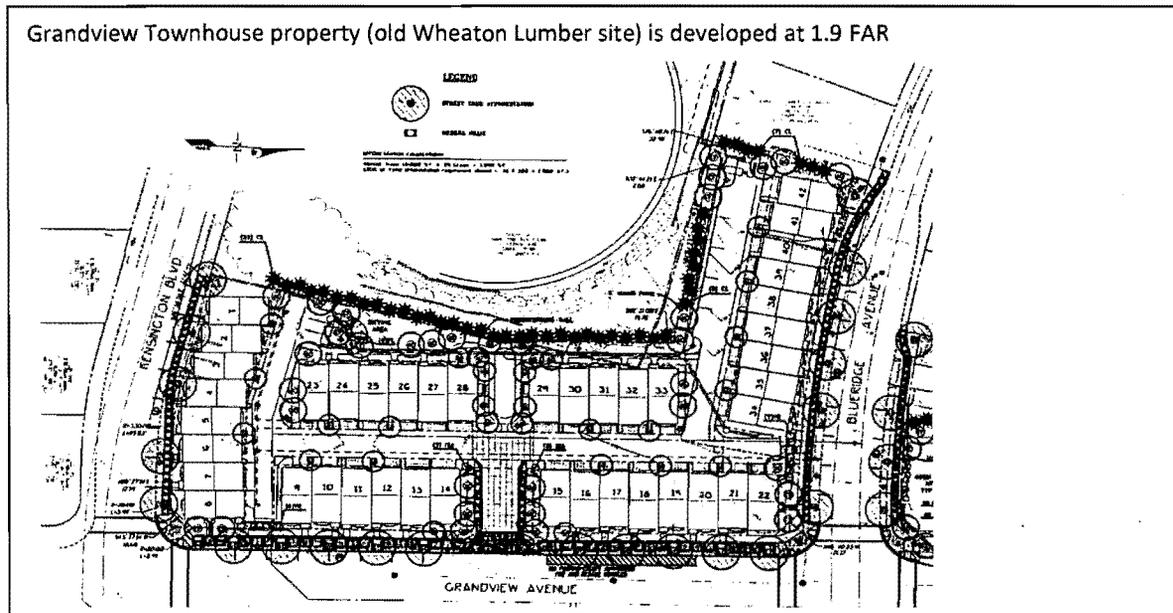
For properties recommended for CRN zones in Wheaton, it is highly unlikely that an all-commercial development will have a mix of retail on the ground floor and office above primarily because these properties are not in an office location, and also because of parking requirements. Although the CR Zone allows off-site parking, given the location, it seems unlikely that these properties can take advantage of that provision (and they are not in the Wheaton Parking District so they must provide required parking). Most likely it will be either all retail with a small building foot print with surface parking, or professional offices that provide local services such as real estate brokers, attorneys, and accountants in a townhouse-like office development of two to three stories with surface parking. Such townhouse offices already exist in Wheaton on Amherst Avenue south of University Boulevard (with less than 0.5 FAR), and in Kensington on Farragut Avenue east of Connecticut Avenue (0.26 FAR) and Metropolitan Avenue (0.89 FAR).

A retail-only development will most likely be less than 0.5 FAR since a parking requirement of 4 spaces per thousand square feet of floor area makes it difficult to achieve more than 0.5 FAR as surface parking can take almost twice as much space as the building floor area (hence the typical suburban development pattern of small retail building surrounded by a larger parking lot in the current C-T Zone).

An all-residential development has more building type options depending upon the size, location and configuration of the lot. It can be townhouses, garden apartments or a condo type development as part of a larger development on an adjoining parcel, which may be one option for the East Avenue side of the Lindsey Ford property in Wheaton.

Typical FARs for townhouse developments

Townhouses can range in FAR anywhere from less than 0.5 to more than 1.5 depending upon their lot size and configuration, road layout, common open spaces, stormwater management, and development pattern—compact, high density urban layout with no individual back yards for each unit, or a more suburban model with larger common open spaces and front and back yards. The 42 townhouses at the old Wheaton Lumber site in Wheaton, developed under CBD-1 in the late 90s, have 1.9 FAR. The 75 townhouses along Amherst Avenue between Reedie Drive and Prichard Road in Wheaton, with 3.5 floors, have between 1.0 and 1.3 FAR (calculated from units per acre to FAR from approved drawings since CBD zones allow maximum residential density as units per acre instead of FAR).



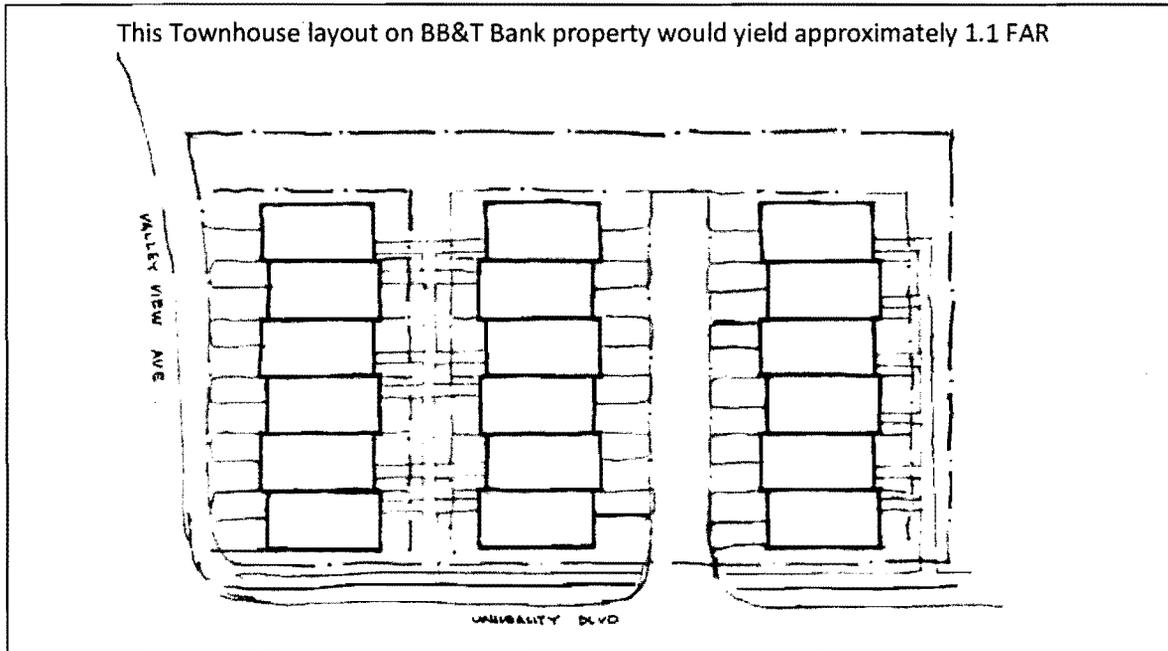
Appropriate development for University Boulevard properties in Kensington View neighborhood

The properties on two blocks along University Boulevard between East Avenue and Valley View Avenue are zoned a combination of C-T, C-O and R-60. The C-T Zone (0.5 FAR) is not the most appropriate for these properties because it does not allow residential and is based on a suburban model of development—small commercial building footprint (maximum 35% building coverage) with the rest of the site devoted to parking and circulation. The proposed BB&T Bank proposal has 0.1 FAR with 10.4 % building coverage, which leaves the remaining 90% of the site as parking, circulation and some landscaping. A series of such buildings with larger surface parking areas along University Boulevard would not provide the appropriate buffer and protection for the single-family houses behind.

Planning staff believes that a townhouse-like development on these two blocks along University Boulevard is the most appropriate form of development to provide a transition from downtown and create a buffer from the University Boulevard traffic impacts. Planning staff's recommended CRN Zone retains the current C-T Zone's commercial density (0.5 FAR) but adds residential use of up to 1.5 FAR to encourage a denser building form needed at this location. Non-residential development on these properties is most likely to follow the BB&T model—small, one story retail or other limited commercial use with surface parking, although it is possible to have a townhouse professional office development of two stories (taller than two stories may not be able to provide all required parking on site unless partially structured). A residential development on these properties would most likely be a townhouse development since the proposed maximum building height of 45 feet and the smaller property sizes (BB&T, 39,100sf, and Capital One Bank, 41,600 sf, at the corner of University and East Avenue, are the

largest), combined with the need to provide structured parking would preclude a larger, condo type project.

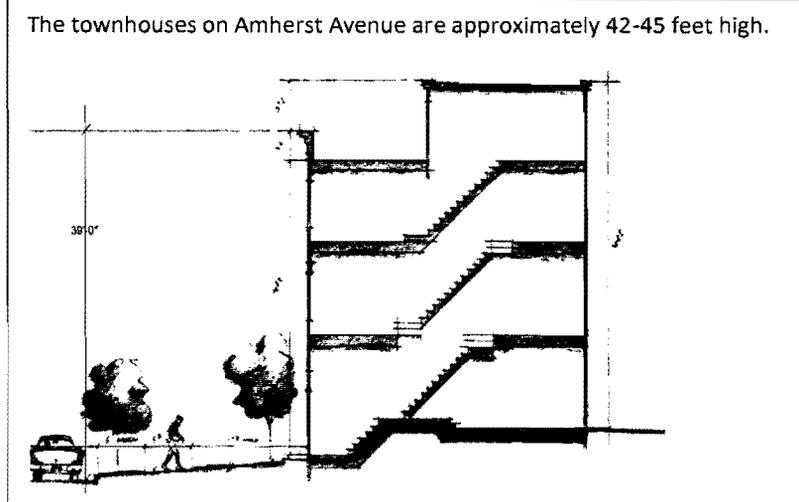
Planning staff used the BB&T Bank property as a test case to see what kind of townhouse development would be achieved on this property, and found that it could accommodate up to 18 standard townhouses of three floors each, totaling approximately 43,200 sf, resulting in 1.1 FAR. Another variation on this might be a combination of townhouses and two-over-twos, which have typically four floors, resulting in FARs of up to 1.4.



East Avenue properties in Kensington View neighborhood

The East Avenue properties between University Boulevard and Kensington Boulevard present slightly different challenges than the properties on the two blocks along University Boulevard discussed above. They have more development options available to them because they are in single ownership and can be developed separately, or they can be part of a combined development with the larger Lindsey Ford property facing Veirs Mill Road.

If developed separately, one likely scenario is a residential townhouse development. The 75 townhouses on Amherst Avenue (approximately between 1.0 and 1.3 FAR) are a good example of such a townhouse development combined with a condo development on one block where one side faces a single-family residential community and the other side is on a major road. A non-residential scenario might be a small



non-profit or other non-residential use that is feasible on a side street but still with a limited building size because of parking and other layout constraints (these properties are also not in the Wheaton Parking Lot district). A typical retail-only development is not a likely scenario for this frontage of East Avenue since the block is a side street with no visibility from the main road.

There are more building type options for these properties in a scenario where these lots are part of a development of the main Lindsey Ford dealership lot. These can vary from residential or non-residential uses with or without a garage; residential units wrapping around a garage on the East Avenue frontage; individual residential units with entrances on East Avenue but incorporated in the larger structure with structured parking, a residential or non-residential use with no access (or only vehicular access) to East Avenue; or a townhouse development attached to the larger development with combined parking within the larger structure, but all within the maximum 45-foot height, which essentially limits any development on these lots to a maximum of four stories. In a combined development scenario, density may be averaged over lots but may not increase on lots adjacent to existing residential, and uses and maximum building heights are controlled by the underlying zone.

Maximum building height—60 feet or 75 feet

The rationale for 75-foot maximum building height is to provide design flexibility for higher ground floor heights; to allow for site topography; and to allow design flexibility to create variations in building design and heights along the street, which will help create a more varied and interesting town center. For example: the four-story, Lofts 24 condo building in Silver Spring has 12 to 15-foot high floors in a 60-foot high building; the Bozzuto project on the east side of Georgia Avenue between Reedy Drive and Prichard Road (Archstone Wheaton apartments) includes a half floor (a mezzanine) on the top floor to create double height spaces, which make the building façade along Georgia Avenue five stories—approximately 60-65 feet. The design flexibility may also be helpful if the applicant wants to provide more than 12.5% MPDUs within the allowed envelope.

Another reason to allow 75-foot maximum building height is to encourage more housing in desirable locations where the market may be less robust and there is uncertainty about the feasibility of multi-family, four-story residential developments. Another story in that case can provide critical financial returns with minimal cost since most of the base structure and building systems are already in place for the first four stories. This was the argument put forth by the Konterra property owners in Kensington.

During the Planning Board worksessions, the owners of the Konterra property contended that the recommended maximum building height of 60 feet on the old concrete mixing plant property was not enough to have a five-story building due to the slopes on the property, and therefore not enough units for the project to be feasible. They asked that it be raised to 75 feet to be able to have five stories and that achieving an extra story was critical for the financing of the project (staff agreed with the property owners but the Board did not and kept the height at 60 feet).

Planning staff believes that the benefits of an additional floor of housing in appropriate downtown, or town center, (locations where transit and other services are, or will be, in place to support additional population) outweigh the perceived visual impacts of a 75-foot high building. It is hard to distinguish between a four-story and a five-story building. Any perceived impacts of extra height can also be mitigated by requiring a building setback at the four-story level during the site plan review pursuant to the master plan or guidelines conformance requirements of the CR zones.

Maximum building height on the McDonald's site in Kensington View

The Draft Plan recommends maximum 75 feet on this property at the corner of University Boulevard and East Avenue. This is based on a transition of building height starting in the core with maximum 200 feet

on the south side of the Veirs Mill/University intersection, going down to 130 feet on the north side of the intersection, which includes the existing Ambassador apartment building currently at approximately 65-70 feet. The McDonald's property adjoins the Ambassador building lot to the west, and therefore was stepped down from 130 feet on Ambassador to 75 feet. Staff has no objection if the Council is inclined to reduce the maximum height on the McDonald's lot to 60 feet.

How many stories are possible in 75 feet?

It is hard to say what the maximum number of stories in 75-foot height can be. Technically you can have eight floors of 9-foot floor-to-floor heights with three feet of parapet on a flat roof, totaling 75 feet. In reality, however, the constraints of the building code, topography, marketing considerations, and the type of construction and building costs result in fewer than eight stories in 75 feet. More and more, newer mixed use buildings are providing 15-20', or even higher, first floor heights for retail or other commercial uses to have flexibility of marketing the space to attract tenants who may want a higher ceiling height (The Silver Spring DSW shoe store in a ground floor space has a ceiling higher than 20 feet).

For wood construction, the Montgomery County building code allows maximum four stories on top of a concrete platform (e.g. a garage), a total of five stories, within a maximum building height of 65 feet. A typical four-story building with 10-foot floor-to-floor height on top of a concrete ground floor of 12 feet (total of 52 feet), with an additional 8 to 10 feet for sloping roof or topographical variations would be 60 to 62 feet high. For a building equipped with an approved automatic sprinkler system, the building code allows the number of wood construction floors to be increased to 5 (on top of a concrete structure--a total of six stories) within a maximum building height of 85 feet. Our recommendation of 75 feet is based on a typical residential building of up to six stories (including a garage podium) with up to 10-foot floor-to-floor heights and higher than 10 feet for the ground floor to accommodate some variations in topography.

Table 1: Wheaton transition zones comparison 10-27-11

Zone	C-T	C-O	C-1	C-2	CRN1.5, C0.5, R1.5, H45'
Requirement					
Max FAR	0.5	1.5, 3.0 with site plan	No limit	1.5 commercial, 2.5 mixed use	0.5 commercial 1.5 Residential 1.5 mixed use,
Max building height	24-35'	3 stories, 42' 8 stories, 97' with site plan'	30' average from finished grade, 45' max at any point increased to 60' with BOA variance	3 stories or 42', 75 feet for mixed use (300' setback from a SF resid use), 180' for transit-oriented mixed use	45'
Additional height controls	No	No	No	No	45 degree angular plane above 35' at req'd setback from adjoining resid zone
Max Building coverage:	lots of less than 12,000 sf: 30% lot of more than 12,000 sf: 35%	None	None	None	None
Retail GSF limits per tenant	No	No	No	No	Maximum 15,000 sf
Min. front setback	10'	0' from Master Planned ROW, or 70' from center line	10' from Master Planned ROW, or 60' from center line	10'	0'
Min. side setback	15' from adjoining resid. zone	0' or the same as in an adjoining resid zone	0' or the same as in an adjoining resid zone	0' or the same as in an adjoining resid zone	25' fr one-family resid, or the min req'd in an adjoining resid zone
Min. rear setback	15' from adjoining resid. zone	0' or the same as in an adjoining resid zone	0' or the same as in an adjoining resid zone	0' or the same as in an adjoining resid zone	25' fr one-family resid, or the min req'd in the adjoining resid zone

Zone Requirement	C-T	C-O	C-1	C-2	CRN1.5, C0.5, R1.5, H45'
Min. open space	10% Green area	None	10% Green area	10% Green area, or 10% PUS for transit-oriented Mixed use	For site plan projects only: 10% of lot area between 10,000 sf and 3 acres
Site plan required	Yes	Only for higher FAR and bldg heights	Only for C-1 locations with 15 acres	Only for transit-oriented mixed use	Only for "limited uses", more than 10,000 sf, more than 10 units, or building higher than 40', and drive-through facilities.
Landscaping standards for surface parking	None	None	None	None	Yes



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

October 26, 2011

The Honorable Valerie Ervin
President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

SUBJECT: Draft Design Guidelines for the Wheaton CBD and Vicinity Sector Plan

Dear Ms. Ervin:

I am pleased to transmit the attached Draft Design Guidelines for the Wheaton CBD and Vicinity Sector Plan. The draft document reflects the Planning Board's comments and the feedback received from the public to date. We are providing these guidelines in draft form to make them available to the public and the County Council during the Council's review of the Planning Board Draft Sector Plan.

The intent of the guidelines is to illustrate how plan recommendations might be met, to inform applicants of design expectations and possible resources to accomplish them, and to provide staff with a framework for project review. The guidelines are a tool for obtaining enhanced design and related amenities. They are organized into four sections:

1. Introduction – purpose and limitations of the guidelines
2. Context – relationship to the Sector Plan and design guidelines approach
3. Design Guidelines – goals and strategies
4. Implementation Resources – relevant information for implementing the guidelines

Upon Council approval of the final Wheaton Sector Plan, the Design Guidelines will be revisited to incorporate any changes stemming from the Council's review and approval of the Sector Plan. The guidelines will then be approved by the Planning Board for use by developers, the community, and the Planning Department staff.

We look forward to working with you as the Sector Plan approval process proceeds.

Sincerely,

Françoise M. Carrier
Chair

Enclosure

October 2011

DRAFT

Wheaton

Design Guidelines

Contents

04	Section 1: Introduction
06	Section 2: Context
08	Section 3: Design Guidelines
09	Goal 1: Create an Identifiable Center
10	- Create boulevards around the Core
16	- Enhance important connections
18	- Establish landmark locations
19	- Enhance existing buildings
20	Goal 2: Create Appropriate Transitions
25	Goal 3: Improve the Public Realm
26	- Improve pedestrian access along streets
27	- Create a central civic space
28	- Promote temporary spaces for public use
29	- Create pedestrian links
30	Section 4: Implementation Resources

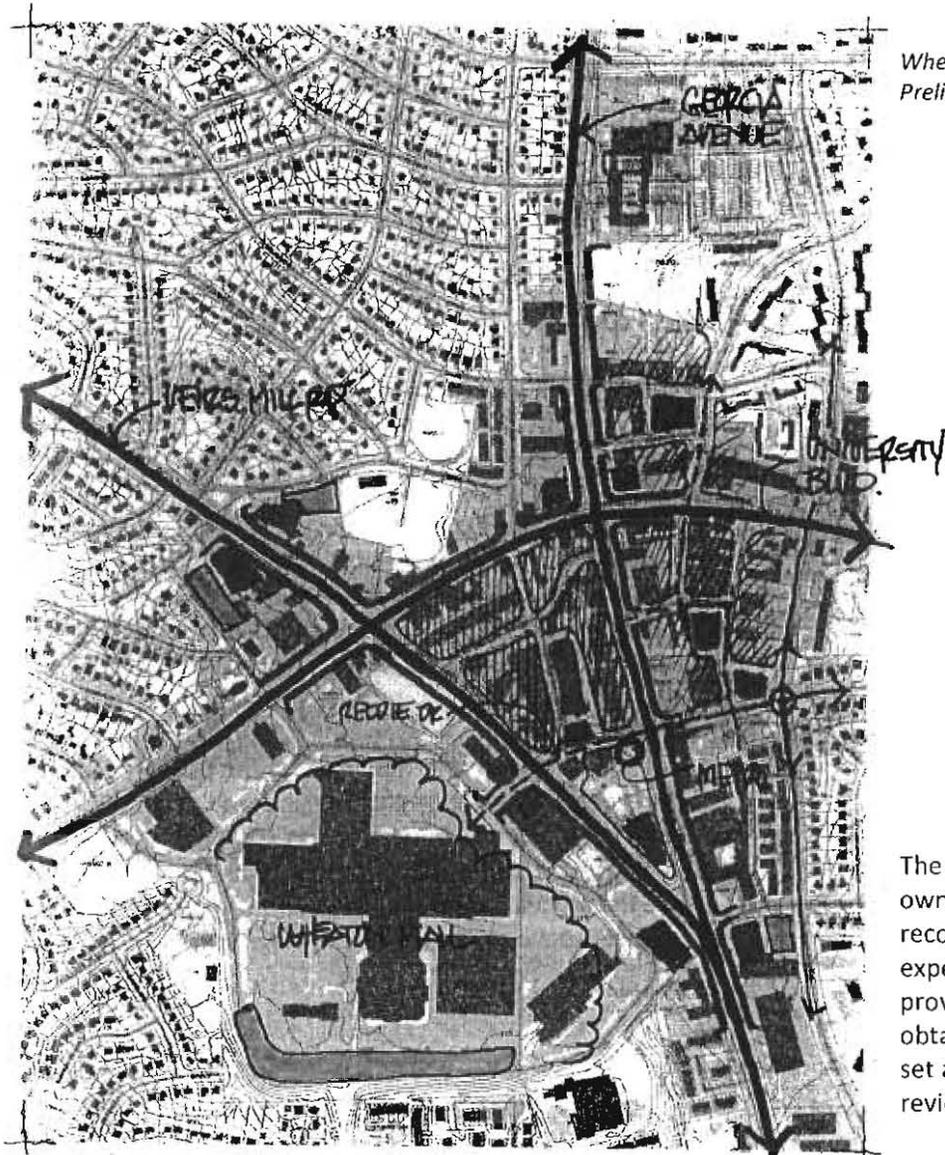
Section 1: Introduction

The Wheaton Design Guidelines represent the County's and the community's design aspirations for the future of downtown Wheaton. The guidelines should be used as a resource by all stakeholders while exploring ways to enhance the quality of urban design in Wheaton.

Urban Design is concerned with the physical characteristics of an area, and the Design Guidelines consider the design implications of planning decisions on the public realm. An urban design strategy should serve as an integrating tool to coordinate how various development proposals will affect the city *physically*, with a principal focus on the **public realm**: the public faces of buildings, spaces for public use, and the streets, sidewalks, parks and plazas that provide the outdoor public venue for everyday activities.

The guidelines assist in the implementation of recommendations in approved and adopted master plans or sector plans by encouraging urban building attitudes in properties considering redevelopment, and by promoting the creation of safe pedestrian environments and attractive gathering places defined by buildings.



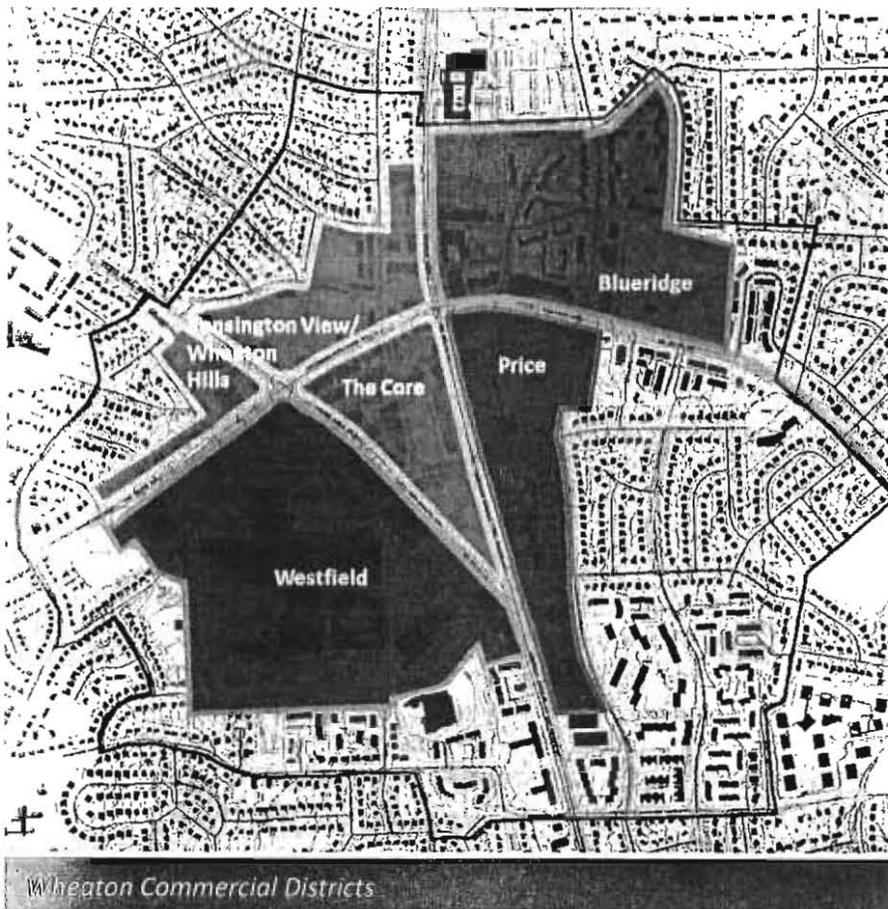


*Wheaton Design Framework
Preliminary Concept Diagram*

The Guidelines are approved by the Planning Board for use by property owners and Planning staff. Their intent is to illustrate how plan recommendations might be met, to inform applicants of design expectations and possible resources to accomplish them, and to provide staff with a framework for project review and a tool for obtaining enhanced design and related amenities. Guidelines do not set architectural styles, are only applicable during discretionary reviews, and will be revised and updated as necessary.

Section 2: Context

Wheaton CBD and Vicinity Sector Plan (Wheaton Sector Plan), page 7
"Wheaton is envisioned as a major mixed-use center for the Georgia Avenue corridor and eastern Montgomery County. It will have regional shopping, culturally diverse retail and entertainment, business and government services, and transit-oriented residential and office uses that serve a population with a broad range of incomes."

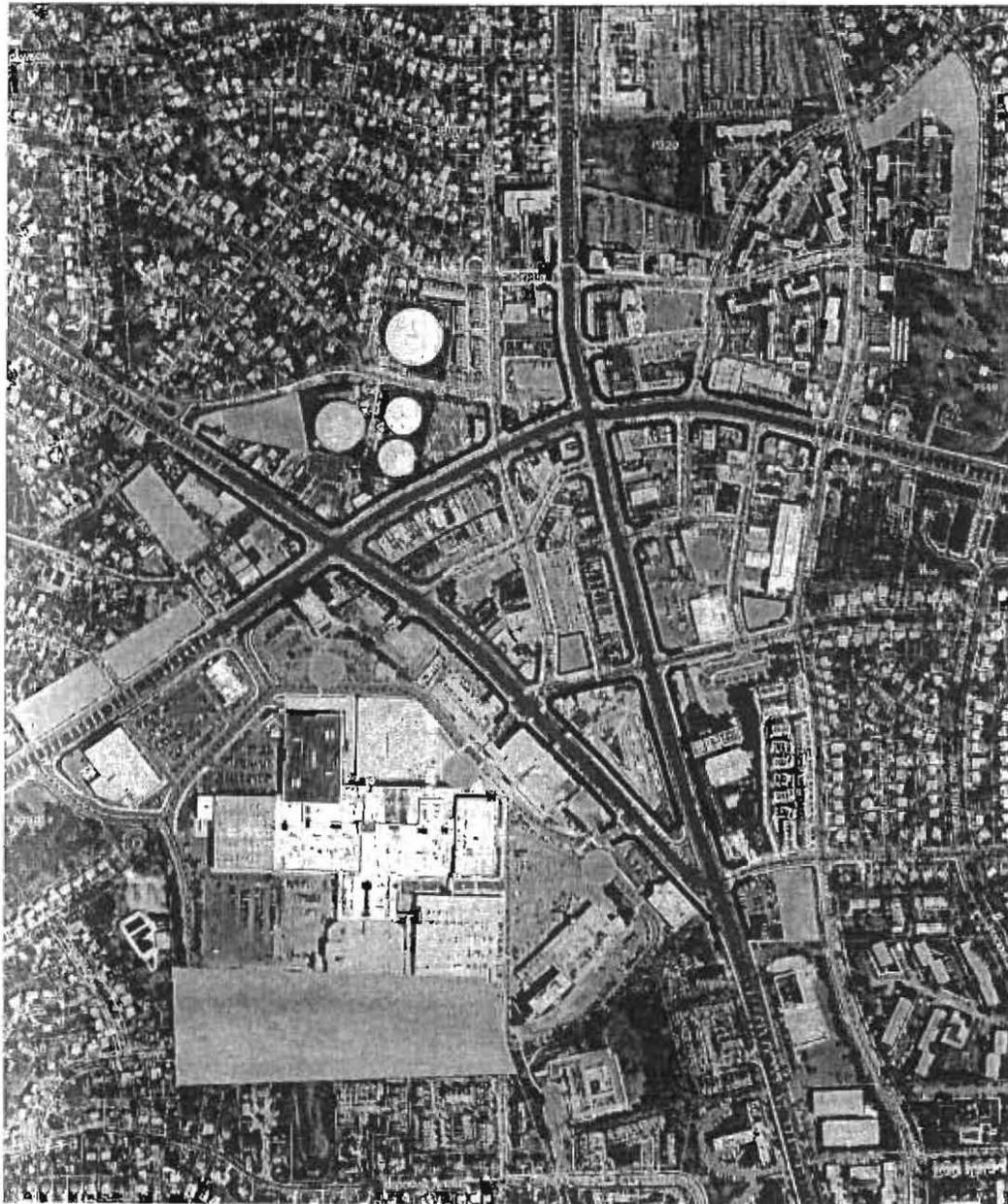


To fulfill the Plan's vision, the guidelines are organized around elements that frame the public realm; a defined center, edged with boulevards, linked to connected open spaces, with a compact and varied streetscape that makes appropriate transitions to surrounding residential neighborhoods.

Physical context

The center of Wheaton's downtown is located at the triangle created by the intersection of three major roads (University Boulevard, Georgia Avenue, and Veirs Mill Road). This Core district includes a cluster of small specialty retail establishments and restaurants, a Metro station, and a bus transfer hub. The eclectic small retail mix, and significant variations in topography within the Core are its defining characteristics, as well as the presence of the Wheaton Westfield Mall along the Veirs Mill edge of the Core. The area has several large properties that could be developed to give the area a strong unified identity.

The Plan divides the commercial center of the plan area into five districts, and provides detailed zoning and land use recommendations for each. Surrounding single-family residential communities are also included within the Plan boundary to facilitate the articulation of appropriate transitions between them and a future redeveloped downtown (see p. 20).



Wheaton Sector Plan, Design Elements, page 27

"Wheaton's center, on the triangle of land surrounding the Metro station, will be identifiable by the intensity of uses, a signature streetscape style, and visible, attractive landmarks."

"Georgia Avenue, Veirs Mill Road, and University Boulevard will be treated as boulevards that visually tie Wheaton together."

"...Wheaton will have a system of large and small connected public use spaces where people can gather, enjoy the outdoors, and conduct business."

"Wheaton's buildings will continue to be an eclectic mix, and infill redevelopment will create an increasingly compact and street oriented pattern. A variety of heights and densities will ensure that new developments are compatible with the surrounding neighborhoods."

Section 3: Design Guidelines

The central urban design problem in Wheaton, as in many of the County's emerging centers, is legibility. While its central Core could be physically recognizable as a center, it lacks continuous buildings defining its edges along major roads. The roads that bound it carry at times large volumes of traffic that block pedestrian connections with adjacent districts and surrounding residential neighborhoods.

To improve pedestrian connectivity, the Design Guidelines will focus on the Plan's recommendation of transforming the highways that surround the Core into urban boulevards.

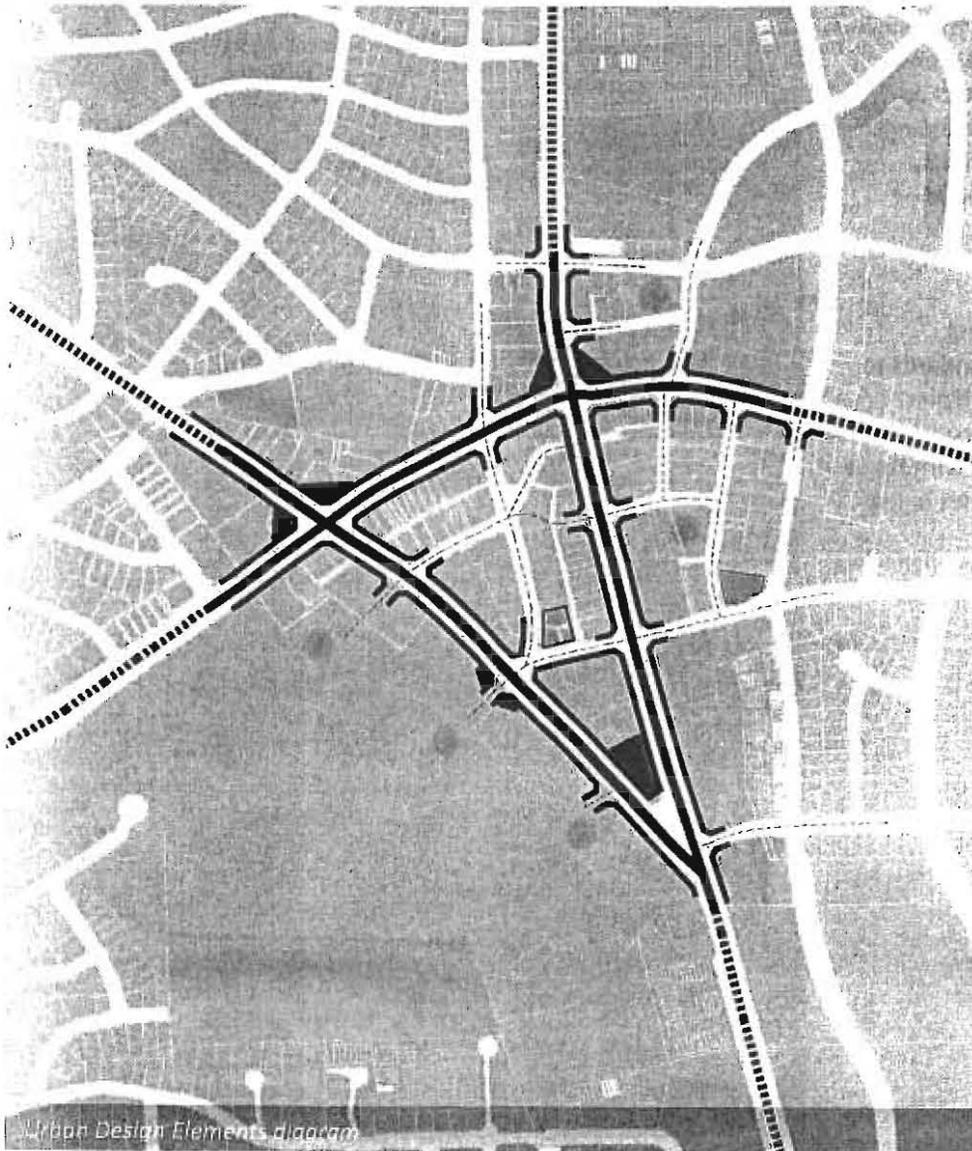
This document combines the Plan's design elements into three broad goals, which are further divided into design objectives and guidelines to achieve those objectives.

The guidelines main goals are:

1. Create an identifiable center
2. Create appropriate transitions
3. Improve the public realm



Goal 1: Create an Identifiable Center



Improving legibility requires the careful consideration of various elements to create a well integrated environment. The guidelines identify several of these elements, but place special importance in the role played by buildings (specifically, their placement along sidewalks and intersections, massing distribution, or their relationship to open spaces and existing neighborhoods) in the process of improving the definition of the public realm in emerging centers such as Wheaton. Redevelopment in Wheaton should redefine the edges around the Core as pedestrian-friendly zones, establishing its existing commercial clusters as the center of a mixed-use downtown. Redevelopment projects should consider the following objectives:

1. Create boulevards around the Core
2. Enhance important connections
3. Establish landmark locations
4. Enhance existing buildings

Legend

- Build-to-line
- Proposed Boulevard
- Boulevard Extension (*)
- Suggested Open Space
- Public Open Space
- Landmark / Gateway Element
- Transition Area

(*) Streetscape treatment appropriate to transition from wider sidewalks around the Core to narrow sidewalks along perimeter residential areas

Objective 1: Create boulevards around the Core

The State highways surrounding the Core should be transformed into urban boulevards through enhanced medians and crosswalks, and street trees. This streetscape treatment will be complemented by build-to-lines that promote the creation of street-oriented buildings with consistent street walls, including retail, where appropriate. Establishing build-to-lines will also ensure enough curb-to-building face area is provided to apply the Wheaton Streetscape Standards uniformly.

Larger properties considering major redevelopment along the boulevards should implement the Wheaton Streetscape Standards to include a double row of trees in individual pits (see p.12). Smaller properties not likely to redevelop in the short term, should consider streetscape and facade improvements (see p.19) in keeping with these Standards to ensure continuity with adjacent larger properties being redeveloped.



Stepped building massing along boulevards



Sketch showing boulevard fronts



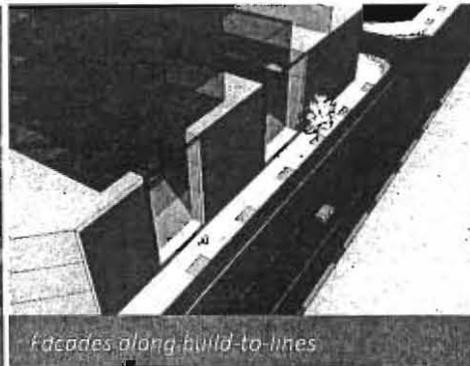
Boulevard pedestrian area

Guidelines

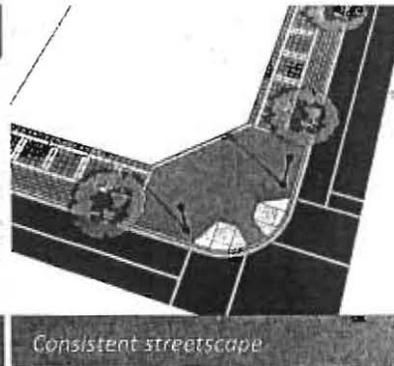
1. Establish **activated pedestrian environments** along the highways surrounding the Core:
 - a. Veirs Mill Road
 - b. Georgia Avenue
 - c. University Boulevard
2. Establish **build-to-lines** that locate building facades at the sidewalks, to create consistent street walls. Build-to-lines should be approximately 24'-0" from existing curb, to allow for type A-3 sidewalk treatment (Wheaton Streetscape Standards). Promote massing distributions that create building bases between two and five stories tall, located at built-to-lines, and taller building components that concentrate density upward and set it back from the street wall, to reduce its impact on the street below.
3. Provide **boulevard treatment** wherever possible along the highways surrounding the Core, to include:
 - a. Type A-3 sidewalk treatment. Consider relocating staggered tree pits so the first row sits at curb, to improve pedestrian safety. Modifications to the basic standard might be discussed with Department of Housing and Community Affairs (DHCA) and Planning staff to suit particular site conditions.
 - b. Consistent street walls along sidewalks.
 - c. Activating uses along street walls, wherever possible.
4. Create **enhanced intersections** at various points along the highways around the Core to improve connectivity with surrounding districts. Enhanced intersections should include:
 - a. Street defining buildings at all corners, with entrances and/or activating uses oriented toward the corner.
 - b. Sidewalk streetscape elements (including trees) that pull away from the corner to improve visibility across the intersection for pedestrians, cyclists, and motorists.
 - c. Corner building configurations that allow for sufficient space at the corner for pedestrians to congregate safely, away from vehicular traffic.
 - d. Consider speed-reducing measures at the road surface such as alternative materials at crosswalks. This would require MCDOT approval and coordination.
5. The Plan designates segments of University Boulevard and Georgia Avenue as **priority retail streets**. Promote the creation of retail entrances on the ground floor of buildings along University Boulevard and Georgia Avenue in segments designated by the Plan. Promote similar considerations on Veirs Mill Road, along the edges of the Core.
6. Consider **mid-block pedestrian connections** where indicated on the sector plan (Wheaton Sector Plan, p.59), or at safe locations, to reduce distances in larger block frontages. Block fronts should not exceed an average length of 250 feet. Streetscape treatment should be consistent with adjoining properties.



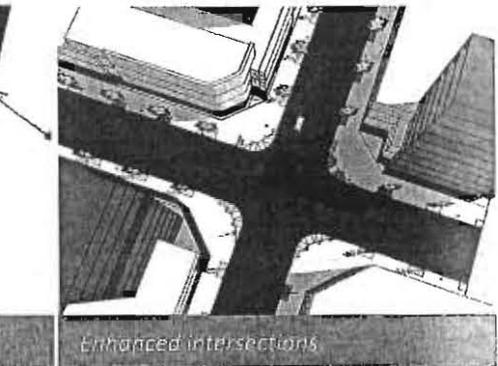
Boulevard example



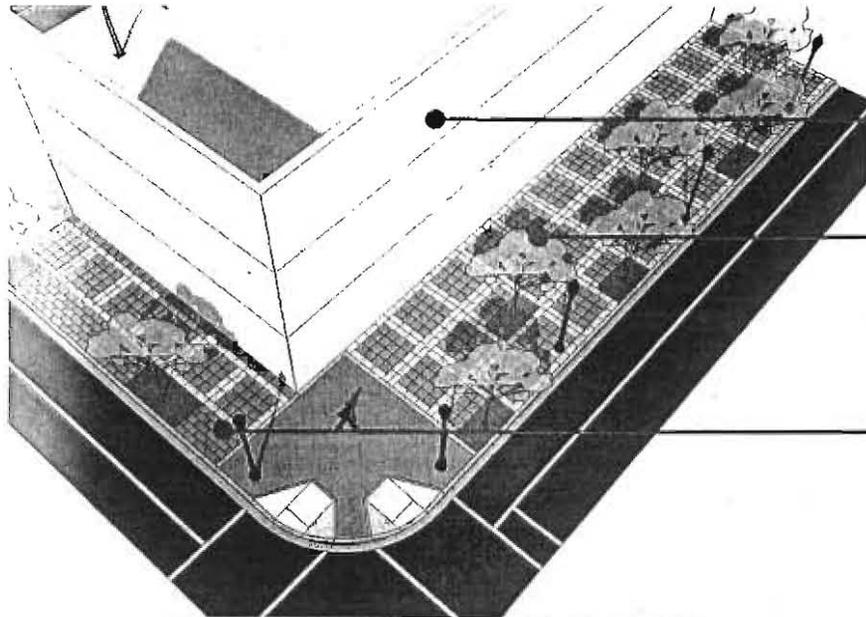
Facades along build-to-lines



Consistent streetscape

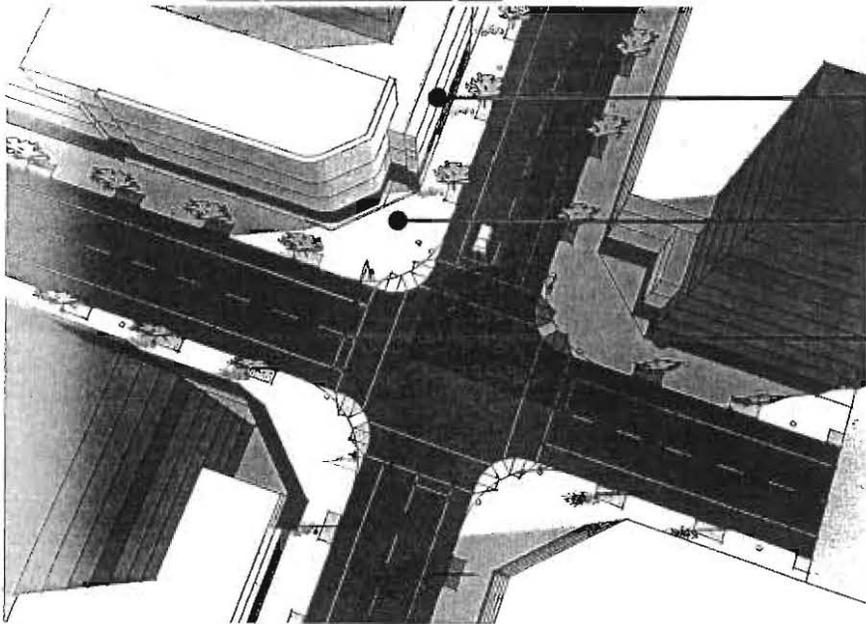


Enhanced intersections



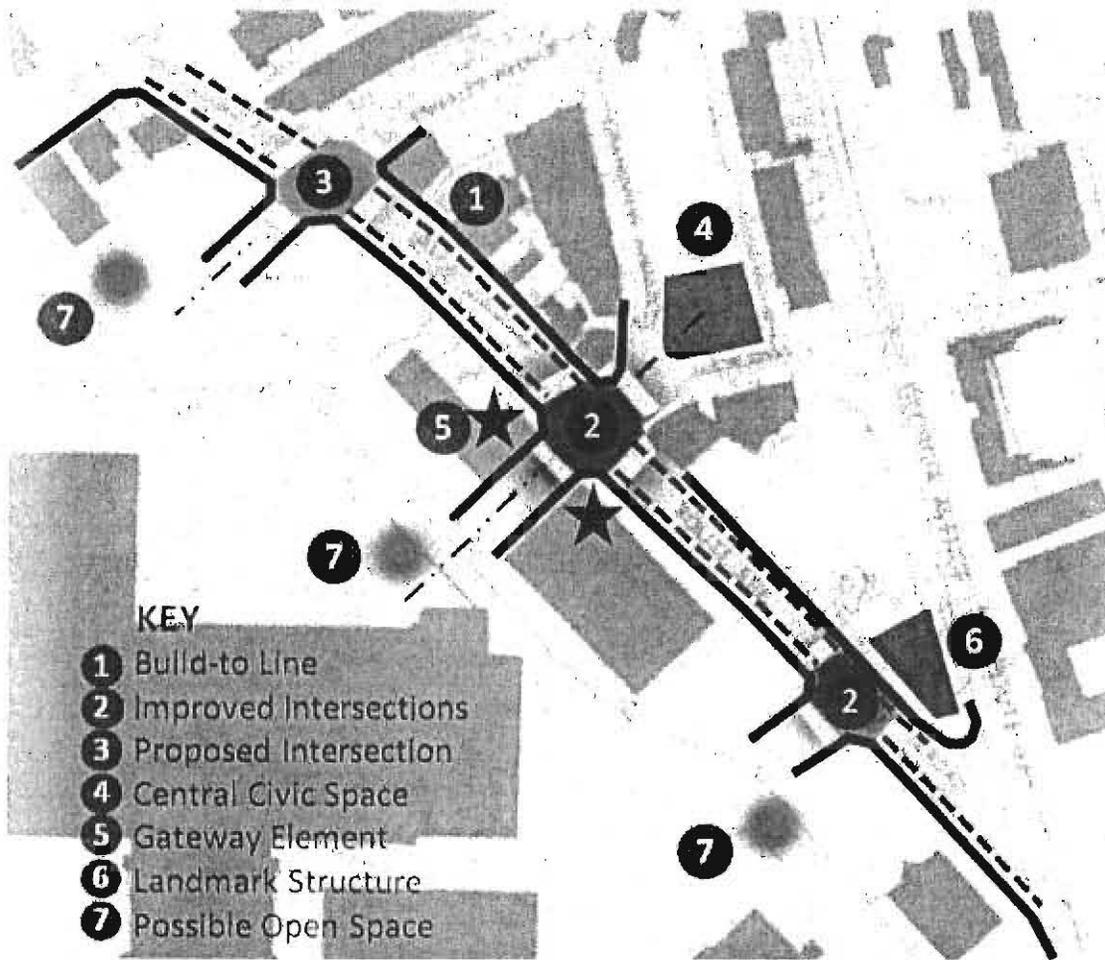
Boulevard Treatment

- Consistent street wall to align with sidewalk, including activating uses.
- Type A-3 sidewalk treatment, per Wheaton Streetscape Standards, along highways. Diagram shows modified location for staggered tree pits, with first row starting at curb.
- Modify sidewalk pattern as needed to suit narrower returning sidewalks.



Enhanced Intersection

- Street-defining buildings at all corners, with entrances or activating uses oriented to the corner.
- Set back buildings from corner to allow space for pedestrian to gather safely.
- Maintain visibility across intersection by keeping trees and other obstructions away from corners.



KEY

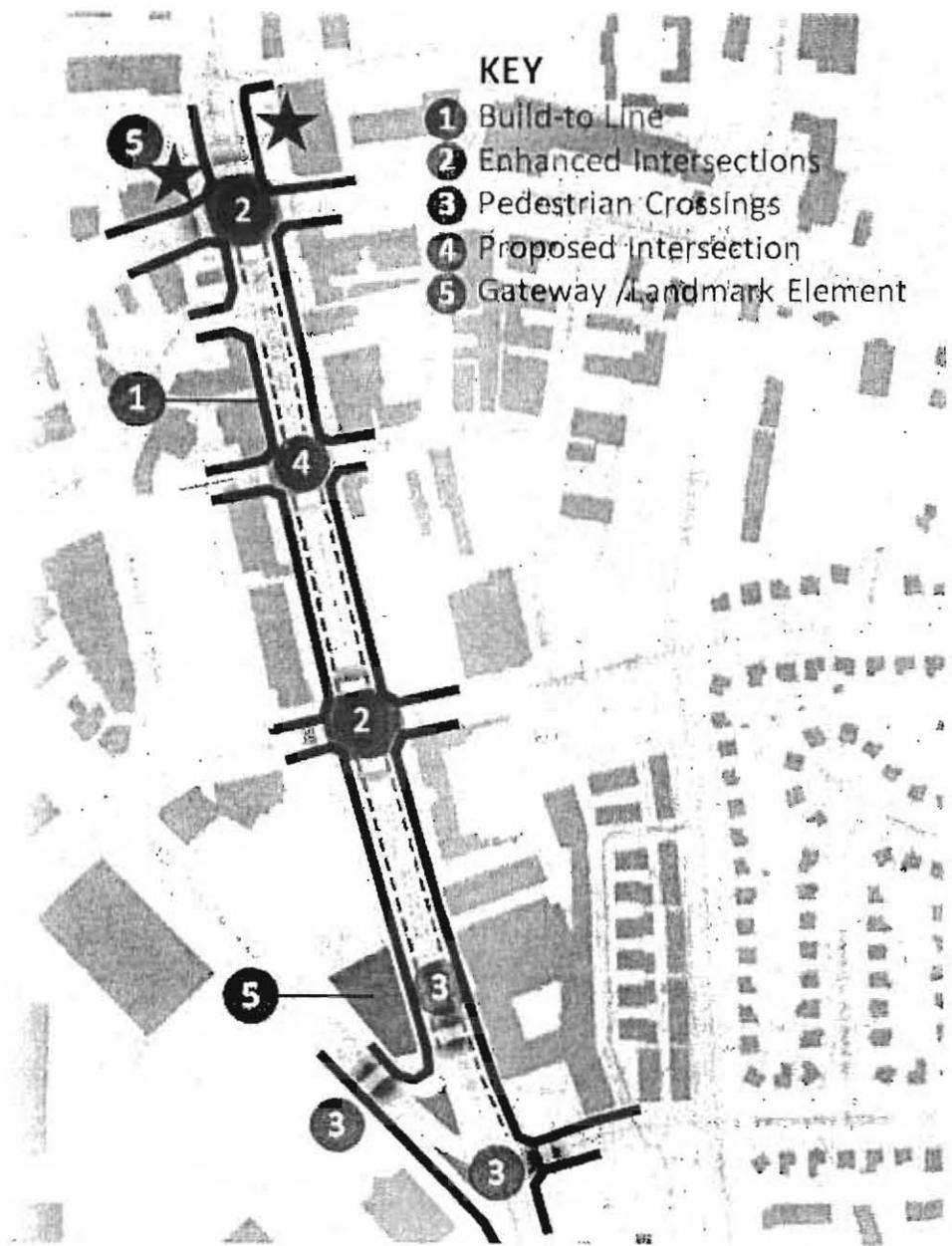
- 1 Build-to Line
- 2 Improved Intersections
- 3 Proposed Intersection
- 4 Central Civic Space
- 5 Gateway Element
- 6 Landmark Structure
- 7 Possible Open Space

a. Veirs Mill Road

1. Provide boulevard treatment (see p.12) along both sides of Veirs Mill Road. Encourage planted medians wherever possible.
2. Redevelopment at the Reddie Drive entrance to the Westfield property should consider architectural gateway elements.
3. Redevelopment at the intersections of Veirs Mill/Georgia Avenue and Veirs Mill / University Boulevard should incorporate landmark elements to highlight these intersections as the entry points to the downtown Core.



30



b. Georgia Avenue

1. Buildings at the intersections of Georgia Avenue / University Boulevard, and Georgia Avenue / Veirs Mill Road, should have distinguishing elements (sculptural elements, unique building shape, interesting façade articulation, etc.) to mark these intersections as gateways to the Core district.
2. Continue the Wheaton streetscape standard treatment existing at various locations along the avenue.



Local Businesses



Government Facility

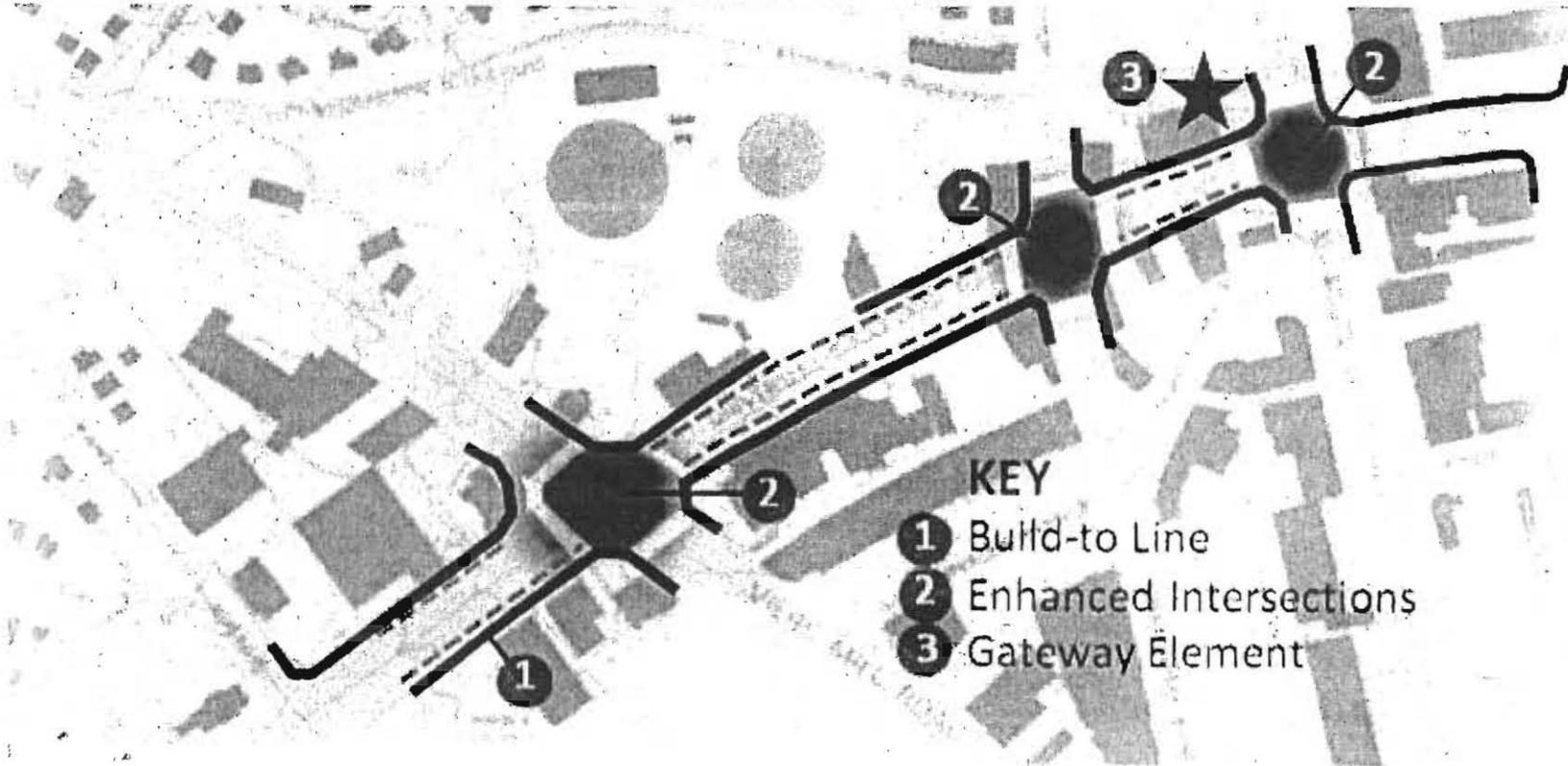


Existing Sidewalks

c. University Boulevard

1. Consider landmark structures to establish the Veirs Mill Road/University Boulevard intersection as an important place.
2. Continue the streetscape treatment per Wheaton Streetscape Standards already existing at various locations along the avenue.

Efforts to transform University Boulevard will require considerations to incorporate various existing conditions likely to remain (images to the left).



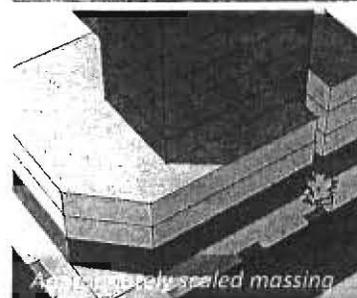
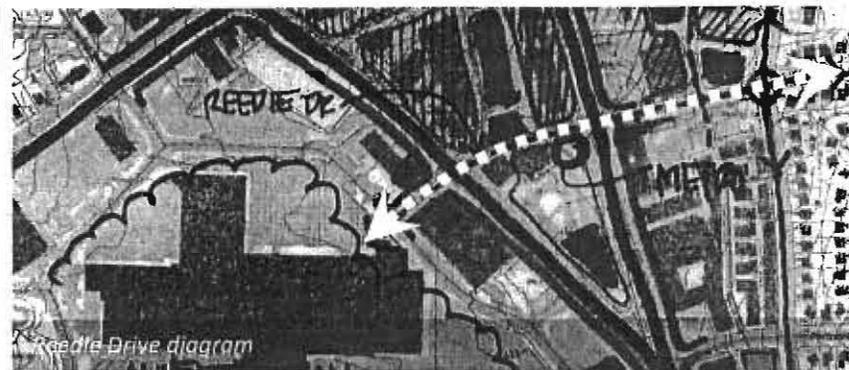
32

Objective 2: Enhance important connections

A well-connected street grid is essential to improved connectivity. Paths that create opportunities for cross-connectivity are needed to provide travel alternatives, and to connect to surrounding neighborhoods.

Reedie Drive

Reedie Drive is an important east-west route, connecting a stable residential neighborhood at the eastern end and the Westfield Mall at the western end. It connects public spaces (Veterans Park, proposed Central Civic Space at parking lot 13), mass transit (Metro and bus transit hub), and retail at existing and proposed mixed-use developments along the way. It should be designed to accommodate both vehicular and pedestrian traffic in a safe and attractive manner with distinctive buildings and public spaces.



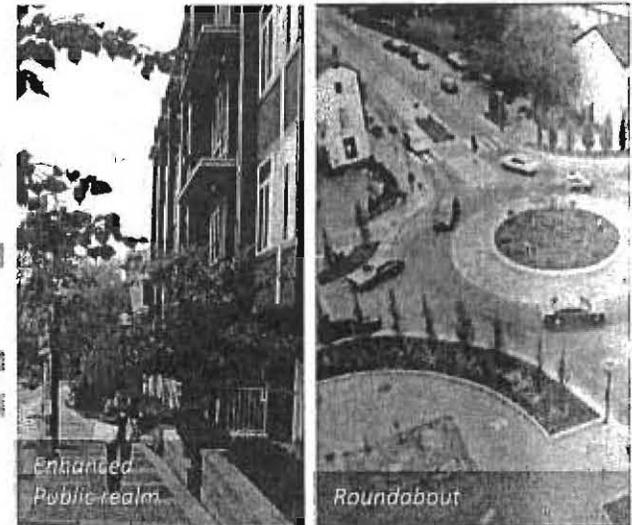
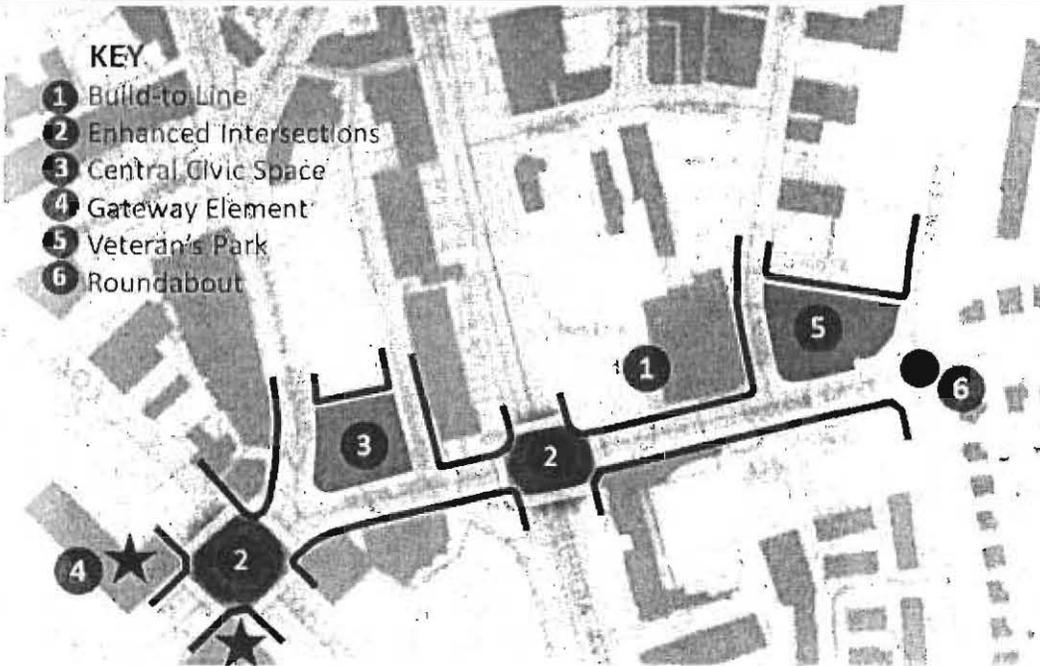
33



Example of a central civic space

Guidelines

1. Organize building components to enhance public realm definition (sidewalks, open spaces) along the street.
2. Consider gateway elements at the western terminus of Reddie Drive, on the Westfield property.
3. Locate building entrances along sidewalks, open spaces, or facing important intersections.
4. Enhance links to adjacent public use spaces, and to transit opportunities.
5. New streetscape should be consistent with the Wheaton Streetscape Standards.
6. Consider a roundabout at the intersection of Amherst Avenue and Reddie Drive.

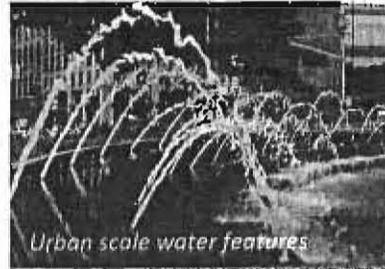


Objective 3: Establish landmark locations

Visual and architectural elements can provide points of orientation for both pedestrians and motorists. A key element of a landmark is its singularity; the quality that makes it stand out from its context. Landmarks should be easily identifiable, whether by form, contrast with their background, or because of prominence or special location. In Wheaton, the triangular geometry of the Core provides opportunities for landmark structures at the three intersections to identify the area as a whole, and establish gateways into the downtown area. Landmark elements can also signal transitions to neighboring communities, or highlight access to mass transit or to prominent public spaces.

Guidelines:

1. Integrate building form and use of special material
2. Striking building design
3. Water features, sculptures, open spaces
4. Special building illumination



Objective 4: Enhance existing buildings

As larger properties redevelop, groups of smaller retail establishments remaining could become gaps that interrupt the continuity of the public realm. To date, various County programs have been implemented to enhance building facades, or to provide limited streetscape improvements to enhance pedestrian zones. These programs should continue to aid small businesses improve their properties and enhance pedestrian environments adjacent to them.

Guidelines

1. Utilize available mechanisms such as facade improvement and streetscape improvement programs to improve the quality of the public realm around existing properties.

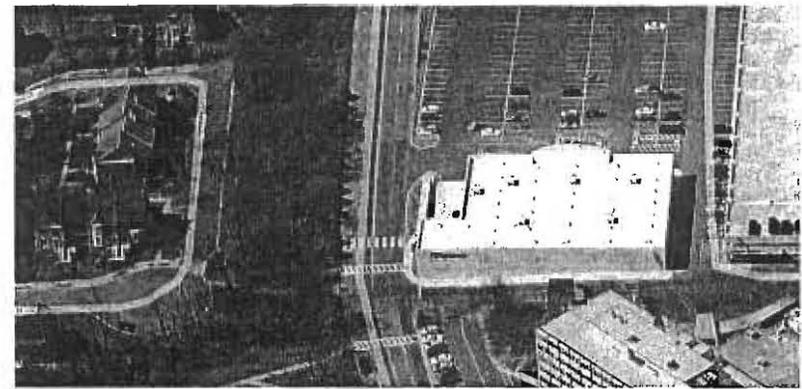
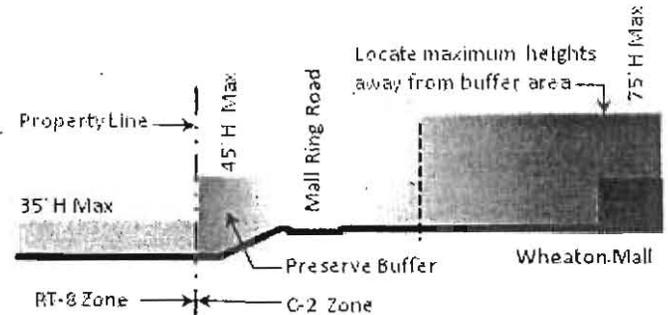
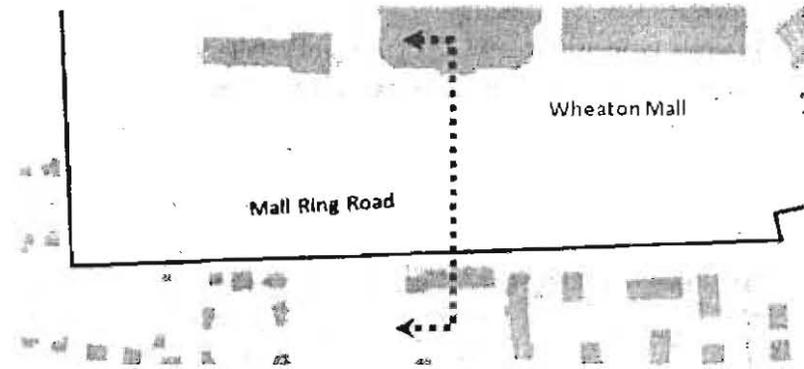


Goal 2: Create Appropriate Transitions

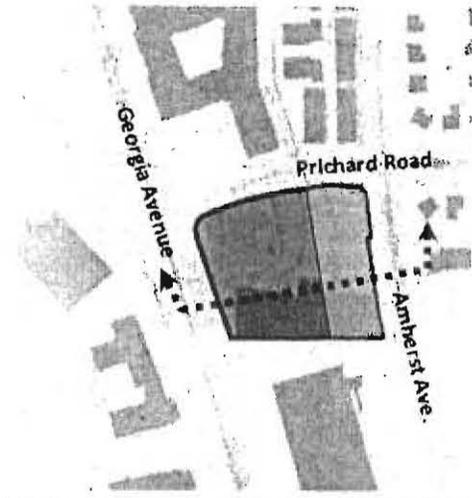
Protecting existing single-family neighborhoods from possible negative impacts resulting from new development is a major concern of the Plan. The Plan recommends appropriate transitions from new development when located adjacent to, or across the street from, single-family residential clusters. The CR Zone, proposed for transitional properties, includes features such as yard setbacks and building height planes, that would limit the extent of new building mass near single-family zones. The guidelines promote new development that is appropriately placed and scaled to be compatible with existing residential structures, by illustrating the transitional strategies outlined in the Plan.

Redeveloping properties should:

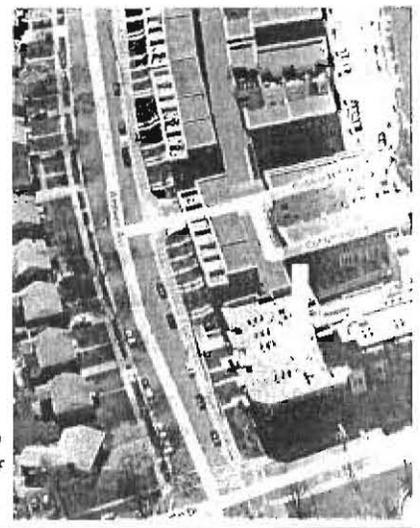
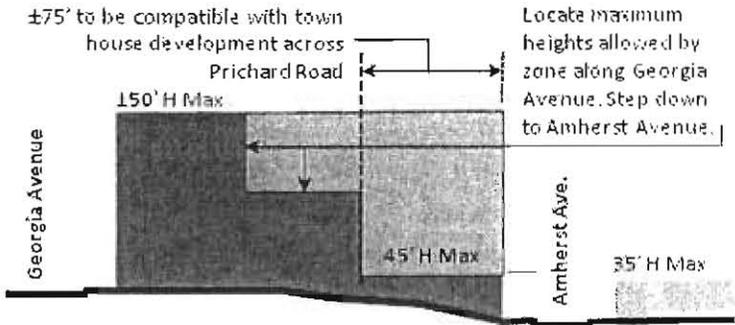
1. Provide adequate transitions through appropriate building heights and setbacks adjacent to or across the street from single-family structures.
2. Concentrate the tallest component of mixed-use structures along major avenues or important intersections.
3. The Plan identifies several areas where groups of properties should consider specific recommendations, per proposed zoning or as outlined in the Plan, because of their proximity to existing single-family neighborhoods:
 - a. Price District - North end of block A2
 - b. Blueridge District - North and East edges of block R
 - c. Westfield District - Southern border of Parcel 10
 - d. Kensington View/Wheaton Hills District - Block A at the corner of Kensington Boulevard and Veirs Mill Road; Block B2 at Veirs Mill Road; Block F at East Avenue and Kensington Boulevard; Blocks G and H at University Boulevard; and Block 44 at Grandview Avenue.



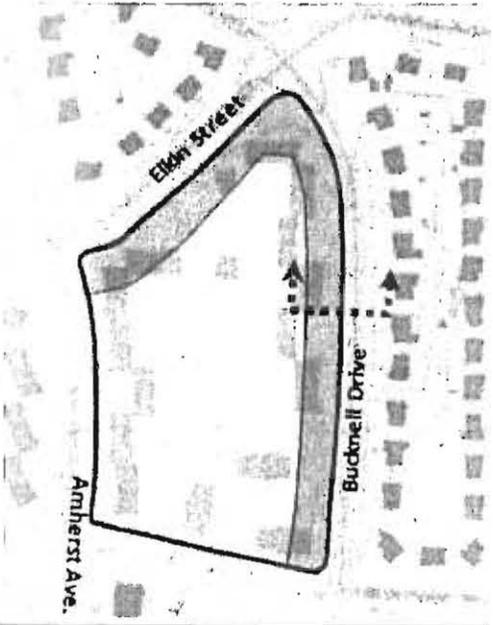
Westfield District - South



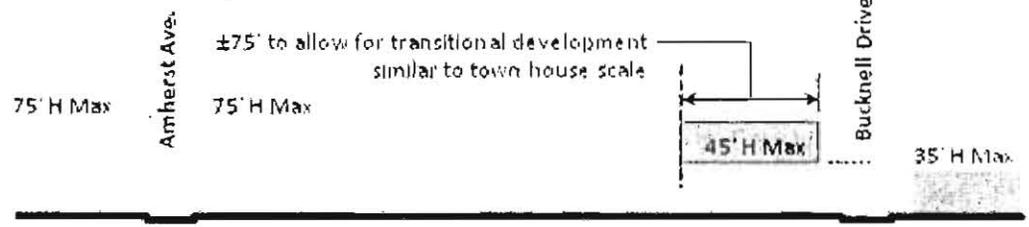
Price District



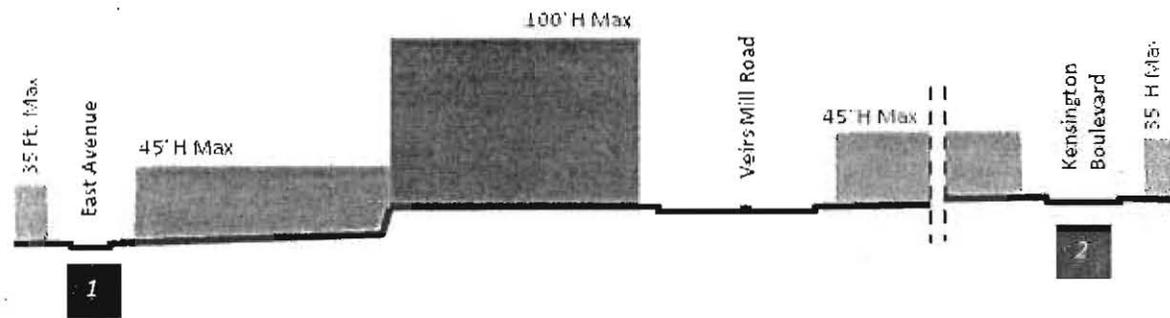
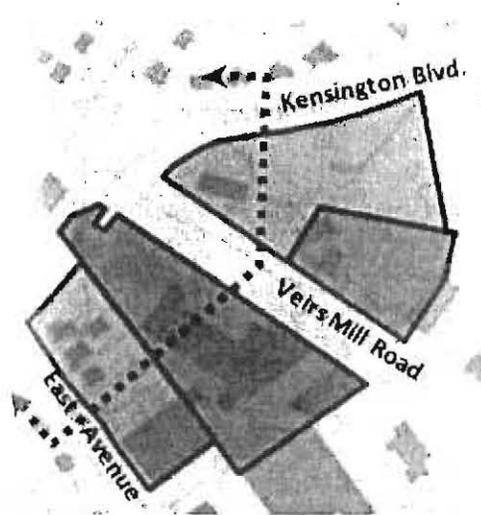
Consider massing that transitions down in scale to single-family neighborhoods, similar to the scale of development along Reddie Drive.



Blueridge District



Consider transitional building types and uses when redevelopment is located directly across from existing single-family communities.



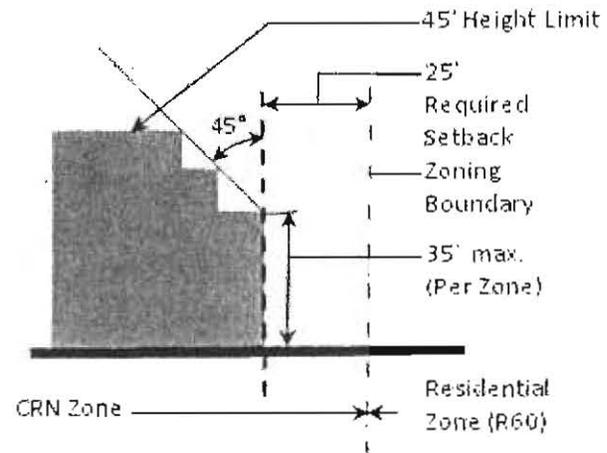
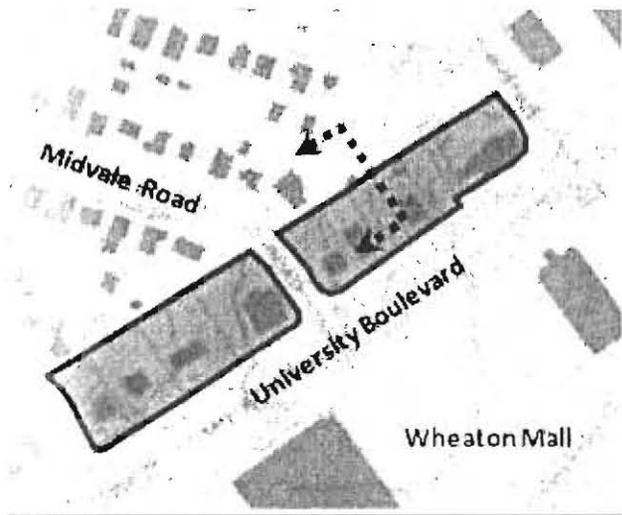
Kensington View/Wheaton Hills District



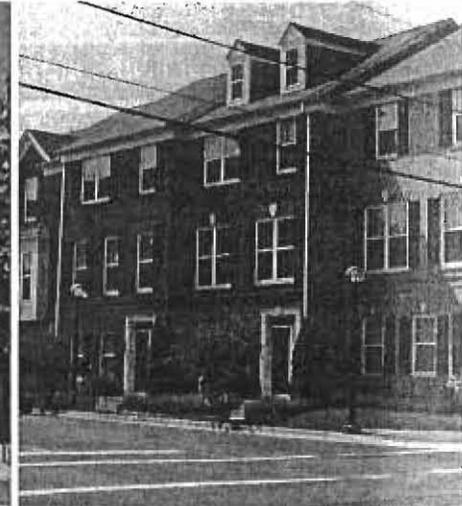
Redevelopment along East Avenue should transition appropriately to single family residential directly across the street.

Redevelopment along Kensington Boulevard should consider transitional building types and uses similar to other transitional areas in Wheaton.



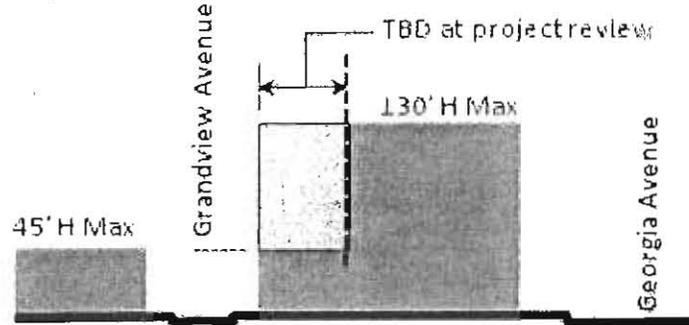
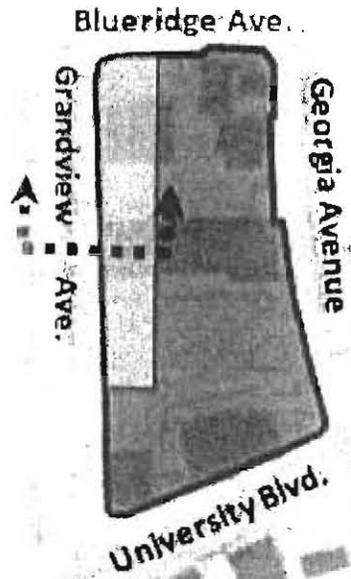


Kensington View District / Wheaton Hills District

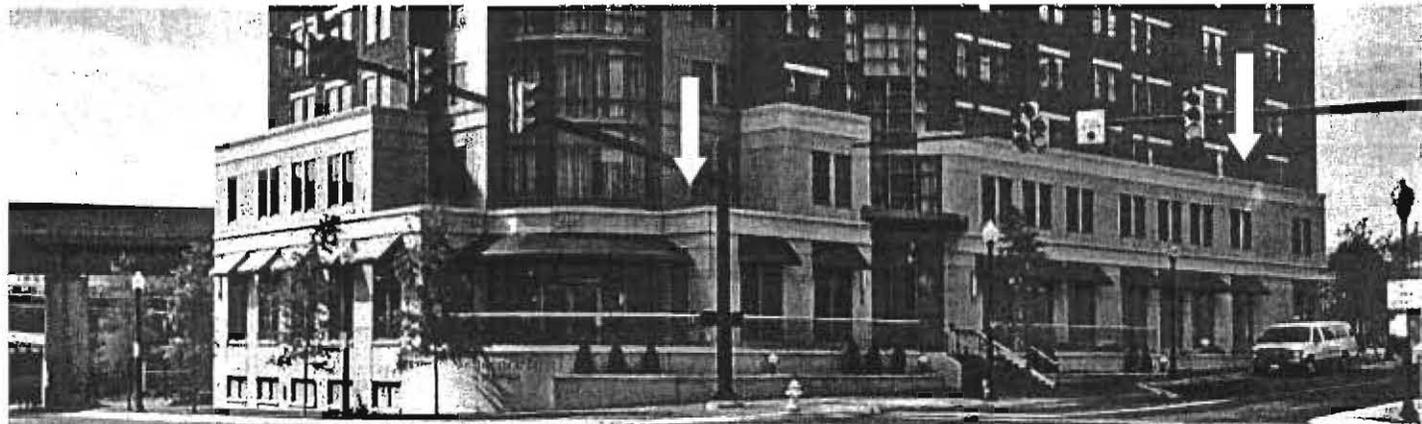


Properties along the neighborhood's University Boulevard edge should transition down to the scale of the single family residential community beyond.

40



Kensington View/Wheaton Hills District



New development should consider facade articulation or building setbacks to establish scale compatible with existing townhouses along west side of Grandview Avenue. Concentrate taller building elements along Georgia Avenue.

(41)

Goal 3: Improve the public realm



Improved storefronts



Public amenities

Improving the quality of the public realm, including vehicular and pedestrian networks, is a priority of the Wheaton Sector Plan. Design objectives include:

- 1. Improve pedestrian access along streets
- 2. Create a central civic space
- 3. Promote temporary spaces for public use
- 4. Create pedestrian links



Pedestrian enhancements



Public use spaces



Pedestrian safety

Objective 1: Improve pedestrian access along streets

The Wheaton Streetscape Standards have been applied throughout the central business district area in a variety of ways, to achieve continuity in at least one element of the public realm. This effort should continue as properties within the Core redevelop. The streetscape standards should be applied to create active and safe zones that can provide options for pedestrian activities and travel.

Guidelines

1. Provide boulevard treatment along highways surrounding the Core.
2. Provide buffer zones (along the edge of the curb, to include street trees, utility poles, other street furniture, and lighting) between pedestrian areas and the roadway, to increase pedestrian safety.
3. Improve the quality and safety of important intersections connecting the downtown core with surrounding development (e.g. Reddie Drive / Veirs Mill Road, Reddie Drive / Georgia Avenue) through crosswalks, street trees at the curb, planted medians, and with well designed structures defining block corners.
4. Improve pedestrian areas in front of existing commercial strips by expanding pedestrian zones and providing protection for pedestrians through:
 - a. locating pedestrian zone away from the curb;
 - b. creating areas along the curb for plantings and street furnishings, that can serve as buffer zones between pedestrians and traffic;
 - c. continuing the standard Wheaton sidewalk pattern in all areas.



Existing conditions



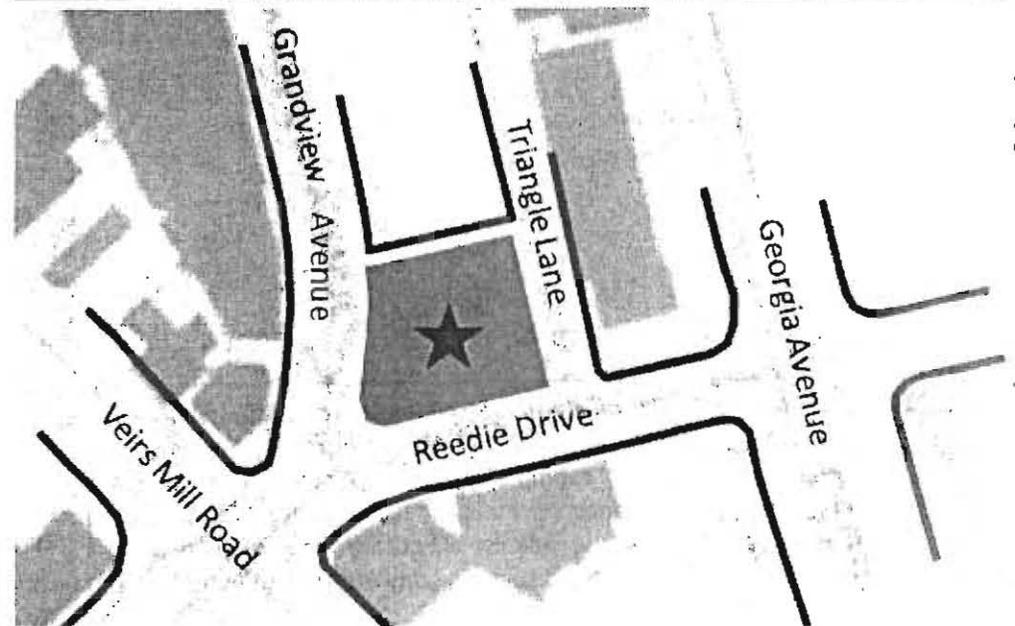
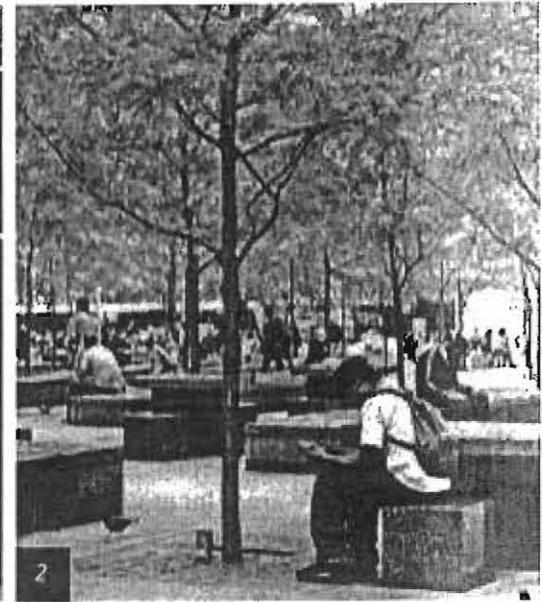
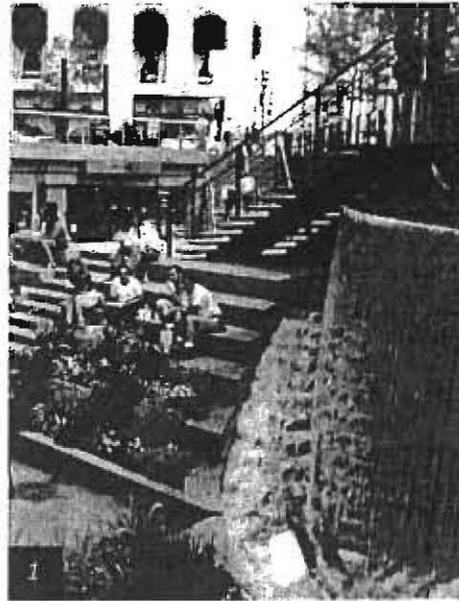
Suggested improvements



Objective 2: Create a central civic space

The Plan recommends a major civic space in the vicinity of Parking Lot 13 for community events (page 25), as part of the public/private development on the WMATA triangle. This space should:

1. provide flexible space suitable for a variety of gatherings.
2. be designed to integrate with adjacent Triangle Lane.
3. be surrounded by retail and other street activating uses.
4. include areas for both active and passive recreation.
5. include both shaded and sunny areas.
6. include flexible seating options.
7. consider buffering elements between the square and Reddie Drive.
8. consider incorporating focal elements such as water features.



*The Central Civic Space should be designed to accommodate topography and a variety of uses (1)
Seating options and substantial tree coverage should also be important considerations (2)*

Objective 3: Promote temporary spaces for public use

The Plan recommends creating interim open spaces on publicly-owned properties through inexpensive improvements to enliven Wheaton until permanent open spaces are created through redevelopment and public/private partnerships (p. 21). The following examples of temporary public spaces on parking lots and other public areas would provide the gathering space needed for various community wide activities, on a per activity basis, while avoiding the investment to create a permanent space before the right location is identified. Design considerations should include:

1. Features for both passive and active recreation
2. Flexible areas for group events



*New York, NY - examples of city sponsored temporary spaces for public use on the public right-of-way (1) (2)
Centerspace, Rosslyn VA - example of a developer created temporary space, part of a redevelopment initiative (3)(5)
Individually created temporary open space part of the national parking day installation initiative (4)*

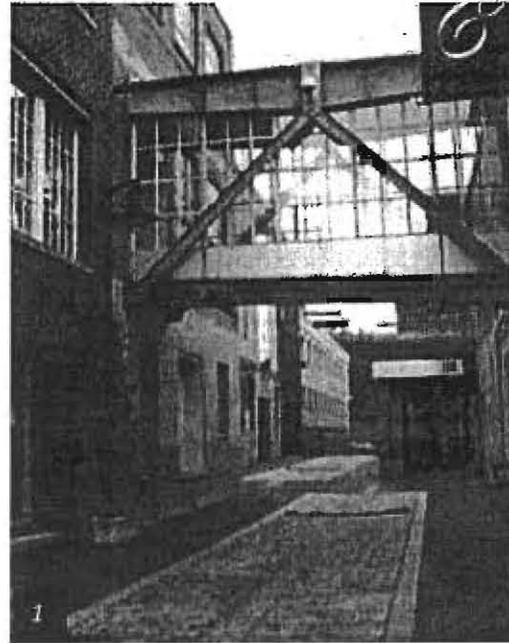
45

Objective 4: Create pedestrian links

The Plan recommends pedestrian through-block connections to shorten walking distances, to create connections between open spaces, and to promote additional retail activity.

Guidelines

1. Maintain continuity with street walls along adjacent streets, wherever feasible.
2. Create safe spaces that are well monitored, well illuminated and adequately furnished. Use CPTED principles in designing pedestrian links as effective public spaces.
3. For proposed locations, refer to Map 18 on the **Wheaton CBD and Vicinity Sector Plan**, p.59.



*Existing industrial and commercial areas can provide opportunities to create interesting mid-block connections (1) (3) (4)
Well organized redevelopment efforts can produce well received amenities (2)*

46

Section 4: Implementation Resources

The following is a list of resources relevant for property owners considering redevelopment in Wheaton. It is provided for reference and informational purposes, and is not intended to be exhaustive.

National

Americans with Disabilities Act

http://www.ada.gov/2010ADASTandards_index.htm

State of Maryland

Maryland State Highway Administration

<http://sha.md.gov/Home.aspx>

Maryland's Stormwater Management Act of 2007

<http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/Pages/programs/waterprograms/sedimentandstormwater/swm2007.aspx>

Montgomery County

Department of Housing and Community Affairs - Wheaton Streetscape Standards

<http://www.montgomerycountymd.gov/Apps/DHCA/index.asp>

Department of Permitting Services / Building Construction – Building Codes & Standards

<http://permittingervices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.asp>

Zoning Code Directory

http://www.montgomeryplanning.org/development/about/zoning_legend.shtm

Montgomery County Zoning Ordinance - Chapter 59

http://www.amlegal.com/montgomery_county_md

Montgomery County Code

http://www.amlegal.com/montgomery_county_md

Montgomery County Road Code

[http://www.montgomerycountymd.gov/content/council/pdf/SCANNED DOCS/20070715_48-06.pdf](http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070715_48-06.pdf)

Department of Transportation, Pedestrian Safety

<http://www.montgomerycountymd.gov/dotmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>

Wheaton

Wheaton Redevelopment Advisory Committee

<http://www.montgomerycountymd.gov/midtmpl.asp?url=/content/RSC/midcounty/tier2/boards/wrac/index.asp>

Wheaton Urban District Advisory Committee

<http://www.montgomerycountymd.gov/midtmpl.asp?url=/content/RSC/midcounty/tier2/boards/wudac/index.asp>

Wheaton Redevelopment Program

<http://www.montgomerycountymd.gov/mcgtmpl.asp?url=/content/DGS/Dir/OPD/wheaton/wheaton.asp>

Wheaton Enterprise Zone

<http://www.montgomerycountymd.gov/content/DGS/Dir/OPD/resources/WEZpacket.pdf>

Maryland-National Capital Park and Planning Commission

M-NCPPC Development Manual

http://www.montgomeryplanning.org/development/development_manual/index.shtm

Wheaton Sector Plan

<http://montgomeryplanning.org/community/wheaton/>

County Bikeways Functional Master Plan

<http://www.montgomeryplanning.org/transportation/bikeways/AA/contents.shtm>

Other

Crime Prevention Through Environmental Design (CPTED)

<http://www.cpted.net/>

48