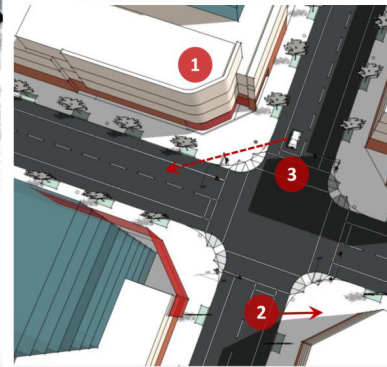
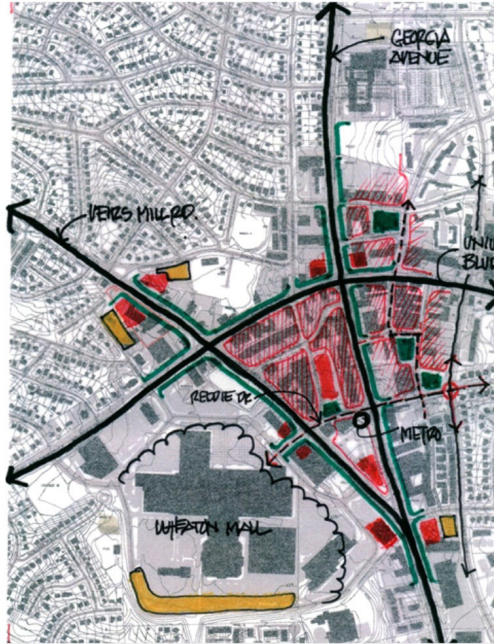
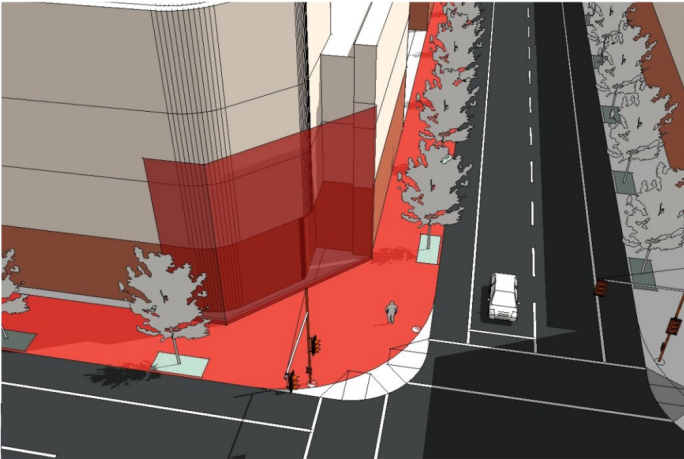
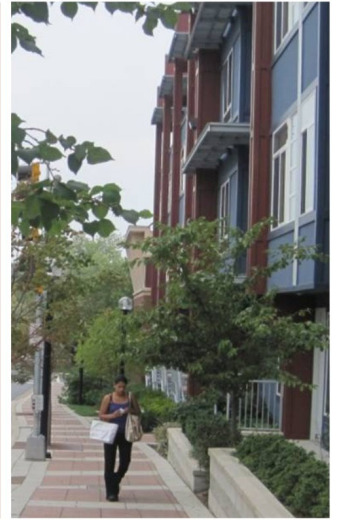


Approved

July 2012

Wheaton CBD & Vicinity Sector Plan Design Guidelines



Montgomery County Planning Department
M-NCPPC
MontgomeryPlanning.org

abstract

This document contains the design guidelines the property owners, community members, and planners should use to implement the vision and recommendations of the approved and adopted *Wheaton CBD and Vicinity Sector Plan* (December 2011).

source of copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Online at: MontgomeryPlanning.org/community/wheaton



Approved
Wheaton CBD and Vicinity Sector Plan
Design Guidelines

Prepared by the Montgomery County Planning Department
June 2012

Approved by the Montgomery County Planning Board
July 2012

contents

5 Introduction

7 Context

9 Design Guidelines

10 Goal 1: Create an Identifiable Center

11 Create boulevards around the Core

21 Enhance important connections

23 Establish landmark locations

24 Enhance existing buildings

25 Goal 2: Create Appropriate Transitions

30 Goal 3: Improve the Public Realm

31 Improve pedestrian access along streets

32 Create a central civic space

33 Promote temporary spaces for public use

34 Create pedestrian links

35 Implementation Resources

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.

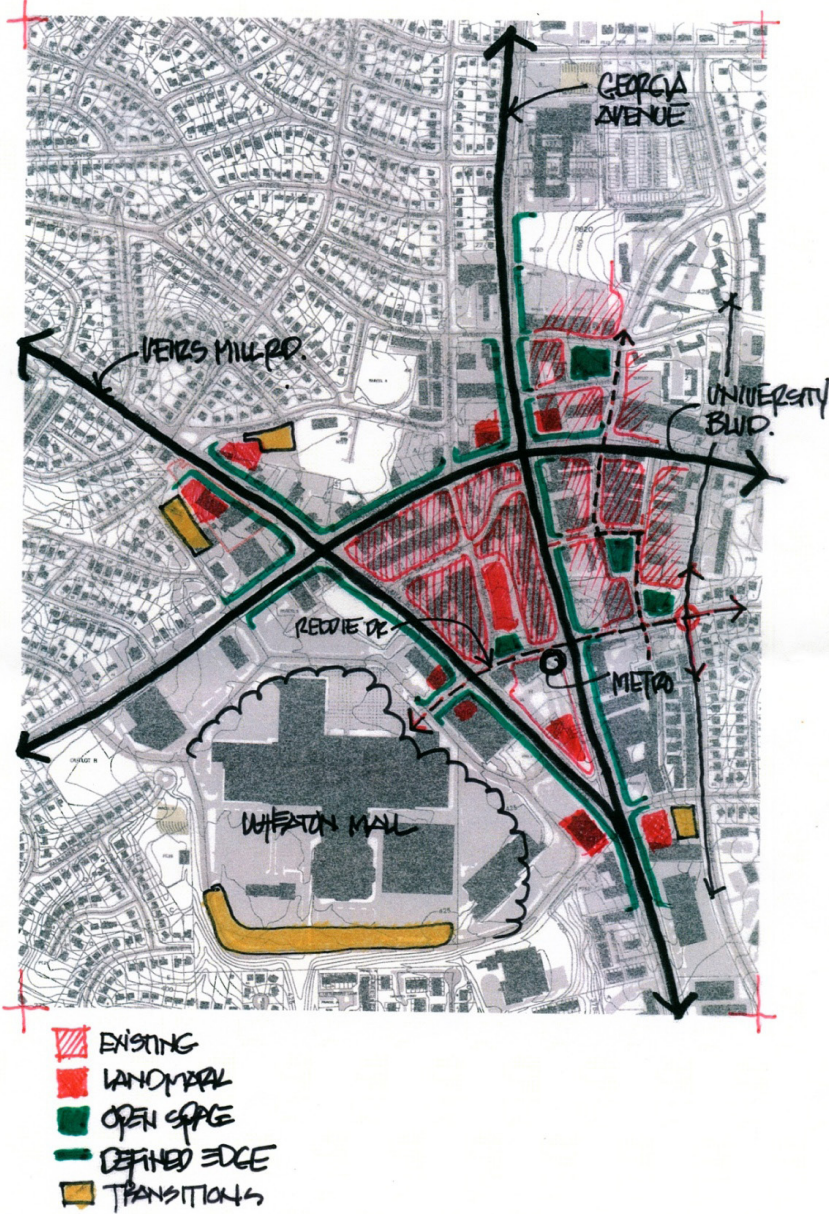
Urban Design is concerned with the physical characteristics of an area, and the Design Guidelines consider the design implications of planning decisions on the public realm. An urban design strategy should serve as an integrating tool to coordinate how various development proposals will affect the city 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 promoting design excellence in properties considering redevelopment, and by encouraging the creation of safe pedestrian environments and attractive gathering places defined by buildings.

The Guidelines are approved by the Planning Board for use by property owners, residents,



Downtown Wheaton



Wheaton design framework, preliminary concept diagram

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.

Context

“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.”

Wheaton CBD and Vicinity Sector Plan, page 9



Wheaton commercial districts

Physical Context

Wheaton’s physical environment is dominated by small buildings and surface parking lots, making it a predominantly car-oriented place. This is further exacerbated by the large volumes of traffic carried by the three major roads crossing it. Many existing buildings are in need of upgrading and the area lacks quality spaces for public use. Its public realm—streets, sidewalks, open spaces, and architecture—is of poor quality, and has inadequate connections to surrounding neighborhoods.

The Plan divides the commercial center of the Plan area into five districts, and provides detailed zoning and land use recommendations for each. The center of Wheaton’s downtown—the Core District—is located at the triangle created by the intersection of University Boulevard, Georgia Avenue, and Veirs Mill Road. The existing character of this district is defined by an eclectic, small retail mix, significant variations in topography, and the adjacent presence of the Wheaton Westfield Mall. It is also the location of a Metro station and a bus transfer hub. The other four districts—Price, Blueridge, Kensington View/Wheaton Hills, and Westfield—have their own unique qualities and challenges, as described by the Plan. “The Westfield district has the potential to evolve into a mixed use district that enhances the mall as a retail destination,” and the remaining three districts “have existing residential neighborhoods with potential to add residential and non-residential uses.” (page 41)

In support of the Plan’s vision, the design guidelines are organized around elements that frame the public realm: a defined center, edged with boulevards, linked by interconnected open spaces, and a compact and varied streetscape that makes appropriate transitions to surrounding residential neighborhoods.



Future Wheaton boulevards

"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 West will be treated as boulevards that visually tie Wheaton together."

"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."

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

Wheaton CBD and Vicinity Sector Plan, Urban Design Principles, page 29

Design Guidelines

Important urban design considerations along the three major roads surrounding the Core district are the scale and massing of buildings, the relationship between these buildings and the public realm, and the quality of the pedestrian environment. In the four districts that surround the Core, design considerations focus on compatibility of new development with surrounding residential neighborhoods and on improving connectivity between these neighborhoods and the Core.

By focusing on the Plan's recommendation to transform the major roads surrounding the Core into urban boulevards, the Guidelines promote creating an identifiable center through a compact building pattern; improvements to streets, sidewalks, and open spaces; and adequate transitions from the high density Core to established single-family neighborhoods.

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

- Create an identifiable center
- Create appropriate transitions
- Improve the public realm



Street level retail and sidewalk dining along streets encourage pedestrian activity.



Townhouses or similarly scaled development can provide adequate transitions between the Core and adjacent neighborhoods.



Example of a tree-lined, multi-modal boulevard.



Urban design elements

Goal 1: Create an Identifiable Center

Creating an identifiable center 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—their placement along sidewalks and intersections, their massing distribution, or their relationship to open spaces and existing neighborhoods.

Redevelopment in Wheaton should incorporate these elements to achieve the following objectives.

- Create boulevards around the Core
- Enhance important connections
- Establish possible landmarks
- Enhance existing buildings

- Build-to line
- Proposed Boulevard
- Boulevard Extension(*)
- Intersecting Street
- Suggested Open Space
- Major Public Open Space / Veterans Urban Park
- Proposed Boulevard Landmark / Gateway Element
- Transition Area

(*) Streetscape treatment to transition from special landscaping treatment and wider sidewalks at the Core to County Road Code standard sidewalk treatment.

Objective 1 Create Boulevards Around the Core

The three major roads surrounding the Core should be transformed into urban boulevards through wider sidewalks, landscaped medians and crosswalks, and street trees. This streetscape treatment should be complemented by street-oriented buildings placed closer to the sidewalks, with consistent street walls incorporating retail, where appropriate. Curb-to-building facade distance should be wide enough to apply the Wheaton Central Business District 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 page 12). Smaller properties not likely to redevelop in the short term should be considered for streetscape and facade improvements (see page 19) in keeping with these Standards to ensure continuity with adjacent larger properties being redeveloped.



Set-back building massing along boulevards

Development that creates pedestrian-friendly scale along the sidewalk by concentrating active uses (in this case retail) within a two-story podium. The tower is set back from the podium to improve access to light and air.



Boulevard pedestrian area

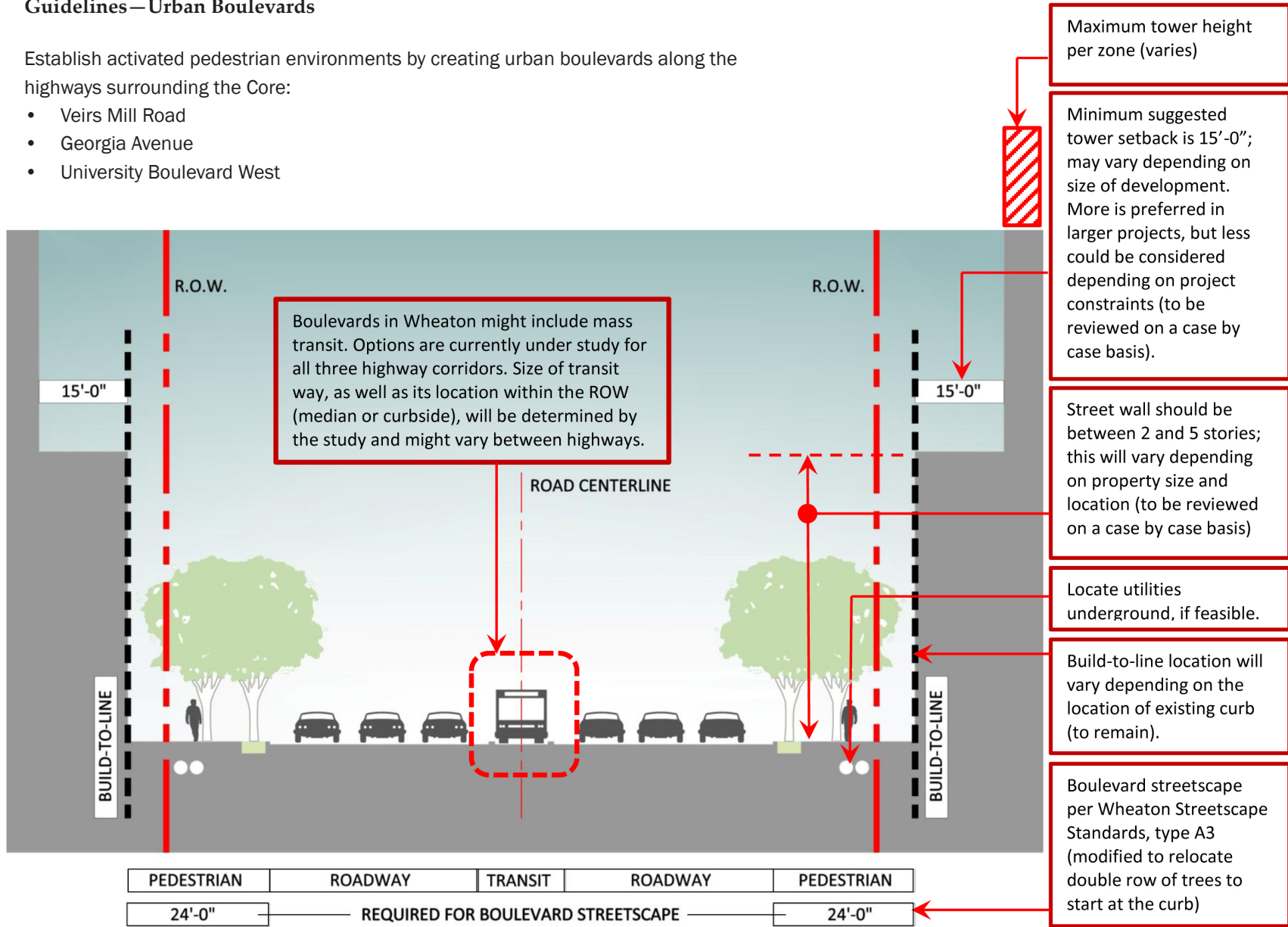
Redeveloping properties along the boulevards should set street façades back from the curb to provide sufficient pedestrian and planting space. Refer to the Wheaton Streetscape Standards and to page 17 of the Guidelines for additional information.

Guidelines—Urban Boulevards

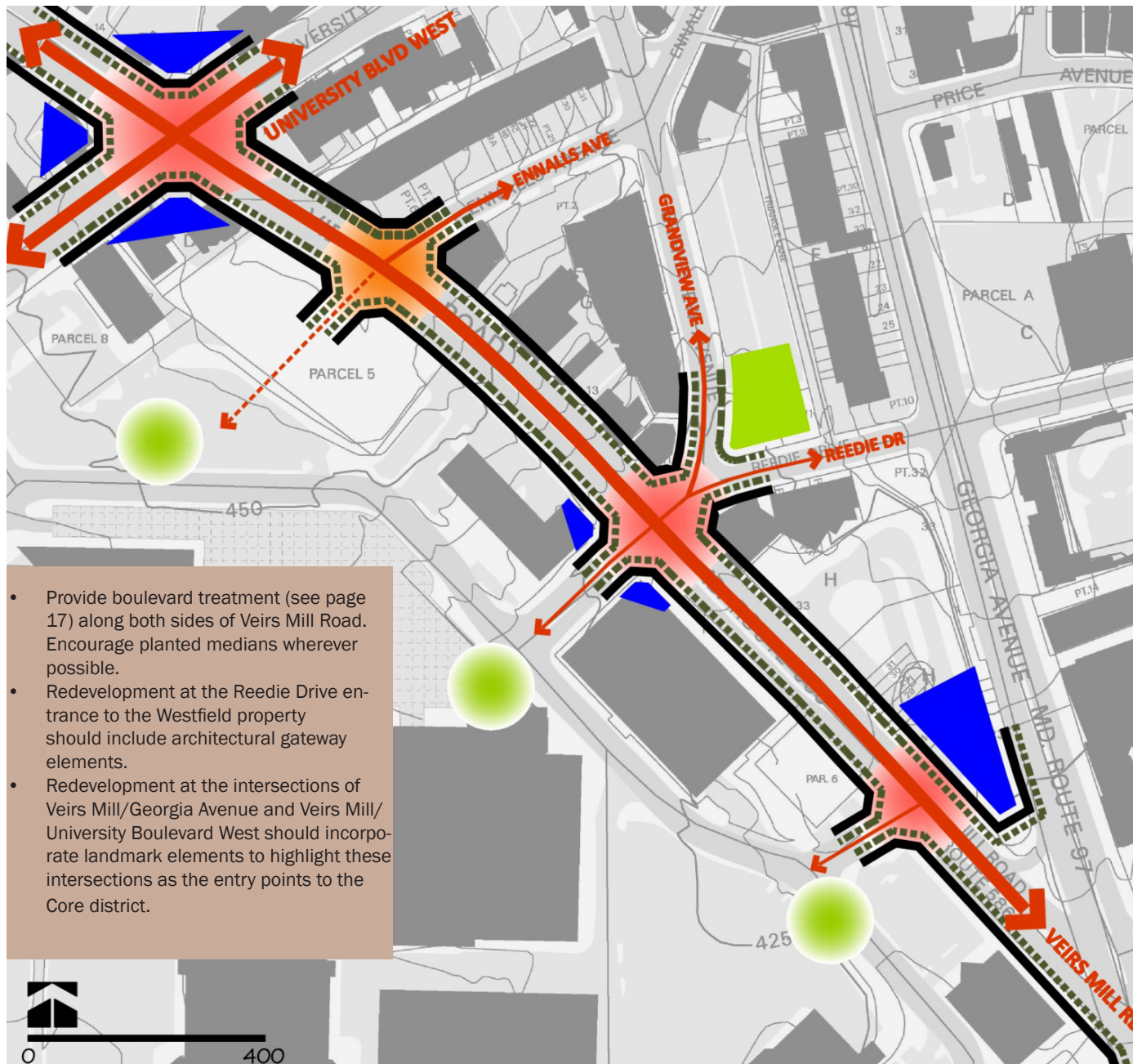
Guidelines—Urban Boulevards

Establish activated pedestrian environments by creating urban boulevards along the highways surrounding the Core:

- Veirs Mill Road
- Georgia Avenue
- University Boulevard West



Guidelines—Veirs Mill Road

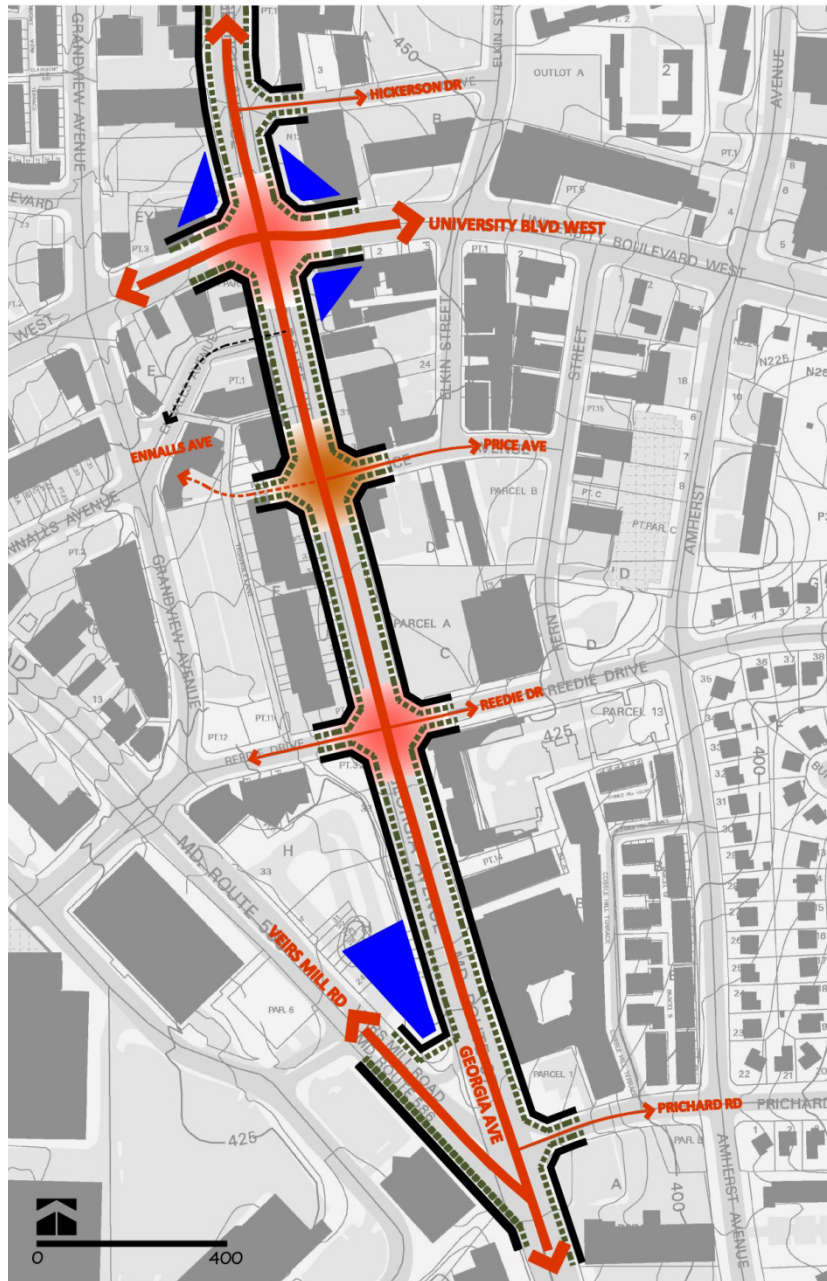


Legend

- Major Highway
- Business Street
- Proposed Business Street
See Sector Plan's Mobility section for master planned road requirements
- Sidewalk Treatment
See Guidelines, Boulevard Treatment (page 17) For streetscape at all other roadways, refer to the *Wheaton Streetscape Standards*.
- Build-to Line
See Guidelines, Pedestrian Environments (page 16)
- Gateway Element
Establish Landmark Locations (page 23)
- Enhanced Intersection
- Proposed Full Intersection
See Guidelines, Enhanced Intersections (page 18)
- Possible Open Space Location
Locations to be determined through the redevelopment process
- Central Civic Space
See Create a Central Civic Space (page 32)

- Provide boulevard treatment (see page 17) along both sides of Veirs Mill Road. Encourage planted medians wherever possible.
- Redevelopment at the Reddie Drive entrance to the Westfield property should include architectural gateway elements.
- Redevelopment at the intersections of Veirs Mill/Georgia Avenue and Veirs Mill/University Boulevard West should incorporate landmark elements to highlight these intersections as the entry points to the Core district.

Guidelines—Georgia Avenue

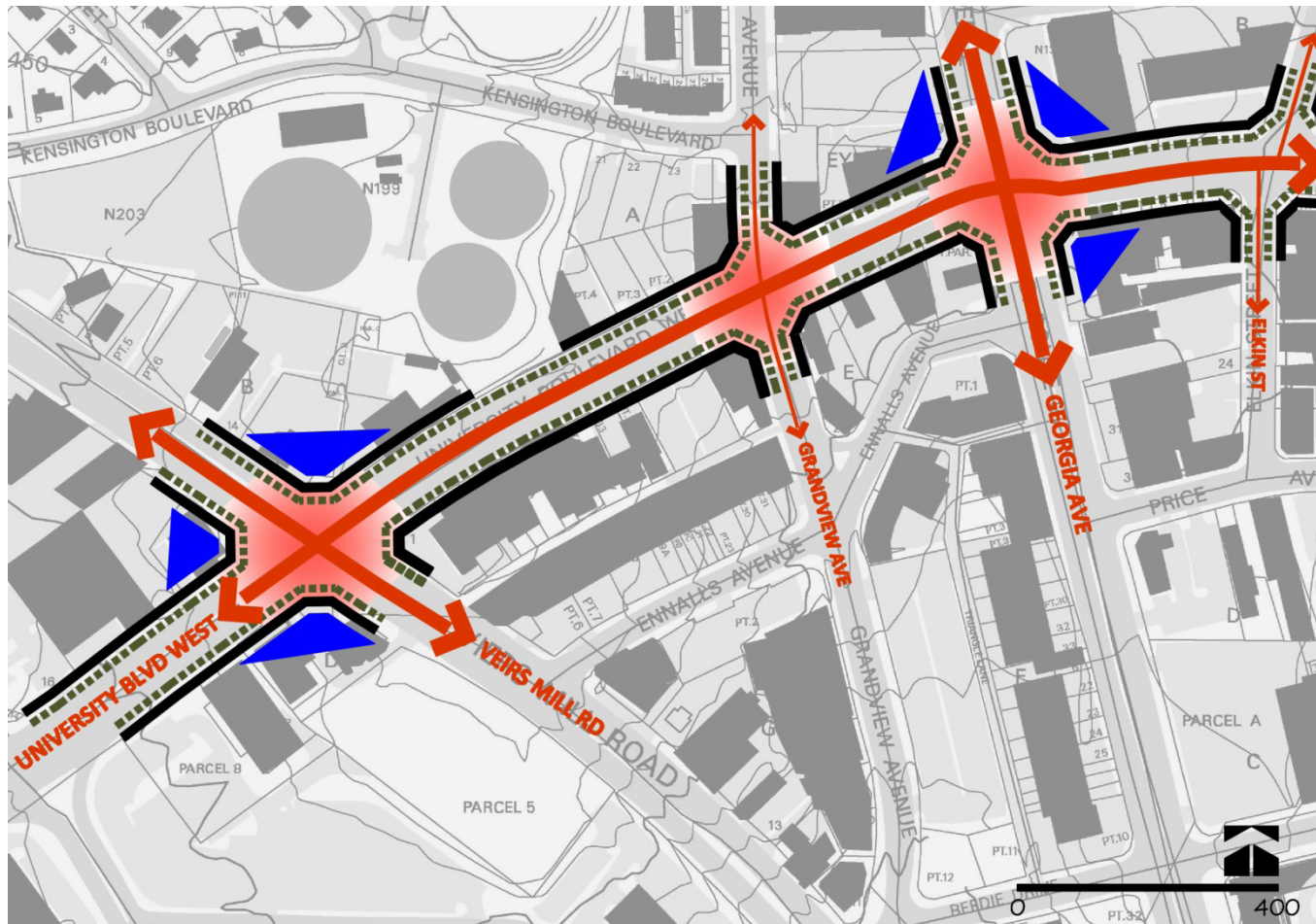


Legend








- Major Highway
- Business Street
- Proposed Business Street
- Existing Street to be abandoned
- See Sector Plan's Mobility section for master planned road requirements
- Sidewalk Treatment
- See Guidelines, Boulevard Treatment (page 17). For streetscape at all other roadways, refer to the *Wheaton Streetscape Standards*.
- Build-to Line
- See Guidelines, Pedestrian Environments (page 16)
- Gateway Element
- Establish Landmark Locations (page 23)
- Enhanced Intersection
- Proposed Full Intersection
- See Guidelines, Enhanced Intersections (page 18)

- Buildings at the intersections of Georgia Avenue/University Boulevard West, and Georgia Avenue/Veirs Mill Road should have distinguishing elements (sculpture, unique building shape, interesting facade articulation, etc.) to mark them as gateways to the Core district.
- Continue the Wheaton Streetscape Standard treatment existing at various locations along the Boulevard.

Guidelines—University Boulevard



Legend

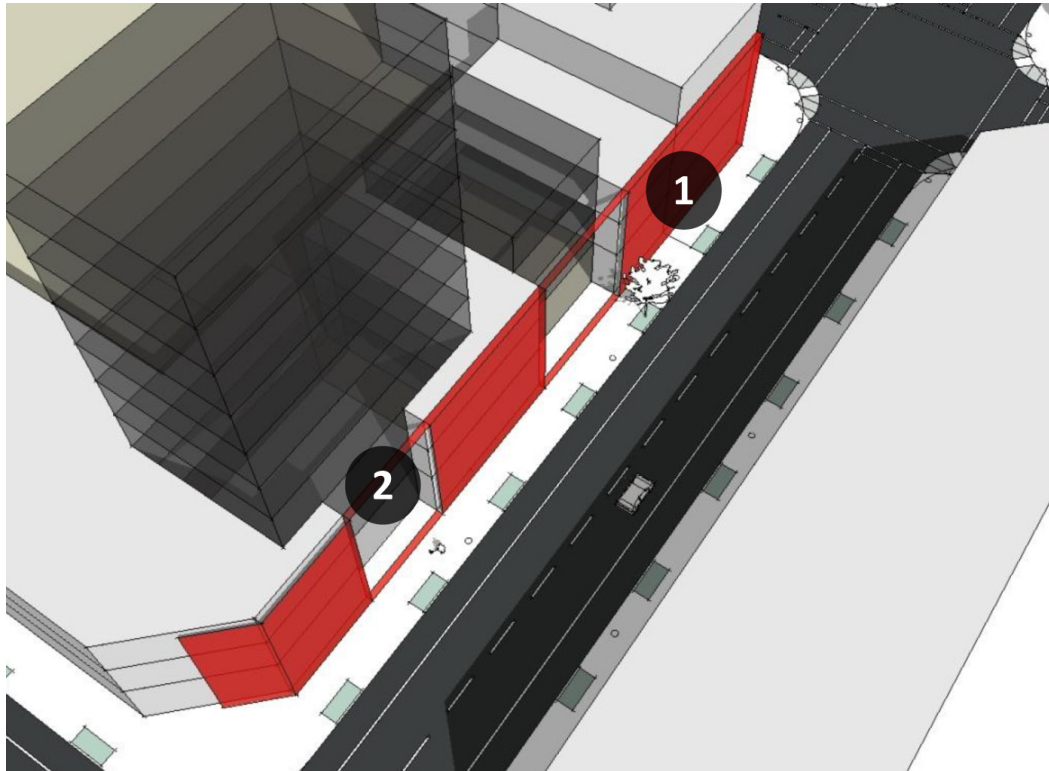
-  Major Highway
-  Business Street
-  Proposed Business Street
See Sector Plan's Mobility section for master planned road requirements
-  Sidewalk Treatment
See Guidelines, Boulevard Treatment (page 17). For streetscape at all other roadways, refer to the *Wheaton Streetscape Standards*.
-  Build-to Line
See Guidelines, Pedestrian Environments (page 16)
-  Gateway Element
Establish Landmark Locations (page 23)
-  Enhanced Intersection
See Guidelines, Enhanced Intersections (page 18)

- Consider landmark structures to establish the Veirs Mill Road/University Boulevard West intersection as an important place.
- Continue the Wheaton Streetscape Standard treatment existing at various locations along the Boulevard.

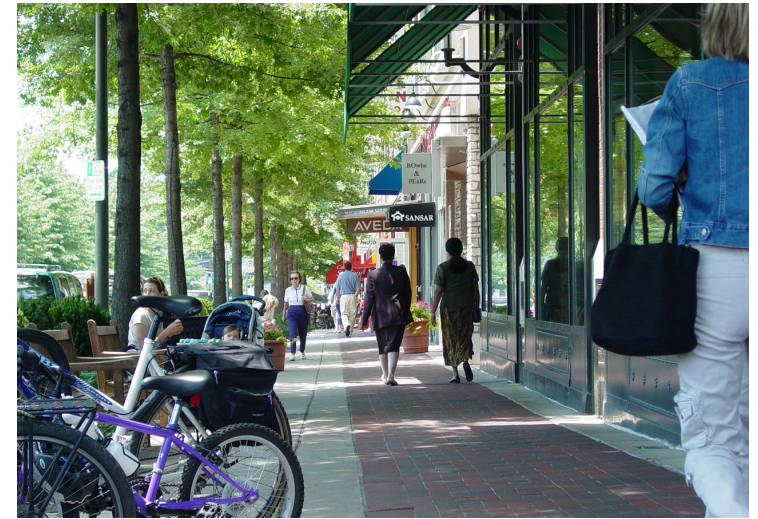
Guidelines—Pedestrian Environments

Build-to lines indicate where the street façade of the building should be located to create continuous street walls that define and contain the public realm, preferably including retail or other street activating uses.

Along Wheaton’s boulevards, build-to-lines should be located approximately 24 feet from existing curb, to allow for type A-3 sidewalk treatment (Wheaton Streetscape Standards). Building bases (or podiums) should be between two and five stories tall, located along build-to-lines. Above this base, taller building components should be set back from the street wall, to reduce their impact on the street below.



Red sections (1) illustrate extent of building base located at the build-to line. Façade recesses along build-to-lines (2) should be permitted for building entrances, sidewalk cafes, or façade articulation. Block corners should be articulated to maintain façade continuity, to facilitate pedestrian circulation, and to emphasize the street intersection.

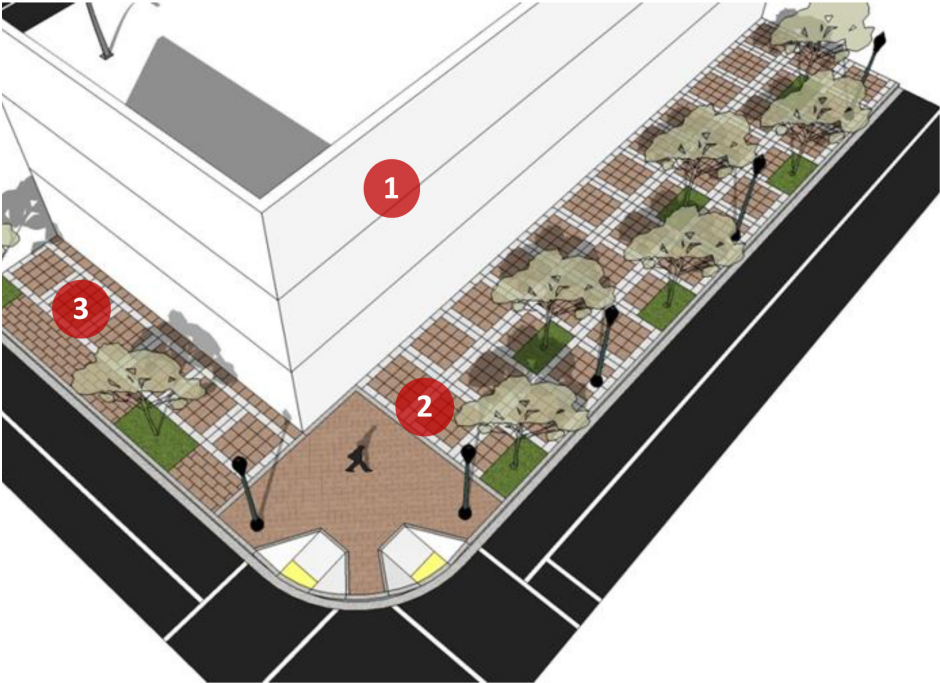


Active uses (for example, building entrances, shops and store fronts, sidewalk café space) along pedestrian areas encourage activity along sidewalks. Sidewalks should also provide zones for seating, furnishings, and bicycle stands, where appropriate. Plantings along the edge of the curb can buffer pedestrians from vehicular movement.

Guidelines—Boulevard Treatment

Provide **boulevard treatment** wherever possible along the highways surrounding the Core, to include:

- type A-3 sidewalk treatment (Wheaton Streetscape Standards). Consider relocating staggered tree pits from the center of the sidewalk as indicated in the Standards, 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
- consistent street walls along build-to lines
- activating uses along street walls, wherever possible.



The Wheaton Streetscape Standards are currently implemented in a variety of ways, depending on the street and availability of space. While the Guidelines recognize the need for adaptability, consistent standards should be applied along the boulevards.

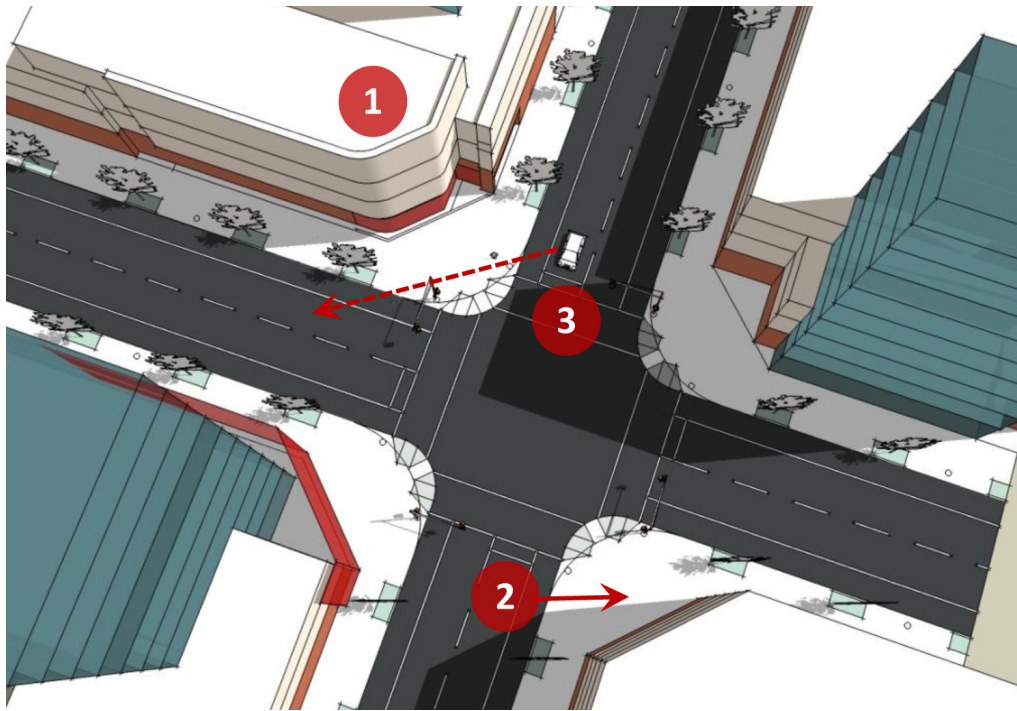
Wheaton’s boulevard treatment will consist of a combination of various elements integrated to create a pedestrian-friendly zone:

1. consistent street wall along sidewalks, with activating uses.
2. type A-3 sidewalk treatment, per Wheaton Streetscape Standards, along the three major roads. Diagram shows modified location for staggered tree pits, with first row starting at curb
3. modified sidewalk pattern as needed to suit narrower returning sidewalks.

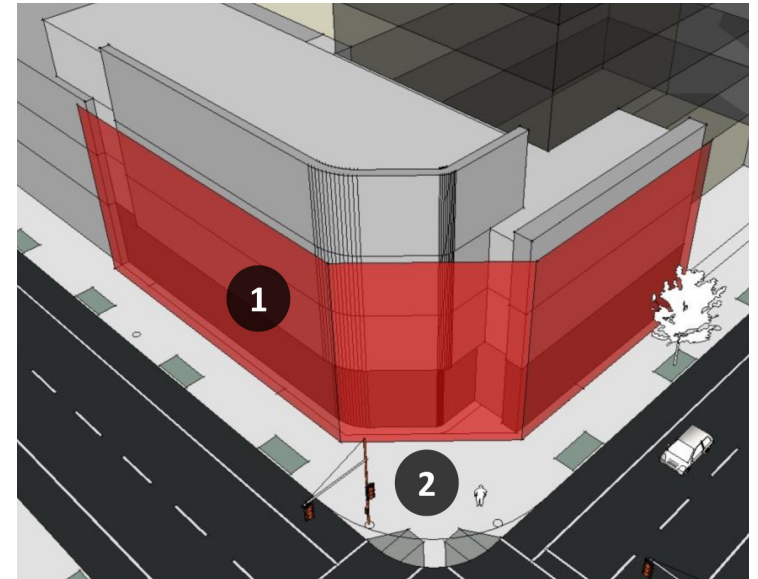
Guidelines—Enhanced Intersections

Create enhanced intersections at various points along the highways around the Core to improve connectivity with surrounding districts. Enhanced intersections should include:

- street defining buildings at all corners, with entrances and activating uses oriented toward the corner
- sidewalk streetscape elements (including trees) that pull away from the corner to improve visibility across the intersection for pedestrians, cyclists, and motorists
- building corner articulation that allows adequate space for pedestrians to congregate safely, away from vehicular traffic
- consideration of speed-reducing measures at the road surface such as alternative materials at crosswalks. This would require MCDOT approval and coordination.



Enhanced intersections should: (1) establish street-defining buildings at all corners, (2) include setbacks from corner for safe pedestrian spaces, (3) allow visibility across intersection.

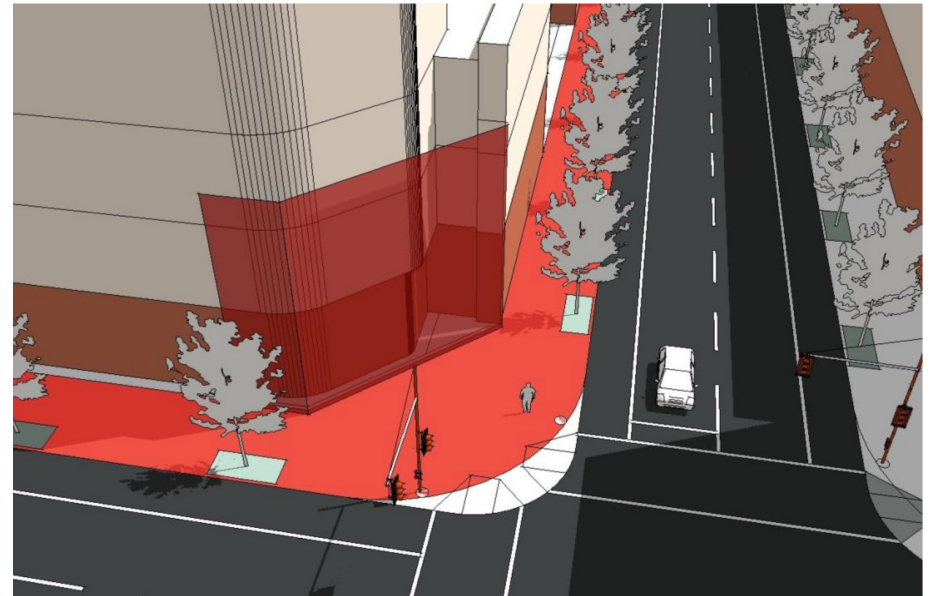


Red plane (1) indicates location of the build-to line. Locate density at the corner; building massing could follow the build-to line or use setbacks for facade articulation, always allowing adequate space at the corner for pedestrians to gather.

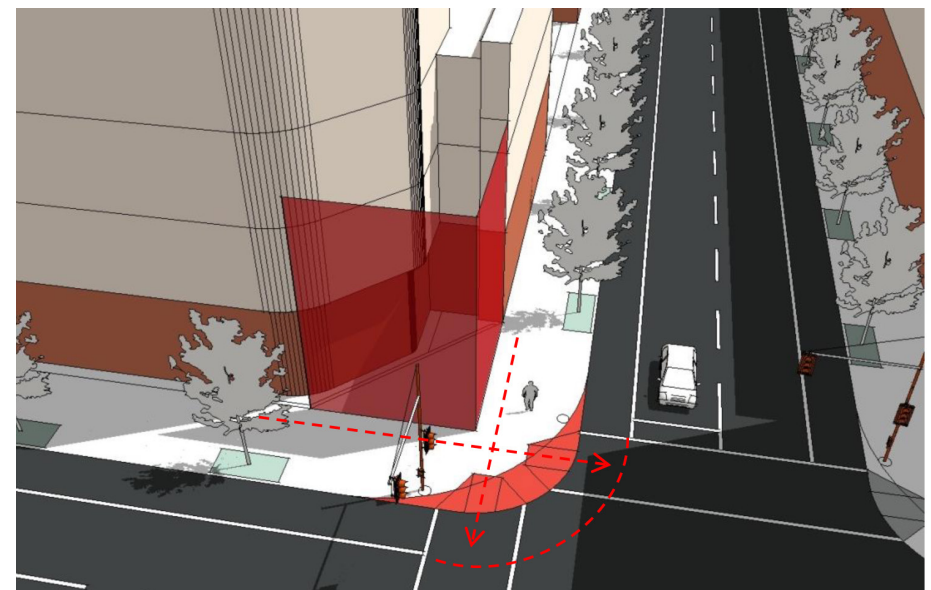
Enhanced Intersections—Urban Corners

Section 50.26(3) of the Montgomery County Code (Subdivision of Land-Regulations) requires truncation at corner lots, and gives the Planning Board discretion to specify a greater or lesser cutoff than the specified 25 feet back from the theoretical property line on each quadrant, where needed for safe sight distance of traffic channelization. The Montgomery County Department of Transportation in turn specifies the curb turning radius (30 feet radius shown in 1) in addition to the truncation requirement.

At various urban areas in the County, redeveloping properties have pursued tighter corner configurations (2). If needed for specific building or urban design reasons, and as long as ample space for safe pedestrian movement and good visibility across the intersections are provided, this is an available option. This requires obtaining a waiver from the truncation requirement.



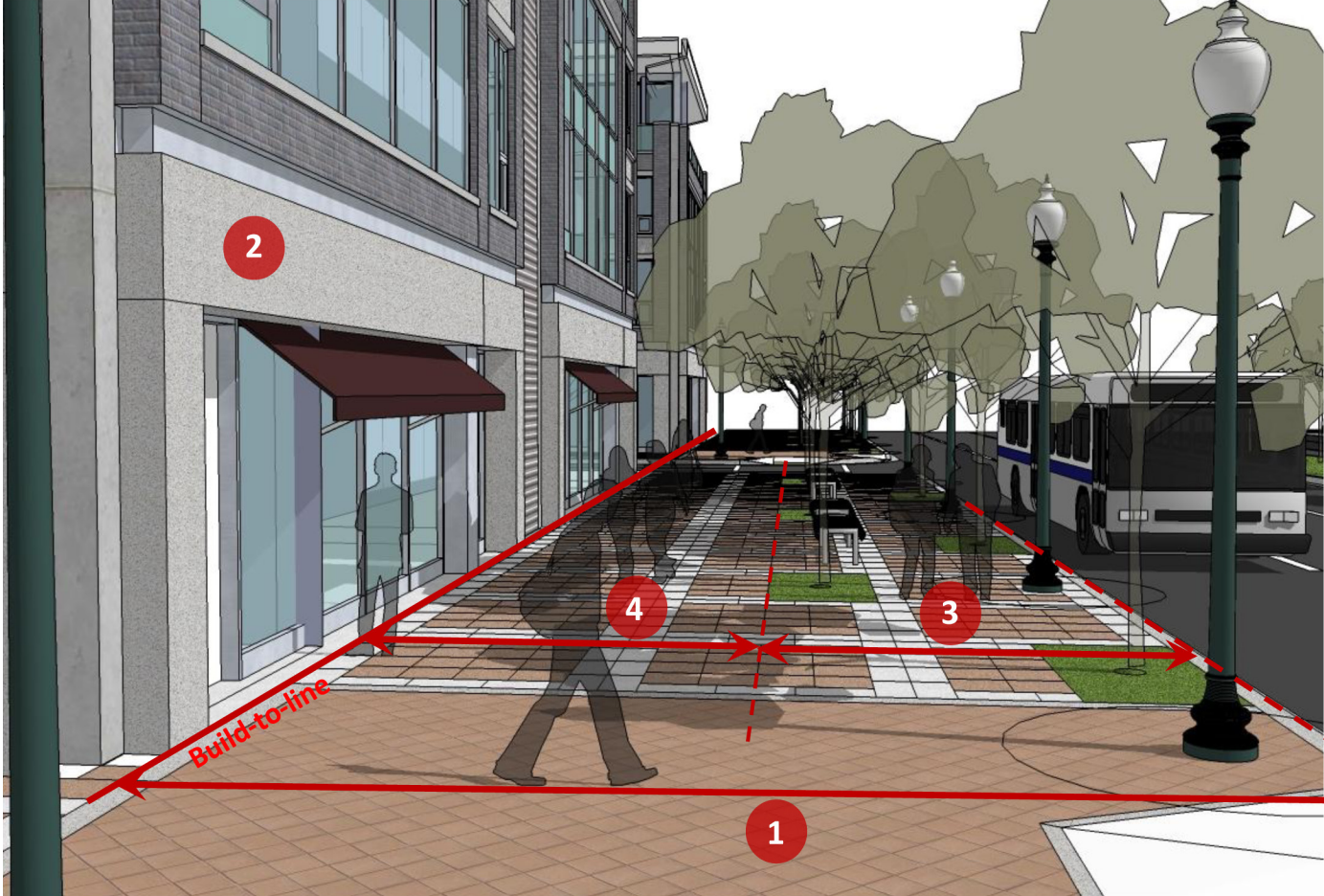
(1) Diagram illustrates corner truncation requirements per 50.26(3) and MCDOT



(2) Eliminating truncation would require considering a tighter corner curb radius and realigning curb ramps as needed.

Guidelines—Priority Retail Streets

The Sector Plan designates segments of University Boulevard West and Georgia Avenue as priority retail streets (see Map 6, page 22). Redevelopment should provide entrances on the ground floor of buildings along these streets' segments. Retail is also desirable on Veirs Mill Road, where feasible, along the edges of the Core.



- 1. Redeveloping properties along the highways around the Core should allow enough setbacks to fully implement the boulevard streetscape standard (24'-0" from edge of curb to face of building).
- 2. Locate lower building facades along build-to lines.
- 3. Locate plantings and furnishings along the curb, to serve as buffer between pedestrians and traffic.
- 4. Establish pedestrian zone between the planting/furnishing strip and the building facades.

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 with the Westfield Wheaton Mall, on its western end. It also connects public spaces (Wheaton Veterans Urban Park, the proposed central civic space at Parking Lot 13), mass transit (Metrorail and bus stations), 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.



Architectural gateways

Architectural articulation at the western end of Reedie Drive should create a gateway feature for the Westfield District.

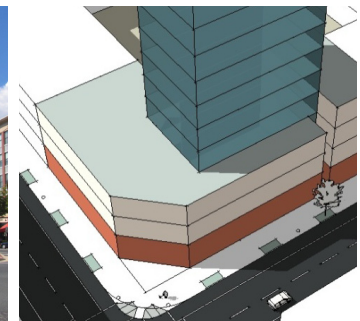


Reedie Drive



Enhanced intersection

The intersection along Reedie Drive between Georgia Avenue and Veirs Mill Road should be enhanced to improve east-west pedestrian connectivity between Westfield Mall and the Core as well as the residential neighborhoods east of Georgia Avenue (see guidelines regarding enhanced intersections on pages 18-19).



Appropriate massing

A three-story podium/setback tower configuration. Given the street's limited width, redeveloping properties must carefully consider the impact of proposed massing configurations on the quality of the pedestrian environment.

Guidelines—Reedie Drive

- Building design should enhance and define the public realm (sidewalks, open spaces).
- Consider gateway elements at the western terminus of Reedie Drive, on the Westfield property.
- Locate building entrances along sidewalks, open spaces, or facing important intersections.
- Enhance links to adjacent public use spaces, and to transit opportunities.
- New streetscape should be consistent with the Wheaton Streetscape Standards.
- Consider a roundabout at the intersection of Amherst Avenue and Reedie Drive.



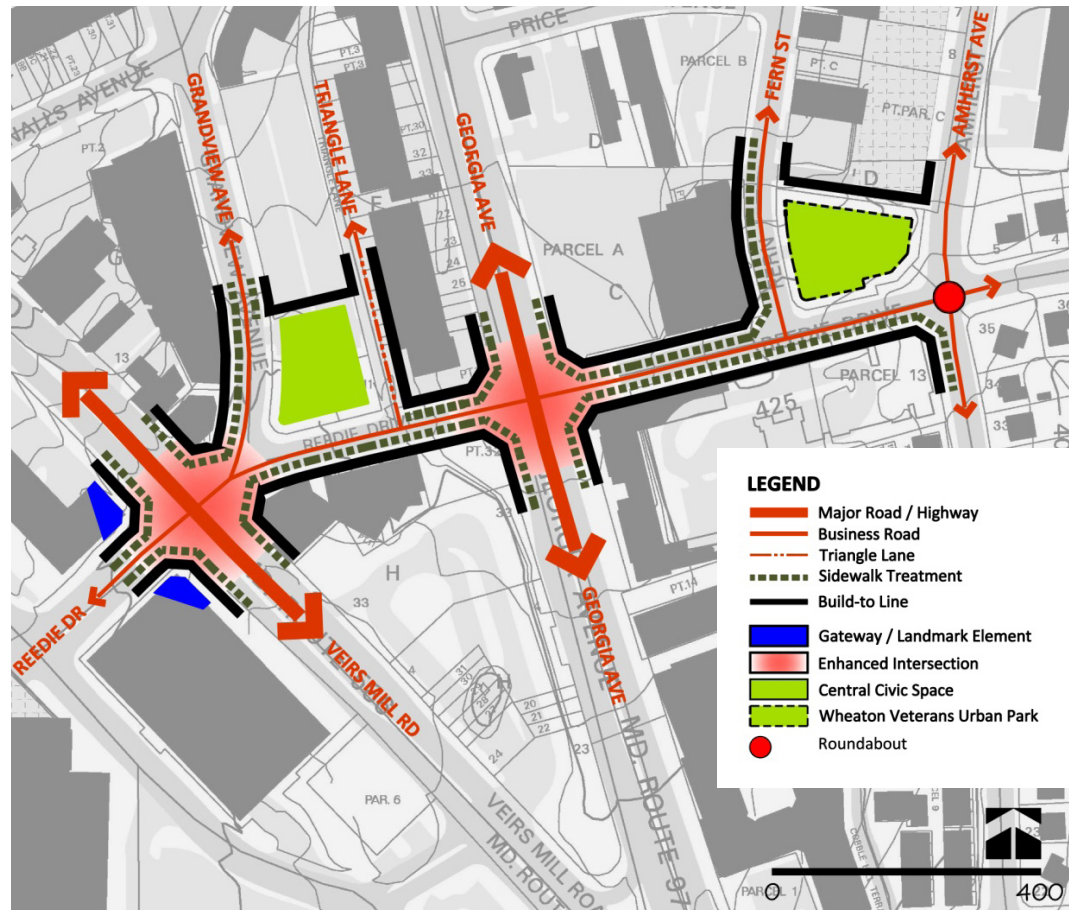
Central civic space



Enhanced public realm



Roundabout



Objective 3 Establish Landmark Locations

Landmarks 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 to 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:

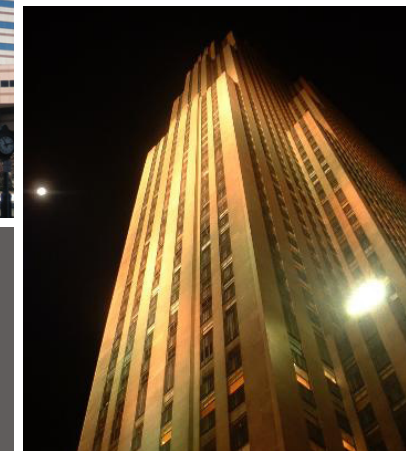
- Pursue design excellence by considering creative building form or the use of special materials.
- Create striking features at special locations, such as water features, sculptures, and open spaces.
- Consider special illumination on buildings at prominent locations. The Guidelines strongly encourage environmentally responsible outdoor lighting practices, both in specialty, general building, and public realm illumination.



Urban scale water features



Striking building design



Special building illumination

Special illumination can emphasize the landmark qualities of buildings intended to be icons for the area.



Public art

Water features or well-placed public art can also highlight special locations.

Identifiable building form

Unusual block configurations can offer interesting opportunities for striking architectural expression. The prominent visibility of the intersection of Veirs Mill Road and Georgia Avenue presents an opportunity for a significant structure that can become a symbol for the area. The images illustrate two possible ways of achieving this.

Objective 4 Enhance Existing Buildings

As larger properties redevelop, groups of existing smaller retail establishments remaining could become unimproved gaps in 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 adjacent pedestrian environments.

Guidelines

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



Existing conditions

Existing conditions along the west side of Georgia Avenue between Reddie Drive and Price Avenue.



Suggested improvements to public realm

Facade improvements including awnings, signage, lighting, and streetscape improvements such as colored pavers, plantings and streetlights, could enhance pedestrian environments next to frontages unlikely to redevelop in the short term.

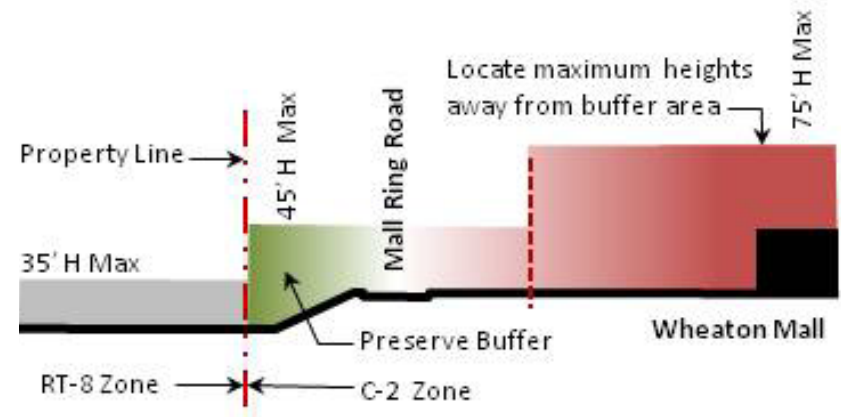
Goal 2: Create Appropriate Transitions

Protecting existing single-family neighborhoods from the possible negative impacts of new development is a major concern of the Plan. The Plan recommends appropriate transitions where new development will be located adjacent to or across from single-family residential neighborhoods. It specifically identifies the following areas, due to their proximity to existing single-family neighborhoods.

- Price District - North end of block A2 (page 43)
- Blueridge District - North and East edges of block R (page 47)
- Westfield District - Southern border of Parcel 10 (page 49)
- Kensington View/Wheaton Hills District
 - Block A at the corner of Kensington Boulevard and Veirs Mill Road (page 51)
 - Block B2 at Veirs Mill Road (page 53)
 - Block F at East Avenue and Kensington Boulevard (page 54)
 - Blocks G and H at University Boulevard (page 53)
 - Block 44 at Grandview Avenue (page 55)

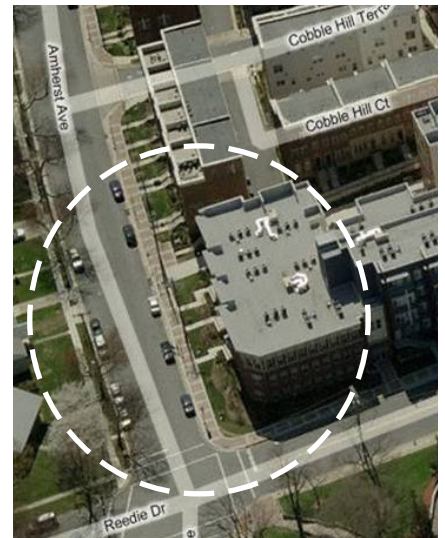
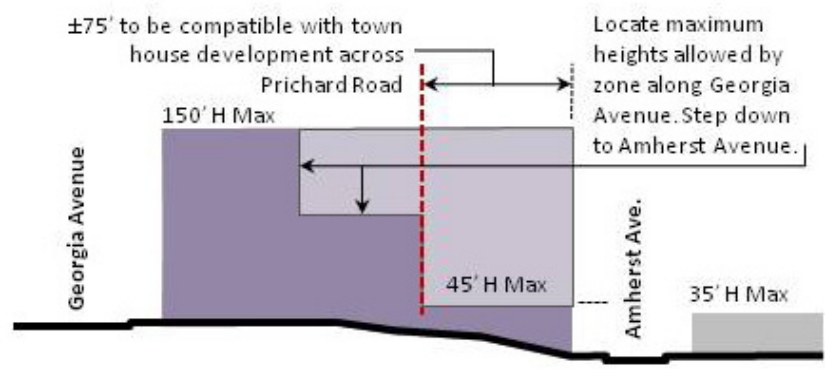
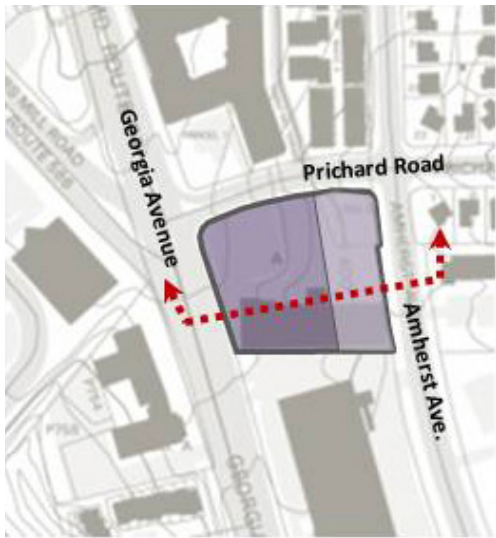
The CRN Zone, proposed for transitional properties, includes features such as rear yard setbacks and building height planes, in order to limit the extent of new building mass near single-family zones. Nevertheless, new development in transition areas should be appropriately placed and scaled to be compatible with existing residential structures, and should:

- provide adequate transitions through appropriate building heights and setbacks on properties adjacent to or across the street from single-family structures
- concentrate the tallest component of mixed-use structures along major avenues or important intersections.



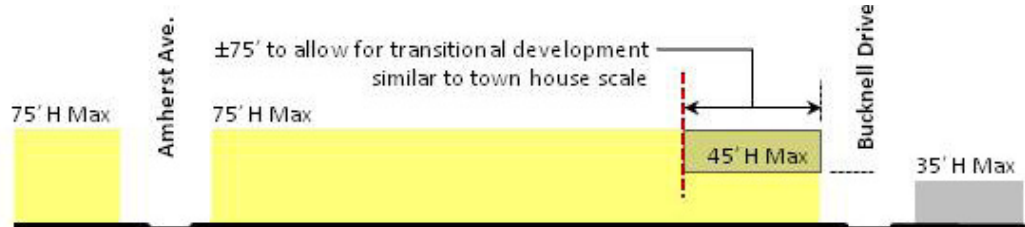
Westfield District - South

New construction near the Mall ring road should follow Plan recommendations for lower heights along the ring road and taller heights closer to the Mall building.



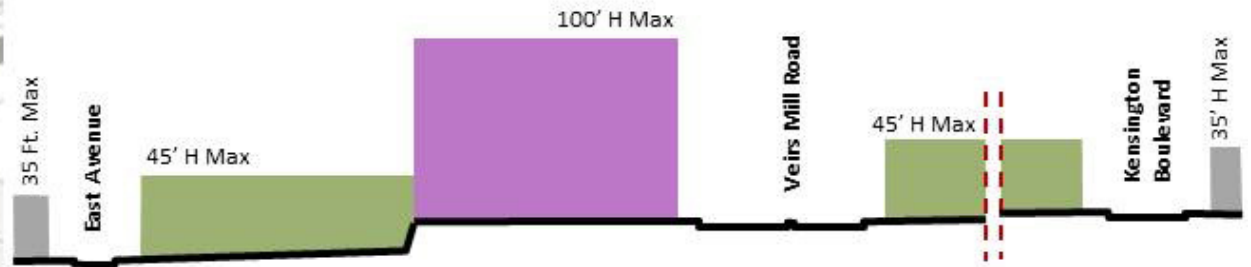
Price District

Consider building height transitions to single-family neighborhoods, similar to those along Reddie Drive, one block east of Georgia Avenue.



Blueridge District

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

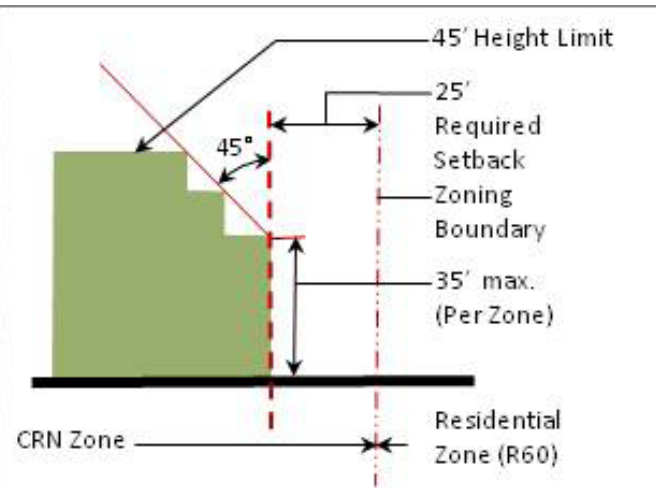
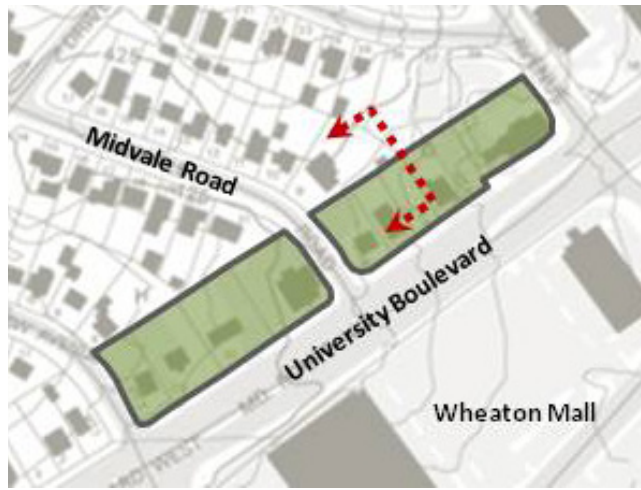


Kensington View/Wheaton Hills District



Existing townhouses along Grandview Avenue are a good example of an appropriate transitional building type and scale.

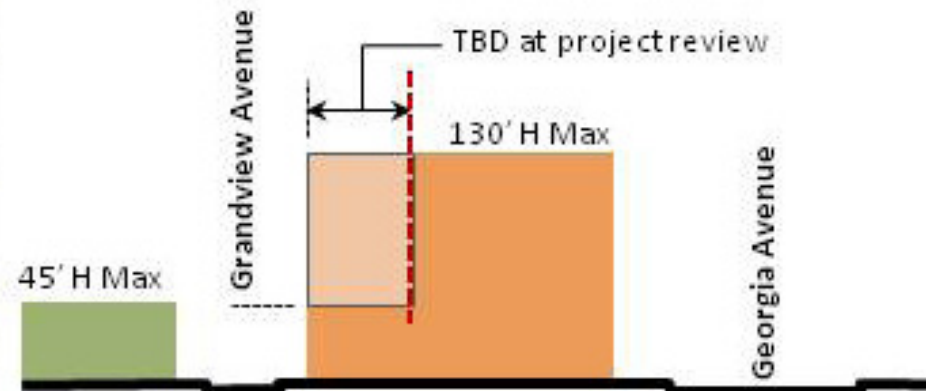
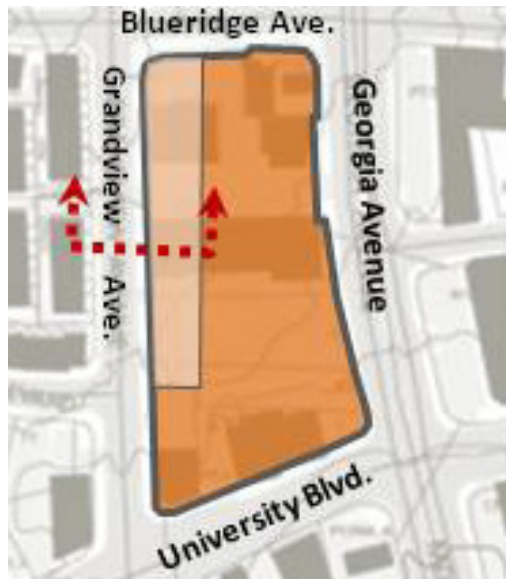
An appropriately scaled new development, across from single-family houses.



Kensington View/Wheaton Hills District



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



Kensington View/Wheaton Hills District



New development between Grandview Avenue and Georgia Avenue (north of University Boulevard) should place taller building components along Georgia Avenue and use façade articulation and building setbacks to create appropriate transitions to existing townhouses along the west side of Grandview Avenue.

Goal 3: Improve the Public Realm

Improving the quality of the public realm, including vehicular and pedestrian networks, is a Plan priority. Accordingly, the Guidelines objectives are:

- improve pedestrian access along streets
- create a central civic space
- promote temporary spaces for public use
- create pedestrian links.



Improved storefronts
Triangle Lane shops –
 Simple elements (awnings, in this case) can enhance the appearance of existing small businesses.



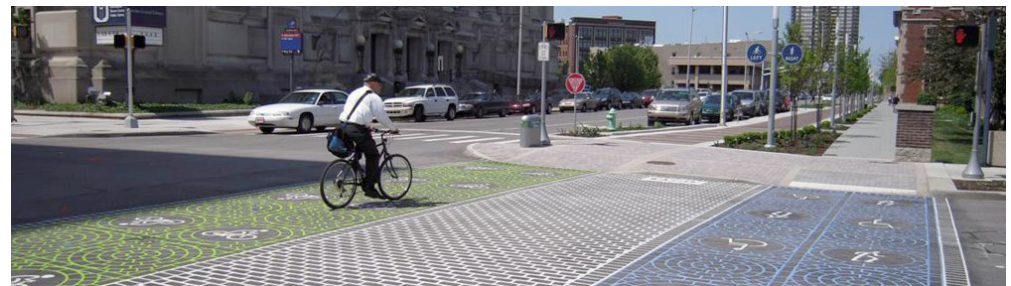
Public amenities
 East Burnside Street bikeway, Portland – Pedestrian amenities will play an important role in connecting all parts of the community.



Pedestrian realm
 Bethesda shops – Street fronts activated with retail uses will help enhance pedestrian activity.



Public use spaces
 Centerspace, Rosslyn – A well-designed temporary public use space.



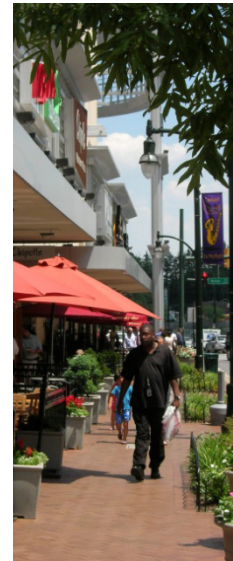
Pedestrian safety
 Road Crossing, Indianapolis Cultural Trail – Special design treatment highlights a vital pedestrian and bikeway connection.

Objective 1 Improve Pedestrian Access Along Streets

The Wheaton Streetscape Standards have been applied throughout the central business district, to achieve continuity in the public realm. The streetscape standards should be applied to create active and safe zones that provide options for pedestrian activities and travel.

Guidelines

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



Downtown Silver Spring and Bethesda – Good pedestrian walking areas.



Before and after illustrations of possible improvements to pedestrian areas along Georgia Avenue.

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 27), as part of the public/private development on the WMATA triangle.

This civic space should:

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



A public space that incorporates topography as a design feature.



Seating options and tree coverage create passive public places for groups and individuals.

Objective 3 Promote Temporary Spaces for Public Use

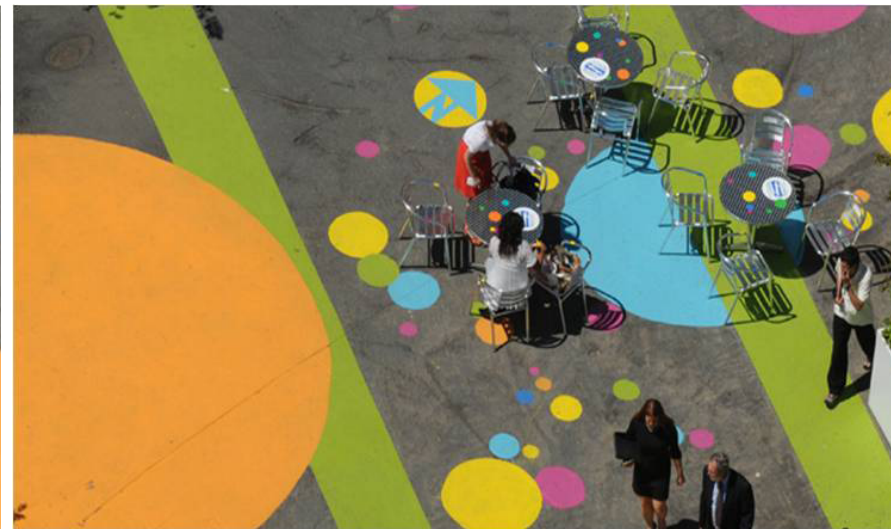
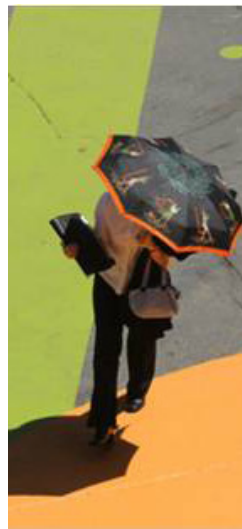
The Plan recommends creating interim open spaces on publicly-owned properties through inexpensive improvements to enliven Wheaton until permanent open spaces are created through redevelopment and public/private partnerships (page 23). The following examples of temporary public spaces on parking lots and other public areas avoid the cost of permanent space before the right location or the space is available.



New York City – City-sponsored temporary spaces for public use in the public right-of-way.



Individually created temporary open space as part of the national Park(ing) Day initiative.



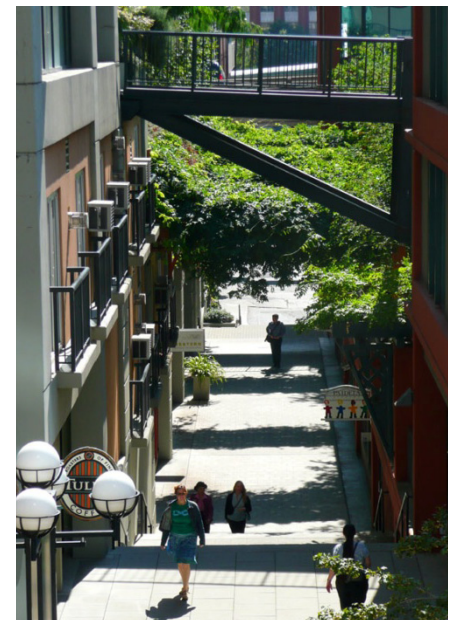
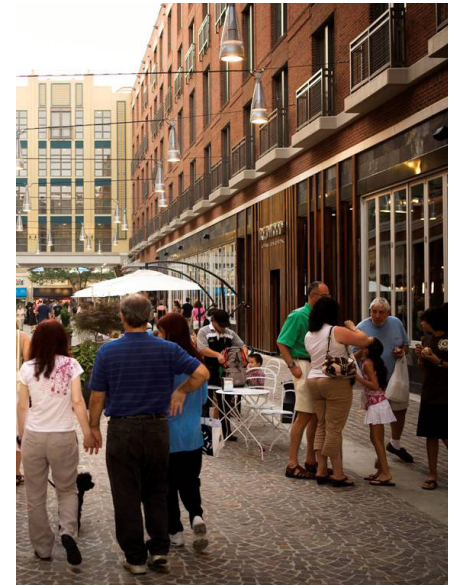
Centerspace, Rosslyn – Developer-created temporary space as part of a redevelopment initiative.

Objective 4 Create Pedestrian Links

The Plan recommends pedestrian through-block pedestrian connections to shorten walking distances, to create connections between open spaces, and to promote additional retail activity (for specific locations, see Map 17, page 59).

Guidelines

- Maintain continuity with street walls along adjacent streets, wherever feasible.
- Create safe spaces that are well monitored, well illuminated and adequately furnished. Use Crime Prevention Through Environmental Design principles in designing pedestrian links as effective public spaces.



Existing industrial and commercial areas can provide opportunities to create interesting mid-block connections. Well organized redevelopment efforts can produce well received amenities.

Implementation Resources

The following list of resources is 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 – 2002 Wheaton Streetscape Standards

www.MontgomeryPlanning.org/communities/Wheaton

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

Department of Transportation, Pedestrian Safety

<http://www.montgomerycountymd.gov/dottmpl.asp?url=/Content/dot/dir/ped-safety/index.asp>

Wheaton

Wheaton Redevelopment Advisory Committee

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

Wheaton Urban District Advisory Committee

<http://www.montgomerycountymd.gov/midtmpl.asp?url=/content/RSC/mid-county/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/WEZ-packet.pdf>

Maryland-National Capital Park and Planning Commission

M-NCPPC Development Manual

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

Wheaton CBD and Vicinity Sector Plan

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

County Bikeways Functional Master Plan

http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtm

Other

Crime Prevention Through Environmental Design (CPTED)

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

International Dark Sky Association

<http://www.darksky.org/>

Approved

July 2012

Wheaton CBD

& Vicinity Sector Plan
Design Guidelines



Montgomery County Planning Department
M-NCPPC

MontgomeryPlanning.org



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