

Chevy Chase Lake Sector Plan, Worksession 6

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Description

Completed: 1.23.13

Worksession No. 6: Chevy Chase Lake Sector Plan - Draft Design Guidelines

Staff recommendation: Approve transmittal of draft Design Guidelines to County Council.

Summary

This worksession focusses on the Draft Design Guidelines that accompany the Chevy Chase Lake Sector Plan. This is the second Worksession on the Draft Design Guidelines. A worksession held on December 6, 2012, focused on Draft Design Guidelines in slide format. This presentation included the overall structure, the three overall design concepts, the three criteria for compatibility and key design issues related to specific projects. These included making large buildings look smaller in Town Center East, and the transition to existing homes next to Newdale Mews. The Planning Board responded positively and requested that the work move forward. This is the next step: the provision of the draft with full text in hard copy.

Upon the Planning Board’s approval, this document will receive polished graphics and will be formatted as a companion to the Sector Plan, and transmitted to the County Council.

Discussion

The Design Guidelines will assist in implementing the recommendations in the Approved and Adopted Chevy Chase Lake Sector Plan. The Design Guidelines are not regulations. The Design Guidelines illustrate how the plan vision and recommendations can be met, and they encourage designs that create an attractive public realm.

The Draft Design Guidelines are attached and are comprised of text, maps and illustrations. There will also be photographs for illustrative purposes. These will be part of the staff presentation at this Worksession, and include photographs used in the December 6th Worksession (attached).

The Draft Design Guidelines are organized as follows:

- Introduction
- Design Concepts
 - Town Center
 - Open Space
 - Streetscape
- Criteria for Compatibility
 - Scaled for People
 - Tradition[al]
 - Nature and the Garden
- Guidelines for Specific Sites
 - Purple Line and Capital Crescent Trail
 - Connecticut Avenue
 - Town Center East
 - Chevy Chase Lake Shopping Center and Central Park
 - Chevy Chase Lake Apartments
 - Neighborhood Park
 - New Street
 - 8401 Connecticut Avenue
 - Tranquility Trail
 - Town Center West
 - Chevy Chase Lake West Shopping Center
 - Loughborough Place
 - Newdale Mews
 - 8500 Connecticut Avenue (Arman's Chevy Chase Service Station)
 - 8402 Connecticut Avenue (Parkway Custom Dry Cleaning)
 - Howard Hughes Medical Institute
- Resources

Next Steps after Transmittal

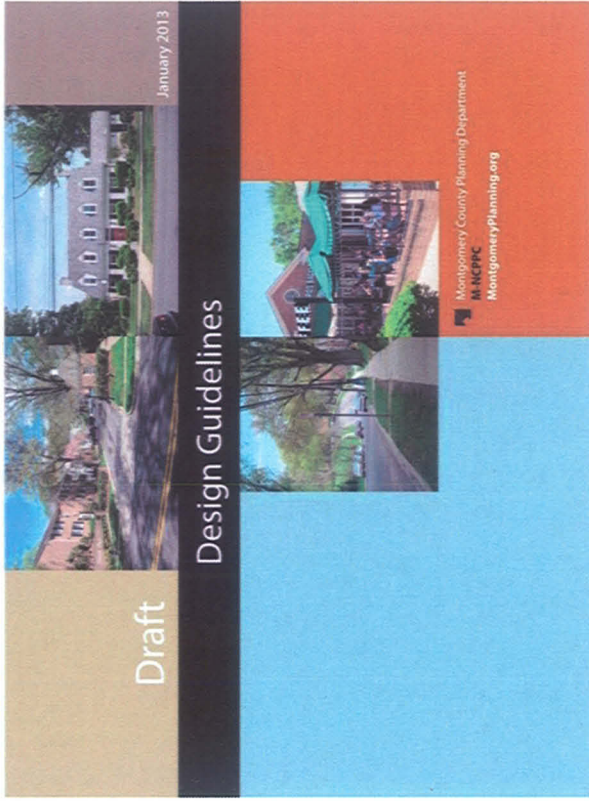
After the Sector Plan is approved and adopted, the Planning Board will have the opportunity to hold a public hearing on the Draft Design Guidelines. The Planning Board will also be able to make revisions to reflect any changes to the Sector Plan that may occur at the County Council, or to further address any outstanding design concerns. This will likely be in the late spring or summer of 2013.

Attachments:

Draft Chevy Chase Lake Design Guidelines

Photographs used in the December 6th Worksession; for Inclusion in the Document

Chevy Chase Lake Sector Plan



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Introduction

The Chevy Chase Lake Design Guidelines represent the County's and community's design aspirations for Chevy Chase Lake. The Guidelines should be used as a resource by all stakeholders to explore ways to enhance the quality of urban design in the community.

Urban design is concerned with the physical characteristics of an area and the elements that help shape it. An overarching urban design strategy serves to coordinate the way development proposals will affect physical features: the public faces of buildings, spaces for public use, and the streets, sidewalks, parks, and plazas that provide outdoor settings for everyday activities.

Design guidelines help guide planning decisions and consider the implications of design, especially on the public realm. Guidelines help implement plan recommendations by promoting design excellence for private and public properties and projects, and encourage the creation of safe pedestrian environments and attractive gathering places.

The design guidelines are approved by the Planning Board and illustrate how plan recommendations might be met. They also inform applicants and public agencies about design expectations and possible ways to accomplish them. They further provide staff with a framework within which projects can be reviewed and enhanced design and related amenities can be secured. Guidelines do not mandate architectural styles and only apply to discretionary reviews or advisory reviews of public projects. They will be revised and updated as necessary.

Map 1 Redevelopment Areas



Changes to any of these areas should meet the concepts for Town Center, Open Space, and Streetscape; the Criteria for Compatibility; and guidelines for specific properties.

Design Concepts

The overall design concepts and their elements for the Town Center, for an open space system, and for streetscape are described below. Each new project should contribute to the realization of the concepts.

Town Center

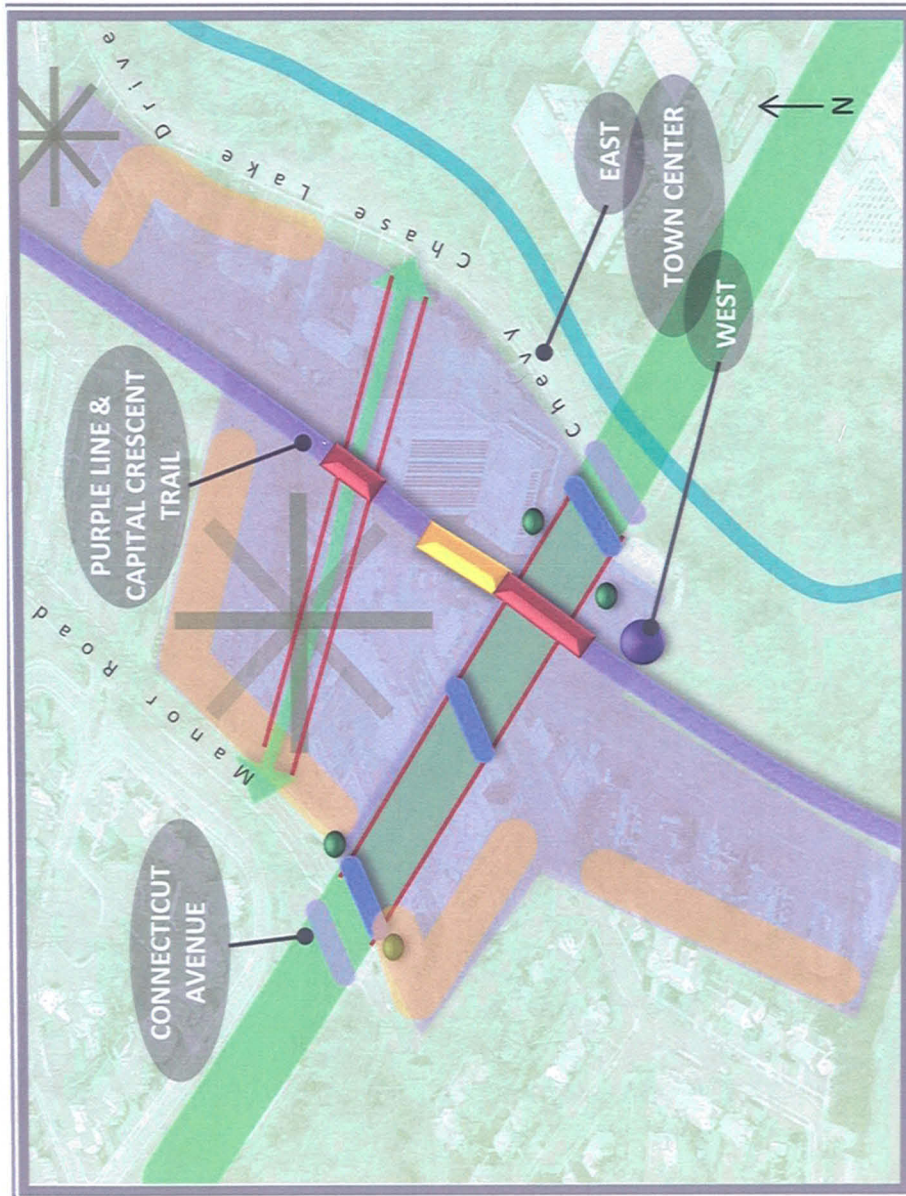
This design concept will result in a mixed-use, compact, and walkable Town Center, one that is compatible with the existing community. It defines an overall physical organization for Chevy Chase Lake and how various elements will fit together. It also identifies features that enhance the public realm and define the character and identity of the community.

Included in Town Center are Connecticut Avenue, Capital Crescent Trail, the Purple Line, and the new Central Park. These features are addressed from a design standpoint and linked by routes connecting origins and destinations in Chevy Chase Lake. The Town Center design concept features:

- a Town Center with intense uses and activities which are within walking distance of one another and the Purple Line Station
- a Central Park in Town Center near the Purple Line station and within walking distance of many residents
- clear, direct, easy, and walkable routes
- good sight lines, particularly for walkers along routes connecting landmarks and gateways, including the Purple Line station, Central Park, and Connecticut Avenue
- Connecticut Avenue as a boulevard—unifying the east and west sides of Town Center, lined with trees and buildings that face the street, and with new pedestrian crossings and gateways to mark entries into Chevy Chase Lake
- a new neighborhood park located within walking distance of many residents
- a new street (New Street) that runs north-south for pedestrians, bicyclists, transit users, and motorists—it goes under the elevated section of the Purple Line
- recognition of the trolley station historic site, which is part of the Chevy Chase Lake story
- transitions that allow a seamless fit between new development and existing residential areas.

Each development project should comply with the Town Center concept and also fulfill all the criteria for compatibility, as well as all of the applicable specific design guidelines.

Illustration 1 Town Center Concept



- LEGEND**
- Green Setting
 - Mixed Use Center
 - Building Line at Street
 - Capital Crescent Trail & Purple Line
 - Purple Line Station
 - Boulevard
 - Pedestrian Crossing & Signal
 - Central Park & Landmark
 - Neighborhood Park
 - Stream, Coquelin Run
 - Trolley Station Historic Site
 - New Street
 - Gateway
 - Landmark Bridges
 - Transitions to Existing Residential Areas

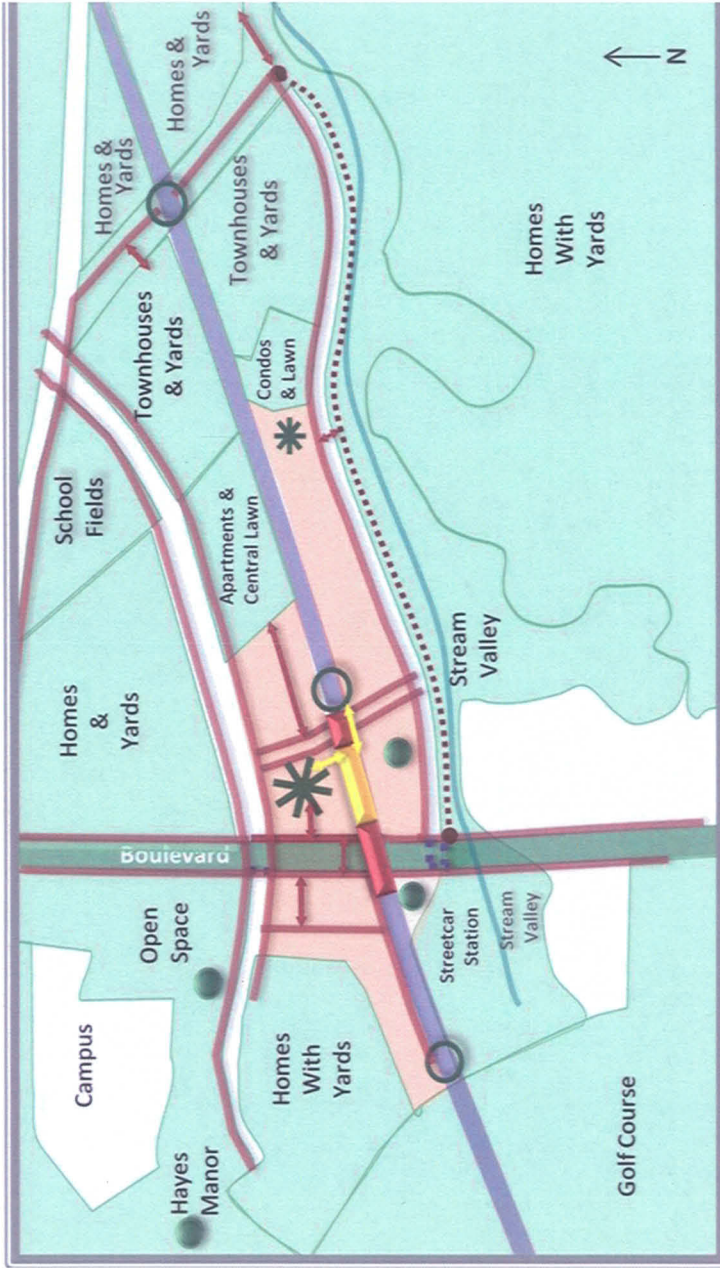
Open Space

The goal is to provide a linked public and private system of meaningful open spaces and paths. Included are a new Central Park, a Neighborhood Park, the Coquelin Run Parkway Trail, and the Tranquility Trail. The open space design concept features:

- a walking and biking loop that goes under the elevated section of the Purple Line
- connections from existing neighborhoods to the Coquelin Run Parkway Trail
- a pedestrian crossing of Chevy Chase Lake Drive, opposite the Neighborhood Park
- connections from the Purple Line station and Capital Crescent Trail, along both sides of the proposed New Street
- walking routes to the Neighborhood Park, which includes a playground
- a connection to the Capital Crescent Trail on the east side of New Street that avoids street crossings
- benches along sidewalks and paths

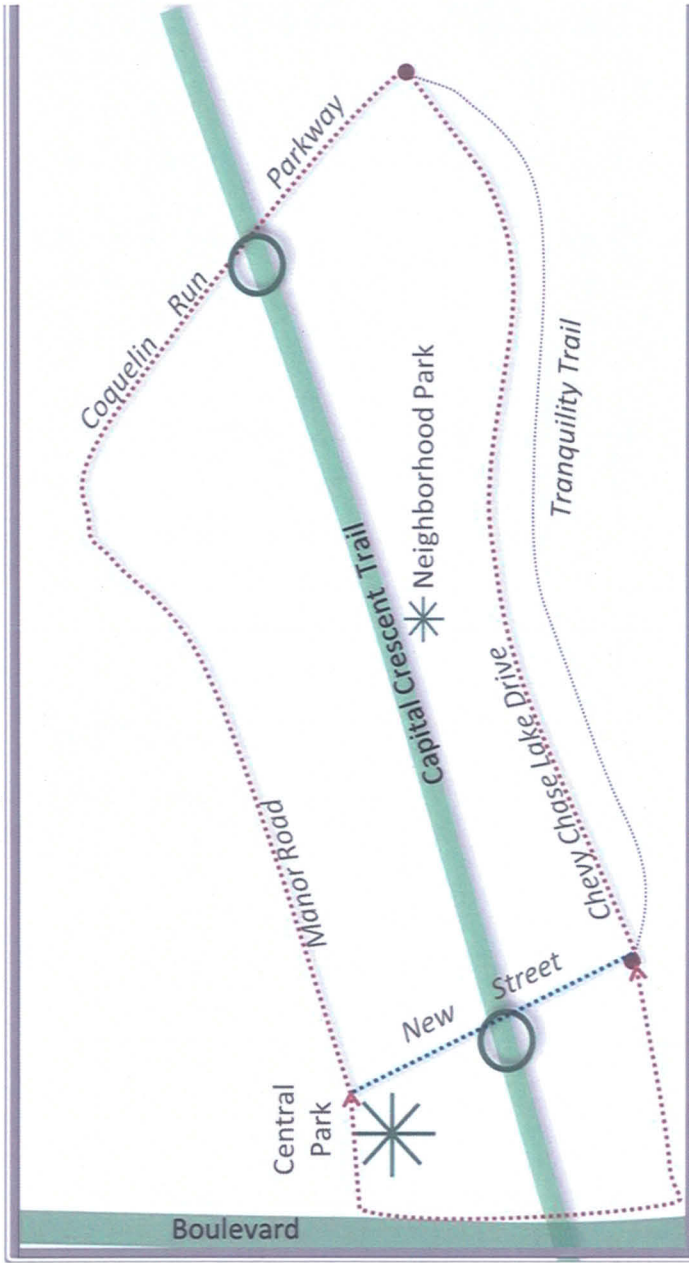
Each development project should comply with the Open Space concept and also fulfill all the criteria for compatibility, as well as all of the applicable specific design guidelines.

Illustration 2 Open Space Concept



- Legend**
- Areas with Meaningful Open Space
 - Town Center
 - Boulevard
 - Purple Line
 - Coquelin Run
 - Sidewalk or Path
 - Tranquility Trail
 - Central Park-General Location
 - Neighborhood Park
 - New Open Space - General Location
 - Capital Crescent Trail Access
 - New Connection: A Street Crossing, Through Block Path, or Trail Link
 - New Connection to Ground Level from Elevated Trail & Station

Illustration 3 Walking Loop



The walking and bicycle loop should include passages underneath the elevated Purple Line tracks to ensure additional north-south connections. Along Chevy Chase Lake Drive, parallel to the proposed Tranquility Trail, is a sidewalk and signed shared roadway bike route.

Table 1 Open Space Hierarchy

Role: for ...	Type
people in the larger local area bethesda-to-silver spring	capital crescent trail connecticut avenue boulevard patios for business patrons the entire green setting: views of country club; HHMI campus; central lawn
sector plan area	central open space tranquility trail at coquelin run walking loop school fields historic station hayes manor
for each urban neighborhood	neighborhood park neighborhood space –hhmi through block connection
for each block	8401 connecticut avenue west side public use space
for each building	recreation space HHMI campus
for each residence	yards of private homes balconies, patios, terraces

What is a "central open space" or what is a "neighborhood park"?

neighborhood park
According to the PROS Plan the correct classification is "neighborhood green urban park". The short version of the name is used here for brevity. This park best fits the PROS category "neighborhood green urban park" although in Chevy Chase Lake it also fills some of the functions of a "buffer park" and "community use recreation park"

central open space
In this specific situation this park will be privately owned and managed by the Chevy Chase Land Company. In parlance of the PROS Plan it would more correctly be called a "central open space" without the use of the term "Park". However its role and accessibility should be that of a publicly owned park.

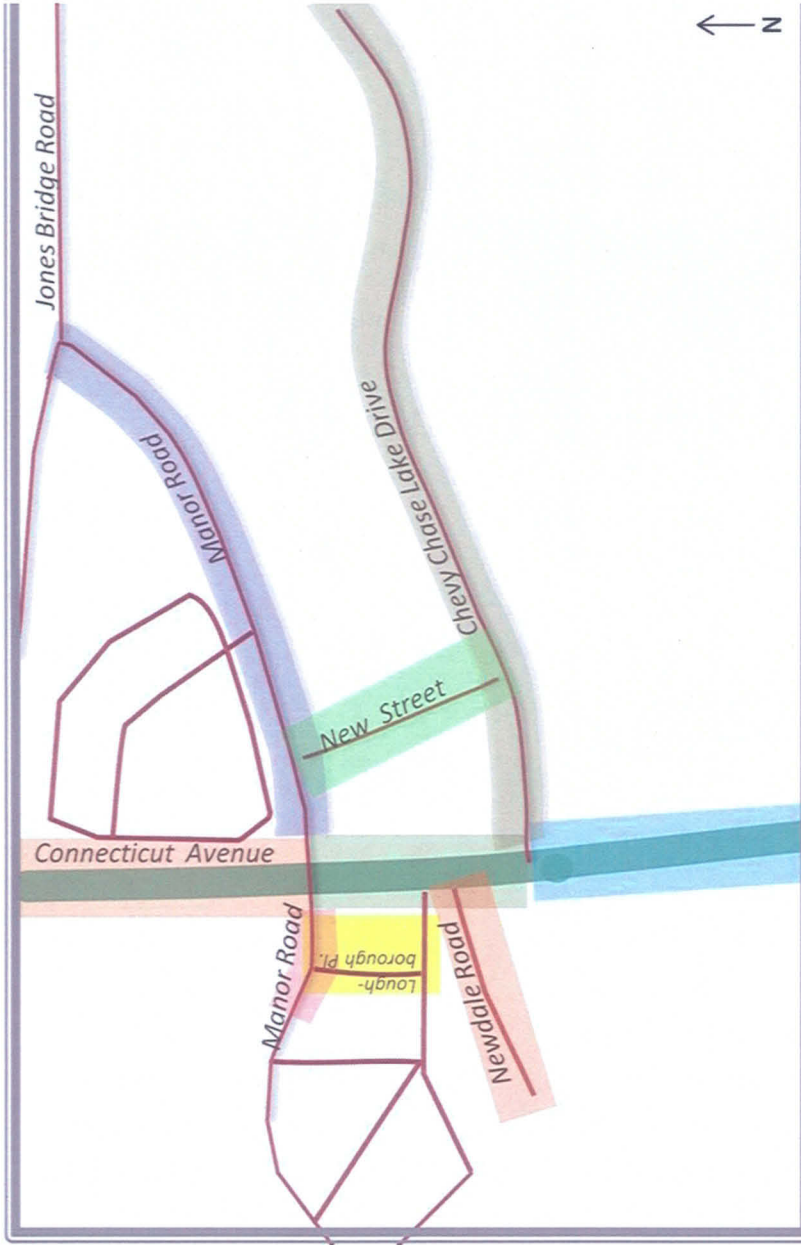
Streetscape

The character of existing streets should be enhanced so they better contribute to the overall identity of Chevy Chase Lake, improve walkability, and increase the tree canopy. While the focus is on the space between the curb and the right-of-way, in Town Center it may also include adjacent public use space on private land. While the specifics will be determined at the time of development, streetscape design should consider:

- the character of existing streets and trees
- the location and character of utility lines
- criteria for compatibility
- implementation and maintenance costs and responsibilities
- a generous landscaped median on Connecticut Avenue, which serves as a pedestrian refuge.

Each development project should comply with the Streetscape concept and also fulfill all the criteria for compatibility, as well as all of the applicable specific design guidelines.

Illustration 3 Streetscape Concept



Criteria for Compatibility

By fulfilling the following criteria, new projects will allow Chevy Chase Lake to grow while also retaining its distinct character and identity.

Scaled for People

The scale of Chevy Chase Lake is one of its most important features. Today, Town Center is relatively small, very walkable, and buildings are low; typically no more than three stories, with frequent shop entrances and windows. It is particularly important that change in Chevy Chase Lake comply with the Criteria for Compatibility because many new buildings will be larger than most existing ones. The challenge will be to make all elements fit using a variety of techniques:

Buildings

- Make new buildings seem smaller, especially when viewed from across a street, Central Park, or a private yard by:
 - using deeper colors, richer materials, higher contrast, raised and recessed patterns and forms, and design details to draw attention to lower levels
 - using lighter colors at upper levels so the tops of buildings begin to blend with the sky
 - using strong horizontal lines to make buildings look shorter.
- Manipulate massing by:
 - creating a stepped look for buildings
 - stepping back upper levels so they are less visible and dominating, especially to pedestrians
 - making a building look like several smaller ones, or a composition of smaller blocks.
- Use materials, colors, patterns, and forms that are similar to existing smaller buildings.

Insert photos with captions

Open Spaces

- Create comfortably sized and furnished open spaces that can be easily seen and viewed.
- Provide design details for walls, water features, benches, and artwork to encourage human interaction.
- Provide seating options that create both intimate and public settings.
- Design steps or terraces so they are comfortable to walk.
- Design open spaces that are highly visible and inviting, avoiding steps or grade changes at entrances.

- Provide landscapes that include plants that are visually interesting, touchable, and aromatic.
- Define spaces not only by building placement, but also through the placement of benches and plantings, and changes in the design and materials of walkable surfaces.
- Contrast outdoor roofed or canopied spaces with areas open to the sky.

Insert photos with captions

Streets

- Line retail streets with buildings to make the streets seem narrower and shorten crossing distances for pedestrians.

Insert photos with captions

Tradition(al)

Tradition(al) refers to the traditions, community events, and history of Chevy Chase Lake, as well as its architectural character—the neocolonial style of the mid-Atlantic region. Tradition(al) can be successfully achieved using a variety of techniques:

Materials

- Using traditional materials such as:
 - local red brick
 - local stone
 - painted horizontal white wood siding
 - metal similar to wrought iron.

Insert photos with captions

Composition

- Applying traditional mid-Atlantic neocolonial architecture and its elements and composition.

Insert photos with captions

Design Details

- Applying traditional design details, which were often originally of wood or carved stone.

Insert photos with captions

History

- Referencing local history such as for the former streetcar station site and Hayes Manor, through design, art, signage, and interpretation.

Insert photos with captions

Nature and the Garden

Chevy Chase Lake is shaped by its rolling terrain, streams, and wildlife habitats. Many of the landscapes are groomed and regularly tended, and incorporate nature into a cultivated setting. Gardens generally include native and non-native plants and are varied and complementary. They include the green lawns and mature trees of the Manor Road apartments, the campus of the Howard Hughes Medical Institute, and the surrounding neighborhoods with leafy private gardens and lawns. This character can be enhanced by:

Plants

- Adding trees, shrubs, and other plants to landscapes that reference the woodlands of Chevy Chase Lake—favoring natives for their ability to thrive and their value to wildlife.
- Grouping native trees and shrubs to beautify, buffer, or screen. For example, to enhance the Capital Crescent Trail, Purple Line, and the new Central Park and other open spaces.
- Adding street trees in the median on Connecticut Avenue and along New Street to screen parking structures, and within parking lots—on islands and along edges. A streetscape concept will be part of this Plan, developed in coordination with MCDOT and SHA.
- Planning a succession of trees to replace mature, aging, and diseased street trees along Manor Road by continuing the practice of planting new ones before the old ones disappear.

Insert photos with captions

Water

- Creating water features in public open spaces that clearly reference Coquelin Run and its important role in the community.
- Protecting the health and character of Coquelin Run by applying creative design to manage stormwater quality. This strategy will further help meet the County's Stormwater Management Regulations and the County's 2008 Context Sensitive Road Design Standards 12/9/2008; LEED standards may also be applied to help:
 - achieve a green edge along streets and driveways, such as Manor Road, Chevy Chase Lake Drive, Connecticut Avenue, and New Street

- blend stormwater facilities into the natural terrain
- use porous paving for sidewalks and paths
- incorporate planters for bioretention to catch water from rooftops.

Insert photos with captions

Materials

- Incorporating local materials for their character and to reduce the carbon footprint by using:
 - recycled local stone
 - recycled red brick
 - boulders, rocks, and plants removed for example, during the construction of the Purple Line and Coquelin Run Parkway Trail and reused within Chevy Chase Lake.

Insert photos with captions

Views

- Highlighting the rolling terrain and the stream valley that help characterize Chevy Chase Lake.
- Protecting and framing long views from, for example, Connecticut Avenue, the Purple Line station platform, and the Capital Crescent Trail bridge.

Insert photos with captions

Guidelines for Specific Sites

Purple Line and Capital Crescent Trail

- Purple Line Station
- Purple Line and Capital Crescent Bridges, Approaches, and, Underpasses

Connecticut Avenue

Town Center East

- Chevy Chase Lake Shopping Center and Central Park
- Chevy Chase Lake Apartments
- Neighborhood Park
- New Street
- 8401 Connecticut Avenue
- Tranquility Trail

Town Center West

- Chevy Chase Lake West Shopping Center
- Loughborough Place
- Newdale Mews
- 8500 Connecticut Avenue—Arman's Chevy Chase Service Station
- 8402 Connecticut Avenue—Parkway Custom Dry Cleaning
- Howard Hughes Medical Institute

Map 2 Chevy Chase Lake



LEGEND

PURPLE LINE & CAPITAL CRESCENT TRAIL

- A. Station
- B. Bridges, Approaches & Underpasses

TOWN CENTER EAST

- C. Chevy Chase Lake Shopping Center & Central Park
- D. Chevy Chase Lake Apartments
- E. Neighborhood Park
- F. New Street
- G. 8401 Connecticut Ave.
- H. Tranquility Trail

TOWN CENTER WEST

- I. Chevy Chase Lake West Shopping Center
- J. Loughborough Place
- K. Newdale Mews
- L. 8500 Connecticut Ave. (Arman's Chevy Chase Service Station)
- M. 8402 Connecticut Ave. (Parkway Custom Dry Cleaning)
- N. Howard Hughes Medical Institute

Purple Line and Capital Crescent Trail

Design Intent

The transit station should be easy and pleasant to use, it should fit the design concept for Town Center, and should benefit from clear sight lines to the new Central Park. The station, bridges, and associated walls and supporting structures should also serve as community landmarks, reflecting the character and identity of Chevy Chase Lake. The trail should be enjoyable to use, highly visible, and include places to pause and enjoy views.

Guidelines

All elements must achieve consistency with the three design concepts, and fulfill all Criteria for Compatibility.

Purple Line Station

- While the station will be located between two tall buildings it should nevertheless be visible from New Street, Central Park, and Connecticut Avenue.
- All connections to the station platform must ensure pedestrians, vehicles, and cyclists are safely and conveniently accommodated.
- The station should include distinctive elements that fulfill the Tradition(al) criteria for compatibility.
- Kiss-and-ride should be located so that it is easy and safe to use—where people are most likely to drop-off and pick-up without interfering with pedestrian access to transit.

Insert photos with captions

Purple Line and Capital Crescent Trail Bridges, Approaches, and Underpasses *Bridges*

- The Purple Line and Capital Crescent Trail bridges will become community landmarks and their design should consider how they will be viewed—close up when people cross over or pass under, and at a distance when they approach on foot, on a bike, in a car, or on the Purple Line.
- The bridges should be viewed as sculptural elements and designed to reflect local character and incorporate art.

Insert photos with captions

Approaches

- Stairs, ramps, escalators, and elevators should be highly visible and very accessible to all users. They should open directly onto key public spaces and streets, especially those areas planned for the highest concentration of people.

- Good visual connections should be achieved between the station platform and Central Park by directing views to reference points and landmarks. This should be supplemented by wayfinding using not only signs, but also paving patterns as cues.
- Direct walking and biking connections should extend beyond Town Center and lead to adjacent neighborhoods, open spaces, and parks.

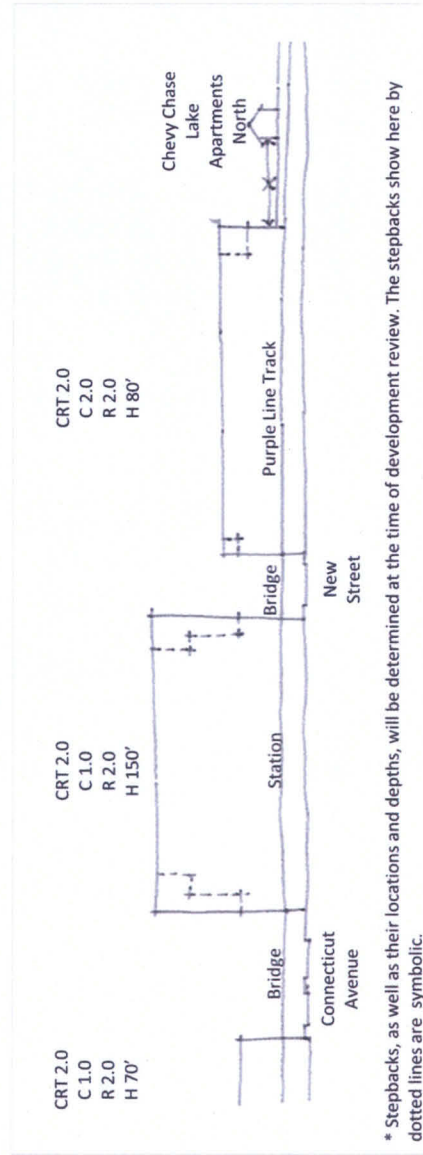
Insert photos with captions

Underpasses

- The elevated sections of the Purple Line and Trail should have multiple underpasses to allow safe, comfortable and convenient north/south walking, biking, and driving.
- The underpasses should be well lit and accommodate the full width of the rights-of-way, have sidewalks on both sides that are set back from the curb and protected, for example, by bollards, a fence or low wall.
- Crime Prevention Through Environmental Design (CPTED) principles should be applied to ensure security.
- Decorative design details and art should be incorporated.

Insert photos with captions

Illustration 5 Purple Line and Capital Crescent Trail, Section



* Stepbacks, as well as their locations and depths, will be determined at the time of development review. The stepbacks show here by dotted lines are symbolic.

Connecticut Avenue

Design Intent

Connecticut Avenue is classified as a major highway (M-7 on the Master Plan of Highways) with six travel lanes, divided and an expected speed limit of 35 miles per hour. Its most representative cross section conforms to MCDOT Design Standard 2008.01, modified. All future improvements and design features will require MCDOT and SHA approval. While Connecticut Avenue is not anticipated as a bus rapid transit (BRT) route, it does accommodate regular bus service.

The goal is to maintain Connecticut Avenue as a major highway, while transforming it into an attractive and pedestrian-friendly boulevard. The design of Connecticut Avenue must contribute to a strong sense of community identity and help support Chevy Chase Lake as a local destination. It should also provide pleasant walking experiences, with sidewalks that are a comfortable distance from traffic lanes. Pedestrian crossings must be safe and provide access to Central Park, the Purple Line Station, and adjacent homes and businesses.

Short term, metered, on-street, parallel parking is envisioned to serve restaurants and shops during off-peak hours. A two-way, shared use path is planned along the east side of Connecticut Avenue, serving bicyclists and other users desiring clear passage through Town Center. In addition, Zipcar, taxi stops, and bikeshare stations, as well as bike racks and bus stops, will have to be accommodated. As properties redevelop, the number of driveways along Connecticut Avenue should be limited wherever possible through consolidation and driveway widths reduced.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Provide a funding mechanism to ensure long term streetscape maintenance.

Buildings

- Except along Central Park, create a continuous street wall along Connecticut Avenue by flanking both sides with buildings that face the street.
- Have frequent door and window openings that overlook the street, and bridge underpasses where possible, from actively used interior spaces and rooms.

- Step buildings back and analyze sun/shade patterns, paying particular attention to winter months when light reaching sidewalks should be maximized.
- Balance desired sidewalk sun/shade patterns with those influencing the design of Central Park and the Purple Line station platform.

Relationship to Central Park

- Accommodate a break in the street wall so the park also orients outward, onto Connecticut Avenue. The break should help define the space but still provide clear sight lines into the park.
- The outside edge of the park along the street must be delineated by street trees, landscaping, and furniture.
- The Connecticut Avenue streetscape should be coordinated with the design of Central Park, especially at park entrances and transition areas to the interior of the space.
- The design and placement of Central Park should be coordinated with any new pedestrian crossings of Connecticut Avenue, as approved by approved by MCDOT and SHA.

East and West Sides

- The distance between the face of a building and curb should allow adequate space for pedestrians and street furniture, including:
 - street trees within curbside landscaped tree panels
 - ornamental street lights
 - consolidated street signs
 - taxi and bus pick-up/drop-off areas
 - a paved curbside edge to accommodate transit passengers and those using on-street parking
 - seating
 - display space for businesses
 - bike racks
 - a cycle track on the east side
 - a bikeshare station.
- Street furniture such as street lights and benches, which must also be approved by MCDOT and SHA, should reflect a design character that is unique to Chevy Chase Lake and consistent with the compatibility criteria.
- The Bethesda CBD Streetscape Standards (see Implementation Resources) should be applied to Connecticut Avenue; however, some elements could vary, subject to agency approvals, to create a design that is more unique to Chevy Chase Lake.
- Consistent with a “sustainable complete streets” concept, design features should be incorporated to address stormwater management, including porous pavement.

Pedestrian Crossings

- Shorten pedestrian crossings on Connecticut Avenue, cross streets, and driveways by reducing curb radii per the County's urban engineering and design standards.
- Provide comfortable pedestrian refuges and attractive landscaping within the median, including shade trees.

Illustration 6 Connecticut Avenue, Section

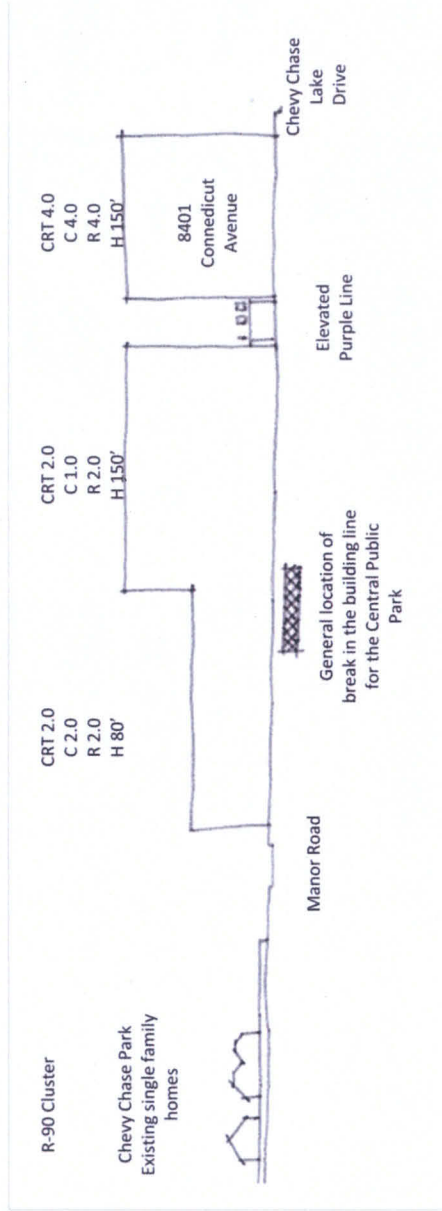


Illustration 7 Connecticut Avenue Transformation

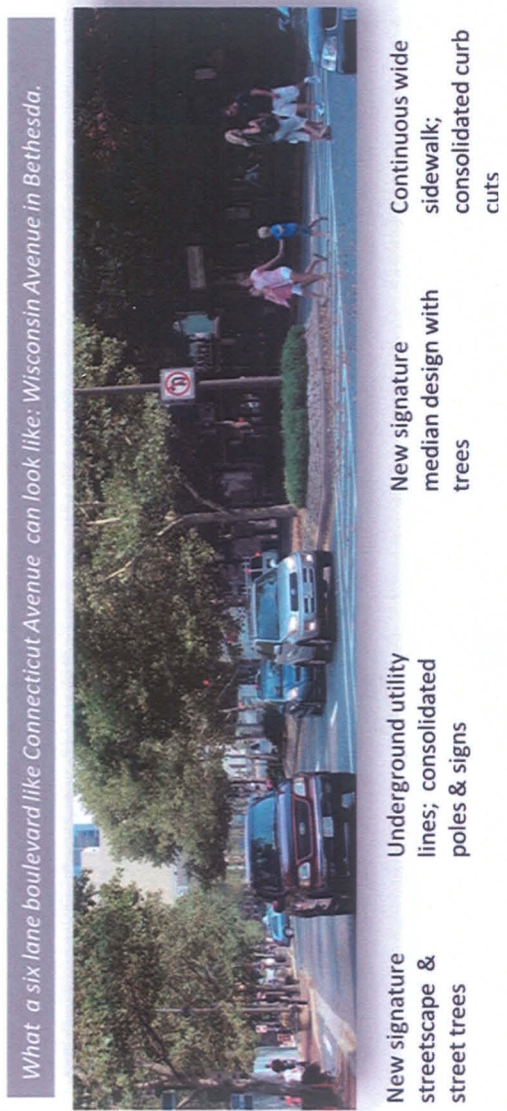
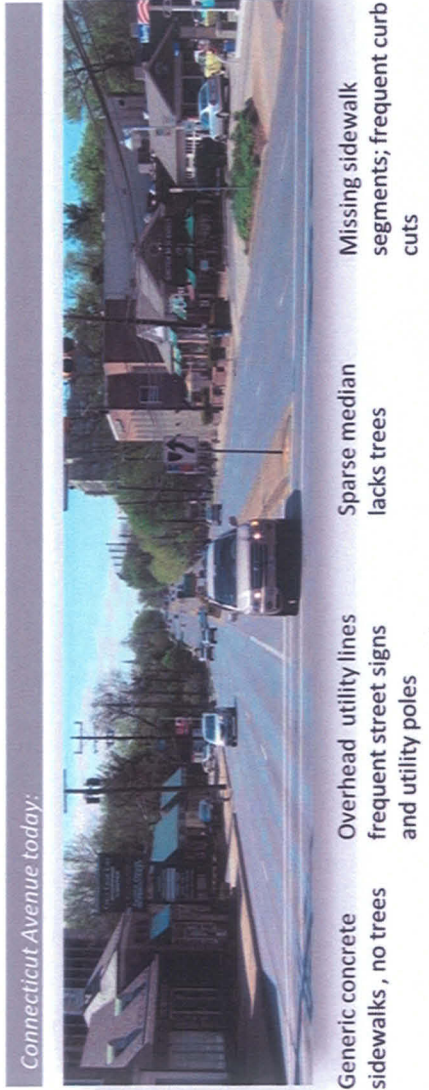


Illustration 8 Connecticut Avenue, Detailed Section



Connecticut Avenue and its Relationship to Chevy Chase Lake outside Town Center

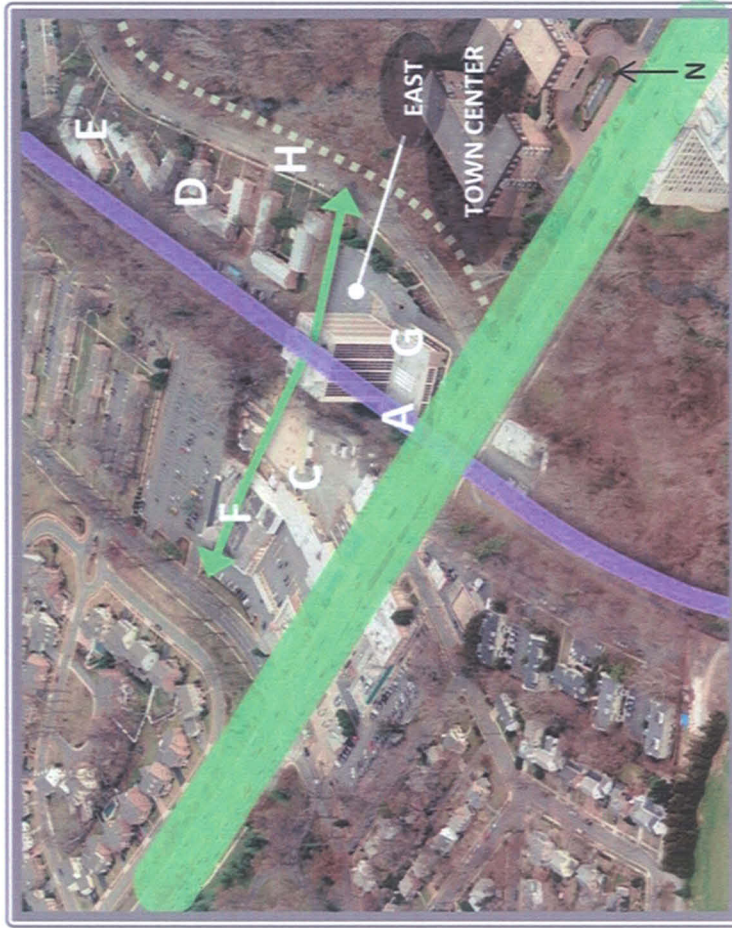
- Maintain design elements and features to promote Connecticut Avenue as a single, unified street, but with a more urban character within Town Center.

Town Center East

The following are included within Town Center East:

- Chevy Chase Lake Shopping Center and Central Park
- Chevy Chase Lake Apartments
- Neighborhood Park
- New Street
- 8401 Connecticut Avenue
- Tranquility Trail

Map 3 Town Center East



LEGEND

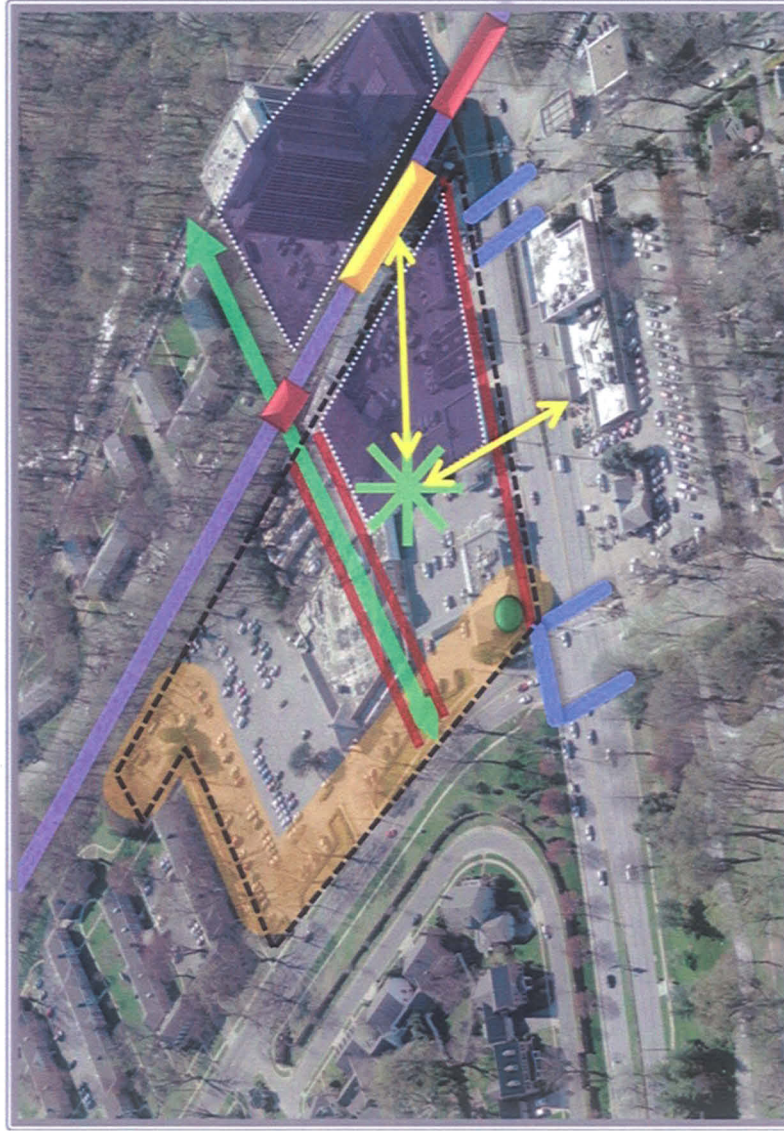
- TOWN CENTER EAST
- C. Chevy Chase Lake Shopping Center & Central Park
 - D. Chevy Chase Lake Apartments
 - E. Neighborhood Park
 - F. New Street
 - G. 8401 Connecticut Ave.
 - H. Tranquility Trail

Chevy Chase Lake Shopping Center and Central Park

Design Intent

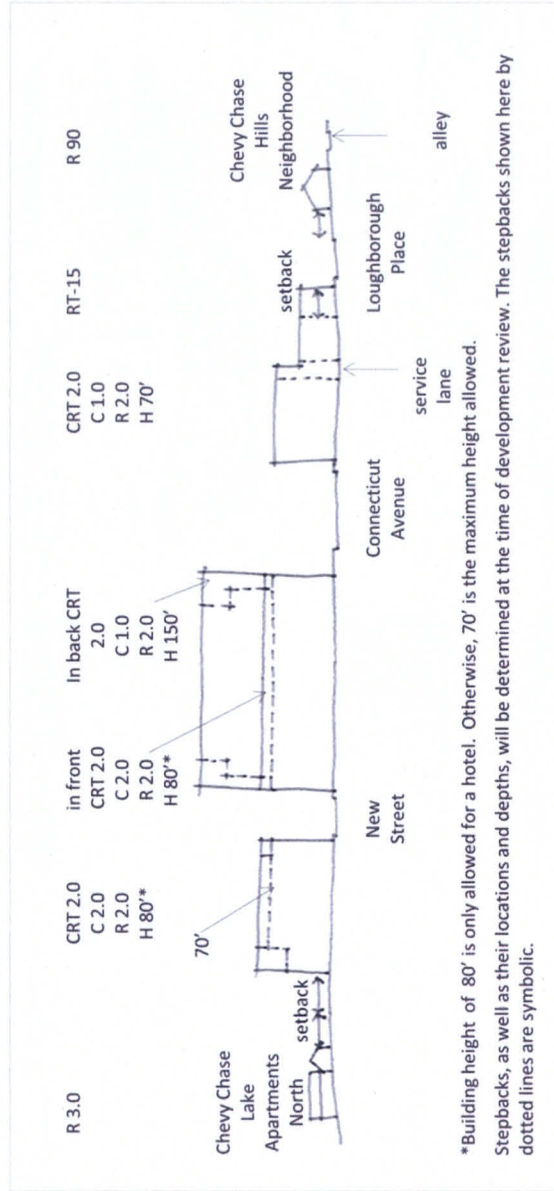
The Chevy Chase Lake Shopping Center must be transformed to become the heart of a broader Chevy Chase Lake community; compatible with its overall character and identity. All new buildings should be designed and incorporated in ways to enhance Chevy Chase Lake in particular, Central Park and Connecticut Avenue.

Illustration 9 Chevy Chase Lake Shopping Center East Concept



- Legend
- Tallest Buildings
 - Building Line at Street
 - Capital Crescent Trail & Purple Line
 - Purple Line Station
 - Pedestrian Crossing with Signal
 - Central Park & Landmark
 - New Street
 - Gateway
 - Landmark Bridges
 - Transitions to Existing Residential Areas
 - Important Sight Lines

Illustration 10 Chevy Chase Lake Shopping Center East, Section



Guidelines

All elements must achieve consistency with the three design concepts, and fulfill all Criteria for Compatibility.

- Address the design guidelines in the section on Connecticut Avenue.

Buildings

- Create a continuous line of buildings with numerous entrances and windows along streets.
- To support a vibrant atmosphere, orient storefronts to face Connecticut Avenue and the streets bordering Central Park.
- Locate the tallest buildings near the Purple Line station as a cue to the location of the Purple Line station.
- Through orientation and design, reduce the impacts of buildings on views, shade, and privacy - particularly on existing neighborhoods.

Insert photos with captions

Streets

- Blocks should be short and walkable, consistent with the scale of the commercial area today.
- Service drives and loading areas should be safe, function well, and minimize conflicts with pedestrians and other vehicles.
- Loading and waste storage areas should be located away from public areas and hidden from view by screening and enclosures with gates.

Central Park

- The location and orientation of buildings should facilitate desirable sun/shade patterns, as experienced during different seasons and times of the day. There should always be an area in the park that can be used and enjoyed throughout the year.
- Outdoor spaces should be integrated yet varied. They must be accessible, visible, and flexible, accommodating large gatherings, special events and for individual enjoyment.
- Except along the Connecticut Avenue frontage, the park should be bordered by streets lined with buildings and activating uses.
- A landmark, visible from the Purple Line station and the west side of Connecticut Avenue, should anchor the park. It should complement the Purple Line and Capital Crescent Trail bridges and gateway features leading into Town Center.

Adjacent Neighborhoods

- Land uses should transition to the existing single-family neighborhood to the north along Manor Road and attractive views of new development should be facilitated through landscaping, setbacks, and careful site and building design.
- A compatible transition should be created to the east along the Chevy Chase Lake North Apartments by:

- stepping down buildings from the allowed maximum to heights that are compatible with the existing two and one half story apartments
- orienting new development to share its open space with existing apartments
- designing new buildings to reflect the scale, rhythm, and patterns established by existing apartment buildings
- protecting existing, mature trees along shared property lines
- increasing setbacks commensurate with increased building heights
- keeping service and maintenance areas, functions, and access away from the fronts of existing apartment buildings.

Gateway Corner: Connecticut Avenue and Manor Road

- As a gateway into Town Center the prominence of this area warrants enhanced building and site design. The elements, design features, and materials of other Town Center gateways, such as the bridges and their related supporting structures over Connecticut Avenue, should be incorporated.
- The design of Connecticut Avenue, with its median and street trees, should be reflected in and compatible with the design of Manor Road.

Parking

- The location and design of parking areas should:
 - maximize on-street, parallel parking within the parameters set by MCDOT and SHA
 - place off-street parking out of sight, either underground or hidden by buildings
 - avoid or screen views of parked cars and headlights from nearby homes.
- Parking structures that are visible from other properties or public spaces should blend with surroundings by:
 - screening and buffering with appropriately sized trees
 - using green walls and ornamental screens
 - placing active uses such as shops or services at ground level
 - designing parking structures to look like residential or commercial buildings.

Chevy Chase Lake Apartments

Design Intent

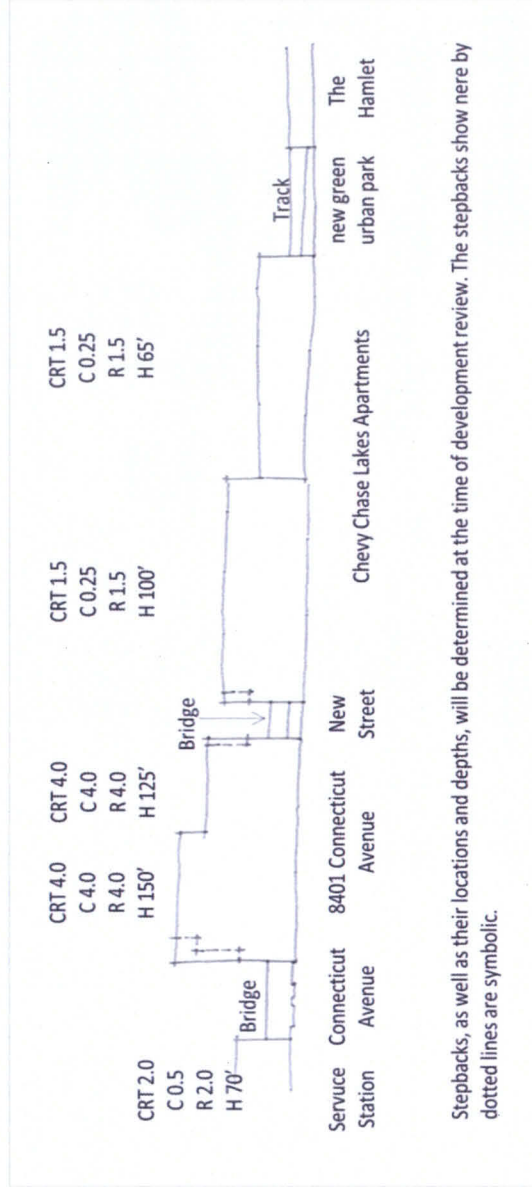
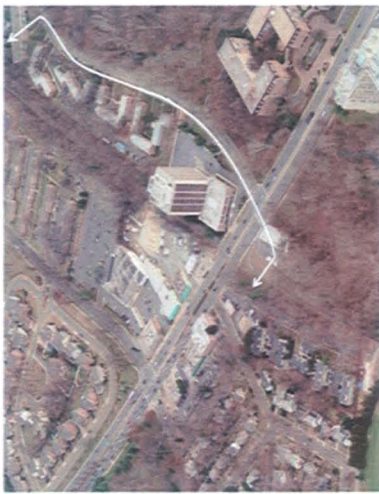
Maintain the leafy green character of Chevy Chase Lake Drive and provide a gradual transition in scale to the Hamlet House condominiums.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Buildings should step down in height from west to east, from New Street to the Neighborhood Park.

Illustration 11 Chevy Chase Lake Apartments, Section



Stepbacks, as well as their locations and depths, will be determined at the time of development review. The stepbacks show here by dotted lines are symbolic.

Neighborhood Park

Design Intent

Provide an attractive and inviting public park of at least ½ acre that includes a small community playground and other amenities for the neighborhood. It must also serve as a transition between new development and the Hamlet House condominiums.

Guidelines

Recreation Features

- The park must fulfill a dual role as a neighborhood public park and a facility helping meet the recreation needs of new development.
- In addition to seating, picnic areas and play equipment, other desired park features and their relationships to one another must be determined in consultation with the community and Parks Department.
- Buffer views of new development, as seen from Hamlet House condominiums, with trees.
- Promote compatible relationships between outdoor uses and activities and interior uses of both new and existing buildings. In particular, locate the noisiest park activities away from homes.
- Park design should follow CPTED principles and in particular provide clear views to the park and park entrances from Chevy Chase Lake Drive.

Connectivity

- Provide good pedestrian connections across Chevy Chase Lake Drive between the park and the Tranquility Trail.
- The park must be easily seen and accessed from the walking loop described in the Open Space concept and grade changes should be avoided at park entrances.

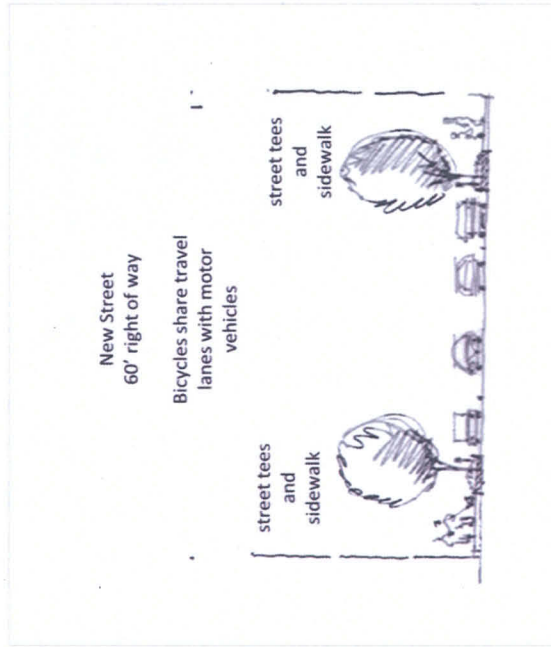
New Street

Design Intent

New Street is an important north-south connection within Town Center because it is the only access, other than Connecticut Avenue, under the elevated section of the Purple Line. New Street should be designed not only as a vehicular link, but a visual connection between north and south. Vehicles and people should be able to freely move between the two.

- The Plan recommends New Street as a business district street, with the most representative cross section being MCDOT Design Standard 2005.01, modified. It is envisioned with two travel lanes, on-street parallel parking, and a target speed of 25 miles per hour. Short term, metered on-street parking would serve commercial enterprises such as restaurants and shops. New Street will be a signed shared roadway with one or two bikeshare stations. The Bethesda CBD Streetscape Standards (see Implementation Resources) should be applied to New Street; however, some elements could vary, subject to agency approvals, to create a design that is unique to Chevy Chase Lake.

Illustration 12 New Street



Guidelines

All elements must achieve consistency with the three design concepts, and fulfill all Criteria for Compatibility.

Buildings

- Buildings should flank both sides of New Street, creating a continuous development edge and a well-defined public realm.
- Front doors and windows should open onto New Street from active indoor spaces, especially adjacent to the Purple Line bridge underpass. This will help enliven a pedestrian space that otherwise will see no adjacent activity.
- Buildings should be oriented and designed to minimize, as much as feasible, the shading of outdoor public areas and spaces, especially during winter months. Sun/shade studies should be conducted to help determine optimal building configurations and siting requirements.

Street Edge

- The space between the curb and the building face should accommodate:
 - a generous buffer area with street trees and landscaping or tree grates to ensure perviousness ornamental street lights
 - consolidated street signs
 - taxi and bus pick-up/drop-off areas
 - a paved curbside edge to accommodate transit passengers and those using on-street parking
 - seating
 - display space for businesses
 - bike racks
 - a bikeshare station.

Public Space

- Where buildings line only one side of New Street, for example adjacent to Central Park, trees, landscaping and street furniture must define the street edge.
- The design of the street should be flexible, allowing it to be used as an extension of Central Park during special events. This concept should help guide design details, such as curbs and the location of pedestrian crossings.

The Purple Line Underpass and Town Center

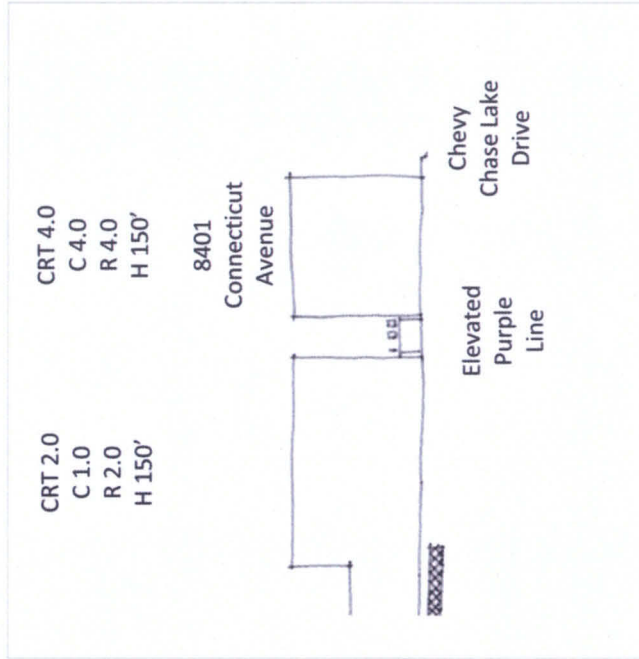
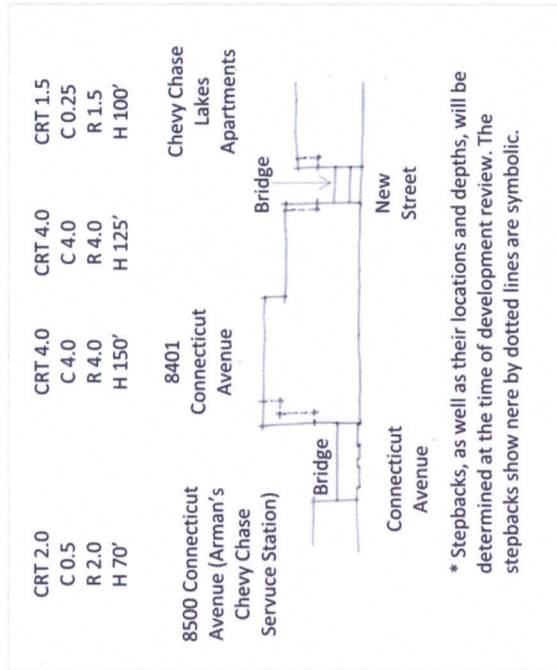
- New Street should be designed to unite Town Center using the same treatment both north, south and through, the Purple Line underpass.
- Passages leading to the Purple Line underpass must be well lit, inviting, and highly visible from either end, and from across the street.

8401 Connecticut Avenue

Design Intent

The design of the site and buildings should fit into the context of Town Center without visually dominating it. Consequently, buildings should contribute to the overall character of Town Center, anchor an appropriately scaled entrance into the residential communities along Chevy Chase Lake Drive, and have an attractive and activating presence on all the three surrounding streets.

Illustration 13 8401 Connecticut Avenue, Section



Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Address the design guidelines in the sections on Connecticut Avenue and New Street, which border this site.

Relationships of Buildings to the Purple Line Station

- The station should be visible from actively used interior spaces and rooms and building entrances should allow direct access to the station platform.
- Buildings should be designed to avoid a wind tunnel and maximize sunlight on the station platform.

Relationship to Streets: New Street, Chevy Chase Lake Drive, and Connecticut Avenue

- Building heights should step down from Connecticut Avenue toward New Street and further transition to the Chevy Chase Lake Apartments.
- To activate the two Purple Line underpasses, building entrances should front on all three surrounding streets.
- A continuous streetwall should be created that is rich in detail, with frequent windows, and with building entrances at street level on Connecticut Avenue, Chevy Chase Lake Drive, and New Street.

Fitting In without Dominating

- Building forms should ensure good sight lines to Town Center from the south and north and allow the Purple Line station to be easily recognized.
- Buildings should complement, but not dominate street level views of the bridges over Connecticut Avenue, as seen from the north and the south.
- New buildings should be made to appear smaller, especially when viewed from the Central Park approach to the Purple Line station, Connecticut Avenue, the Capital Crescent Trail bridge, Chevy Chase Lake Drive, and New Street, by applying the compatibility criteria in Scaled for People.
- Building and site design should result in an attractive entry into the residential neighborhood along Chevy Chase Lake Drive.

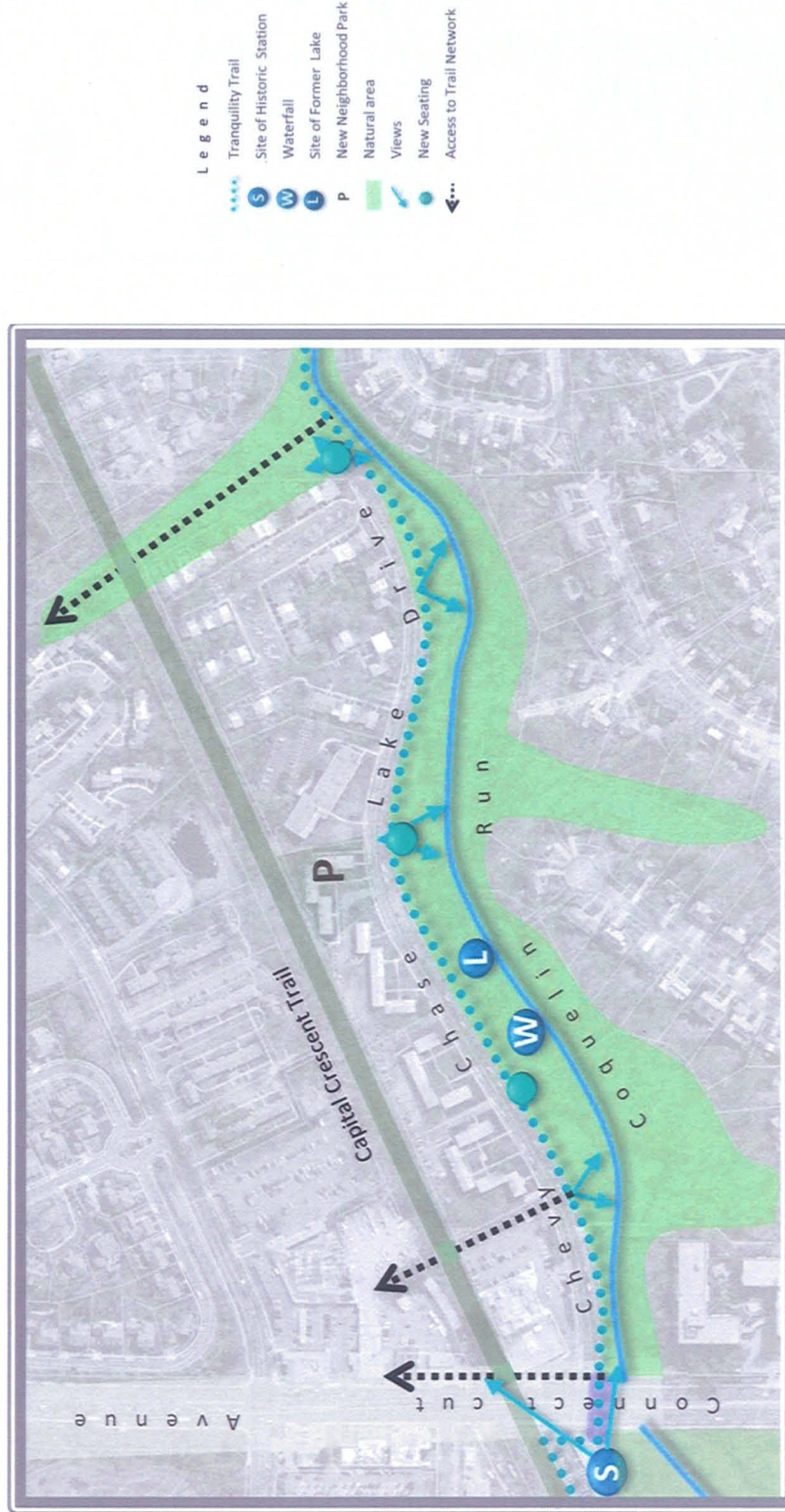
Insert photos of Donovan Building

Tranquility Trail

Design Intent

The Tranquility Trail allows visitors to experience the sounds, sights, breezes, and scents of Coquelin Run, its wooded valley, gentle waterfall, and wildlife. The trail provides a quiet foot path for the enjoyment of Coquelin Run and reflection.

Illustration 14 Tranquility Trail



Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

Relationship to Chevy Chase Lake Drive

- The Plan recommends that the trail should be contained on land owned by Montgomery County, as part of the right-of-way of Chevy Chase Lake Drive. Flexibility should permit trail modifications as future access to privately held land becomes available.
- The design of the area between the curb and right of way along both sides of Chevy Chase Lake Drive should be coordinated with the design of the trail.
- Pedestrian crossings of Chevy Chase Lake Drive to access the trail should be provided and approved by MCDOT.

Placement and Surface

- The location and construction of the trail should minimize potential impacts by:
 - avoiding encroachments that could impact tree roots or wildlife habitats
 - reducing grading and areas of disturbance
 - maximizing the use of areas already disturbed by other projects, such as stream restoration
 - maintaining pervious surfaces for trails and sitting areas
 - applying innovative ADA compliant design, which provides access while protecting the trail experience.

Seating

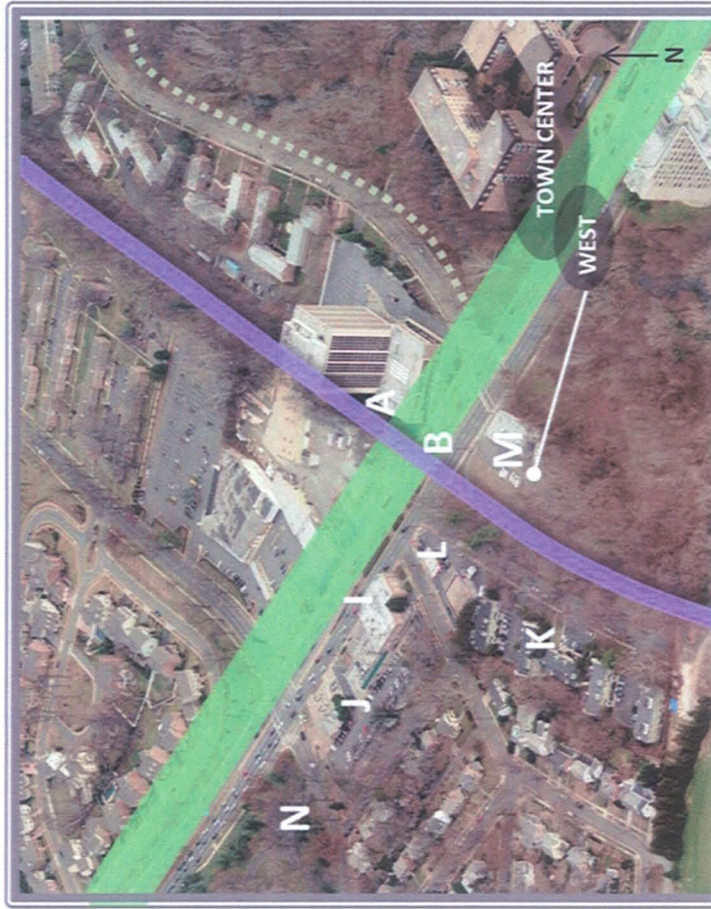
- Accommodate a small seating area among existing trees to view the waterfall, which avoids the removal of native canopy and understory trees, shrubs and groundcover.
- Seating should reflect the character of the Coquelin Run stream valley setting by using local natural materials as much as possible, such as wood from fallen trees as well as boulders or rocks. These materials could be transformed into comfortable seating.

Town Center West

Town Center West includes:

- Chevy Chase Lake West Shopping Center
- Loughborough Place
- Newdale Mews
- 8402 Connecticut Avenue—Parkway Custom Dry Cleaning
- 8500 Connecticut Avenue—Arman's Chevy Chase Service Station
- Howard Hughes Medical Institute

Map 4 Town Center West



LEGEND

TOWN CENTER WEST

- I. Chevy Chase Lake West Shopping Center
- J. Loughborough Place
- K. Newdale Mews
- L. 8500 Connecticut Ave. (Arman's Chevy Chase Service Station)
- M. 8402 Connecticut Ave. (Parkway Custom Dry Cleaning)
- N. Howard Hughes Medical Institute

Design Intent

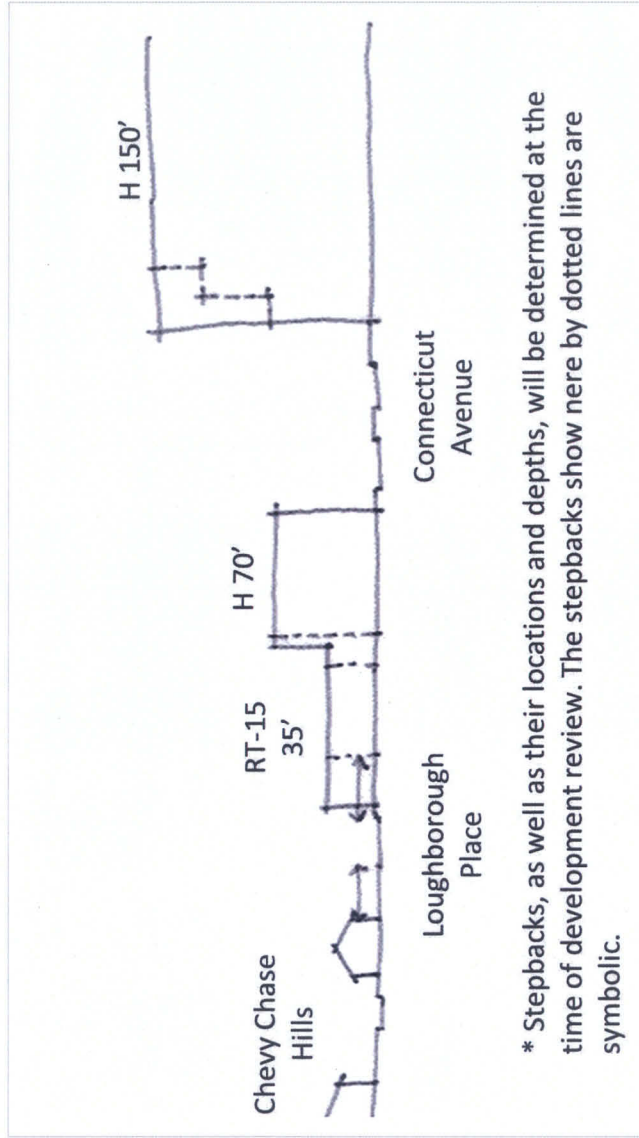
Town Center West should complement Town Center East with features that convey a unified design that bridges Connecticut Avenue.

Chevy Chase Lake West Shopping Center
Facing Connecticut Avenue and Manor Road

Design Intent

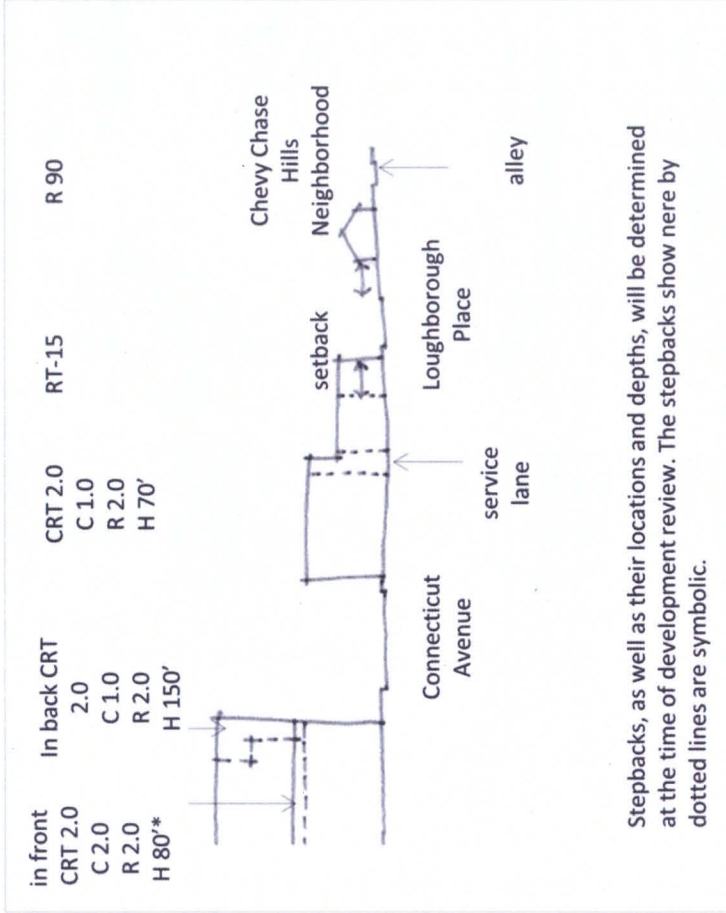
This highly visible corner serves both as a gateway to the Town Center and an entrance to an established neighborhood. Its design character should be coordinated and consistent with development on the east side of Connecticut Avenue. Future development should further establish an appropriate entrance and a compatible transition to the Chevy Chase Hills Neighborhood.

Illustration 15 Chevy Chase Lake West Shopping Center, from Laird Place



* Stepbacks, as well as their locations and depths, will be determined at the time of development review. The stepbacks show here by dotted lines are symbolic.

Illustration 16 Chevy Chase Lake West Shopping Center, from Manor Road



Setbacks, as well as their locations and depths, will be determined at the time of development review. The setbacks show here by dotted lines are symbolic.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Address the design guidelines in the section on Connecticut Avenue
- Establish a strong link between Town Center East and Town Center West across Connecticut Avenue:
 - maintain key sight lines to landmarks on the east side, such as Central Park
 - provide a through-block pedestrian connection between Loughborough Place and Connecticut Avenue, in coordination with a pedestrian crossing
 - architectural character should complement buildings on the east side of Connecticut Avenue.
- Development should transition from Connecticut Avenue along the first block of Manor Road, toward the entrance into Chevy Chase Hills and complement the neighborhood by stepping down building heights and providing ample setbacks to accommodate a sidewalk and a tree lawn with shade trees.

Loughborough Place

Design Intent

New residential development should blend with the character of the Chevy Chase Hills neighborhood and enhance Loughborough Place as a local street.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

Curb to Building

- Landscaping must be hardy so that it readily and quickly becomes established and matures to blend with the surrounding neighborhood.
- A sidewalk, street trees, appropriately scaled planting areas to accommodate landscaping, seating, and street lights should be provided.
- While setbacks should equal the depth of front yards across the street, they may be reduced to ensure adequate room for a rear alley.

Insert photo of green yards on Woodmont Avenue/Elm Street

- Consistent with existing single family homes that are served by a rear alley, driveways and alleys should not directly access Loughborough Place. If that is unavoidable, take measures ensure headlights do not intrude on existing homes.

Buildings

- The development should be short rows of townhouses that reflect or reinterpret the character of homes in the Chevy Chase Hills neighborhood.
- Architectural character should reflect the proportions, rhythms and colors of existing, facing single-family homes.

Through-Block Passages: Pedestrian Connections and a Shared Private Alley

- For new residential development, parking and service areas should be accessed from a private alley that is shared with new mixed-use development along Connecticut Avenue.
- A through-block pedestrian connection should be provided between Loughborough Place and Connecticut Avenue for public use that:
 - accommodates a direct mid-block route
 - is highly visible, well lit, and wide enough for people walking bikes to pass
 - is positioned with sight lines to engaging focal points
 - includes design features compatible with Central Park and with reciprocal sight lines.

8500 Connecticut Avenue—Arman’s Chevy Chase Service Station

Design Intent

This highly visible site, on Connecticut Avenue at the juncture of Newdale Road and Laird Place, should be viewed as an attractive entry into the Newdale Mews and Chevy Chase Hills neighborhoods. It should also accommodate easy and direct passage from these neighborhoods to the Capital Crescent Trail at the end of Newdale Road.

Guidelines

All elements must achieve consistency with the three design concepts, and fulfill all Criteria for Compatibility. They should also address the design guidelines in the section on Connecticut Avenue.

Relationship to Purple Line and Capital Crescent Trail, Bridges, and Underpass

- Provide a path through the site, between Laird Place and Newdale Road, to the Capital Crescent Trail, which minimizes street and driveway crossings. The path should connect directly to sidewalks or paths at either end and should be wide enough for people to pass one another, whether jogging, walking, or biking.
- Since the property will be highly visible from the elevated section of the Capital Crescent Trail and Purple Line, attention to design details must focus not only on areas visible from the ground, but also as seen from above.
- Mechanical equipment should be screened from view.
- While the site will be separated from the bridges over Connecticut Avenue by Newdale Road, to increase surveillance and safety, doors and actively used interior building spaces with windows should be positioned to provide views of the underpasses.
- Architectural character should complement the bridges by reflecting or incorporating their key features into building and site design.

Relationship to Newdale Mews and Town Center West

- If the gas station is modified or redeveloped through the Special Exception process, or if redeveloped with new uses per the recommended zone, adjacent residential properties including Newdale Mews will require additional screening, since existing evergreen trees no longer provide an adequate buffer. The width of the buffer may need to be greater than the minimum setback required in the CRT zone, to achieve compatibility.
- If this property is included as part of a redevelopment plan with either the Newdale Mews or Town Center West properties, then the design guidelines for each respective property apply.

8402 Connecticut Avenue – Parkway Custom Dry Cleaning

Design Intent

This site marks an entrance into Town Center from the west, along the Purple Line and the Capital Crescent Trail, and it also sits at the head of the bridge underpasses on Connecticut Avenue. Development should complement these features and also reflect an important local site, the historic streetcar station formerly located on the property.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Address the design guidelines in the section on Connecticut Avenue.

Relationship to Purple Line and Capital Crescent Trail, Underpass, and Bridges

- This property will be highly visible from the elevated section of the Capital Crescent Trail and Purple Line therefore, attention to design details must focus not only on areas visible from the ground, but also as seen from above.
- Mechanical equipment should be screened from view.
- To increase surveillance and safety, position doors and windows on actively used interior building spaces to provide views of the underpass.
- Architectural character should complement the bridges by reflecting or incorporating their key features into building and site design.

Recognizing Local History

- Highlight the Chevy Chase Lake Streetcar Station historic site (Master Plan resource #35/11) by allowing it to be seen as much as possible from the elevated section of the Capital Crescent Trail and Purple Line. Coordinate with local historic preservation groups to provide enhancements, such as interpretive signs and markers.

Newdale Mews

Design Intent

Future development should be compatible with and support the continued use and enjoyment of adjacent homes and outdoor living spaces in Chevy Chase Hills.



Newdale Mews is located between the Chevy Chase Hills neighborhood to the north and the Purple Line right-of-way to the south. The green line indicated the transition area to the existing neighborhood.

Illustration 17 Newdale Mews, before the Purple Line

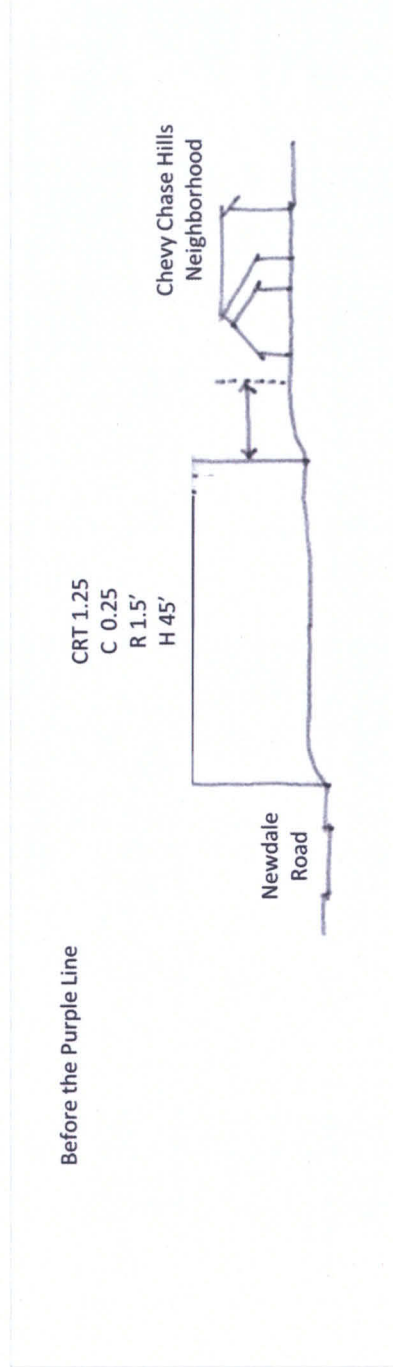
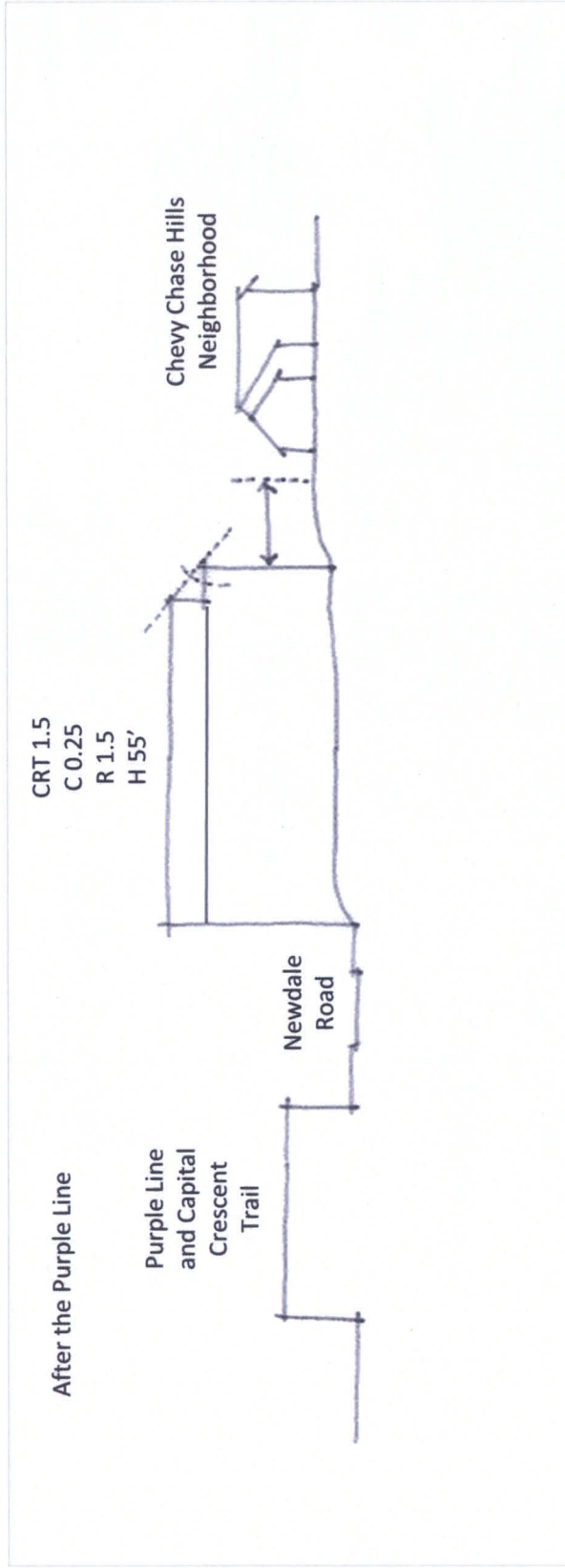


Illustration 18 Newdale Mews, after the Purple Line



Guidelines

All elements must achieve consistency with the three design concepts, and fulfill all Criteria for Compatibility.

Building Form and Location

- New development should be located from property lines that are shared with adjacent single family homes at a distance sufficient to provide an adequate buffer. This may be greater than the minimum required in the CRT zone. Likewise, a sufficient distance must be maintained between new buildings and the Purple Line.
- Rather than a single, long, continuous building, create several shorter ones that reference the architectural forms, rooflines, materials, design details and proportions of neighboring homes.
- To maximize views from existing nearby homes, new development should be arranged with intervening open spaces, similar to a pattern of side yards in any single family neighborhood of detached homes. These open spaces should extend from the lot line shared with neighboring homes and extend to Newdale Road. They are also referred to as view corridors.

Green Buffer

- Existing, healthy trees should be retained and protected based on an analysis and the recommendations of an arborist.
- The buffer must be planted in good, uncompacted soil. It should also not be located on top of a structure, such as a parking deck, or within enclosed planters. If that is not possible, then the extent to which a buffer extends over a structure or the use of planters should be minimized. Any landscaping on top of a structure or in planters should be as far as possible from a property line shared with adjacent homes.
- Well-proven, hardy, disease-resistant plants, suited to local site conditions should be used with a preference for native plants and non-invasive local favorites.
- To accommodate grade changes between Newdale Mews and adjacent homes, low walls and terraces can be used, incorporating local stone (see Criteria for Compatibility).
- To accentuate depth and distance, especially from adjacent homes, intervening layers or planes, consisting of trees, shrubs, or trellises, should be provided.
- A solid fence, open trellis, or used in combination, placed at high points along the property line, can provide additional screening for adjacent homes.
- Consult with adjacent neighbors when developing a landscaping plan, paying particular attention to providing some winter light and strategically placing taller evergreens to enhance longer distance views.

Features on the North Faces of the Buildings

- Orient balconies, terraces, doors, and windows so that direct views into adjacent homes and backyards are avoided. Views should be directed, as much as feasible, to the east or west. Where this is not possible, use architectural screens made of translucent materials or fine filigree to minimize impacts.

Insert photo of angled balconies from 8621 Georgia Avenue Site Plan

- Exterior lighting should be used sparingly adjacent to Chevy Chase Hills. Illumination should be directed away from adjacent properties; sharp cut-off fixtures used to prevent glare and light trespass, and lights should be located at the lowest level, in terms of height and intensity.
- Adjacent neighbors should be consulted when fine tuning design details and prior to construction to address concerns.

During Construction

- Provide an attractive screen along the northern property line.

Insert photo of garden screen at LCOR site in White Flint

- Minimize glare and light trespass of construction lighting, as well as from headlights.

Howard Hughes Medical Institute

Design Intent

Preserve the character of the institute within the context of its surroundings by retaining a wooded campus setting, with low-scale and richly detailed and well-crafted buildings, while better integrating the facility into the neighborhood and the broader community.

Guidelines

All elements must achieve consistency with the three design concepts and fulfill all Criteria for Compatibility.

- Maintain the current campus character including:
 - the woods along Jones Bridge Road and Connecticut Avenue
 - the landscaping at the guard house entry on Platt Drive
 - the landscaping and expansive lawn with mature trees, which provide a transition between the campus and the adjacent Chevy Chase Hills neighborhood, along Manor Road.
- Future Public Use Space and Amenities
 - As the Howard Hughes Medical Institute continues to grow, its expansion will require various approvals by public agencies. That process will trigger the need to provide significant public use space and amenities, primarily due to the sheer size of the property. The following list can help guide future decisionmakers:
 - Open space area along Manor Road that provides recreation for the broader community.
 - Enhance Hayes Manor and its related structures and their setting, subject to Historic Preservation Commission review. Also create opportunities for the public to access and use the Hayes Manor historic site, providing wayfinding and interpretive signage highlighting its history at visible locations within Town Center (see Sector Plan Appendix 3).
 - Support the presence of the Howard Hughes Medical Institute in the community through site features prominently featured in a location near Town Center West such as art, compatible fencing and walls that include images and descriptions of the institute's work and mission.

Resources

The following redevelopment resources are provided for informational purposes only and the list is not exhaustive.

Montgomery County

- Montgomery County Zoning Ordinance - Chapter 59 [http://www.amlegal.com/montgomery_county_md/CRT_Zone - Section 59-C-15.1](http://www.amlegal.com/montgomery_county_md/CRT_Zone_-_Section_59-C-15.1)
- Montgomery County Code
http://www.amlegal.com/montgomery_county_md/
Chapter 19 Erosions, Sediment Control and Stormwater Management
Chapter 22A Forest Conservation-Trees
Chapter 49 Streets and Roads
Chapter 50 Subdivision
- Department of Permitting Services Outdoor Café Seating Guide
<http://permittingervices.montgomerycountymd.gov/permitting/pdf/OutdoorCafeSeating.pdf>
- Department of Permitting Services Sidewalk Vendor Operation and License
http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_16-61.pdf
- Department of Permitting Services Building Construction – Building Codes & Standards
<http://permittingervices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.asp>
- Department of Permitting Services Water Resources Documents including Stormwater Management
<http://permittingervices.montgomerycountymd.gov/DPS/waterresource/WaterResourceDocuments.aspx>
- Montgomery County Maryland Historic Preservation Commission
<http://www.montgomeryplanning.org/historic/>
- Department of Transportation Pedestrian Safety
<http://www.montgomerycountymd.gov/dotmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>
- Department of Transportation Design Standards (for Streets and Roads)
<http://www2.montgomerycountymd.gov/DOT-DTE/Common/Standards.aspx>
- Montgomery County Road Code (with urban street standards)
http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070715_48-06.pdf

- Connecticut Avenue Pedestrian Road Safety Audit – 2011 - http://www.montgomerycountymd.gov/dot-pedsafety/resources/files/prsa_reports/connecticut_prsa_draft_08-08-12_public.pdf

Montgomery County Context Sensitive Road Design Standards 12/9/2008
Standard 04.00 Stormwater Management

Maryland-National Capital Park and Planning Commission

- M-NCPPC Chevy Chase Lake Sector Plan (2012 Draft)
<http://www.montgomeryplanning.org/community/chevychaselake/index.shtml>
- M-NCPPC County Bikeways Functional Master Plan
http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtml
- M-NCPPC Development Manual
http://www.montgomeryplanning.org/development/development_manual/index.shtml
- M-NCPPC Commercial Residential Zone Overview
http://www.montgomeryplanning.org/development/com_res_zones.shtml
- M-NCPPC Commercial/Residential Zones Incentive Density Implementation Guidelines June 2012
<http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/development/documents/CRZoneGuidelinesFINAL.pdf>
- M-NCPPC 2012 Parks, Recreation and Open Space (PROS) Final Draft July 2012 9/12/12
http://www.montgomeryparks.org/PPSD/ParkPlanning/Projects/LPPRP/2005/pros_lpprp_all.pdf
- M-NCPPC Purple Line Functional Master Plan
http://montgomeryplanning.com/transportation/projects/purple_line.shtml

Washington Metropolitan Transit Authority

- Guidelines: Design and Placement of Transit Stops – December 2009 Final Report State of Maryland
- Maryland State Highway Administration

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

- Maryland Transit Administration -Purple Line: [http://purplelinemd.com/Purple Line Station Neighborhood Work Groups](http://purplelinemd.com/PurpleLineStationNeighborhoodWorkGroups) information: <http://purplelinemd.com/en/public-involvement/neighborhood-work-groups>
- Maryland's Stormwater Management Act of 2007
[http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/Pages/prgorams/waterprograms/sediment andstormwater/swm2007.aspx](http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/Pages/prgorams/waterprograms/sedimentandstormwater/swm2007.aspx)

National

- Americans with Disabilities Act
http://www.ada.gov/2010ADAstandards_index.htm

DRAFT DESIGN GUIDELINES PRESENTATION



December 6, 2012
Worksession

PHOTOGRAPHS USED IN 10/6 WORKSESSION ATTACHMENT

(1)

Scaled For People



- ❖ Human Scale
- ❖ Details
- ❖ Senses



Tradition[al]

- ❖ Materials
- ❖ Composition
- ❖ Details
- ❖ Story



Nature and the Garden



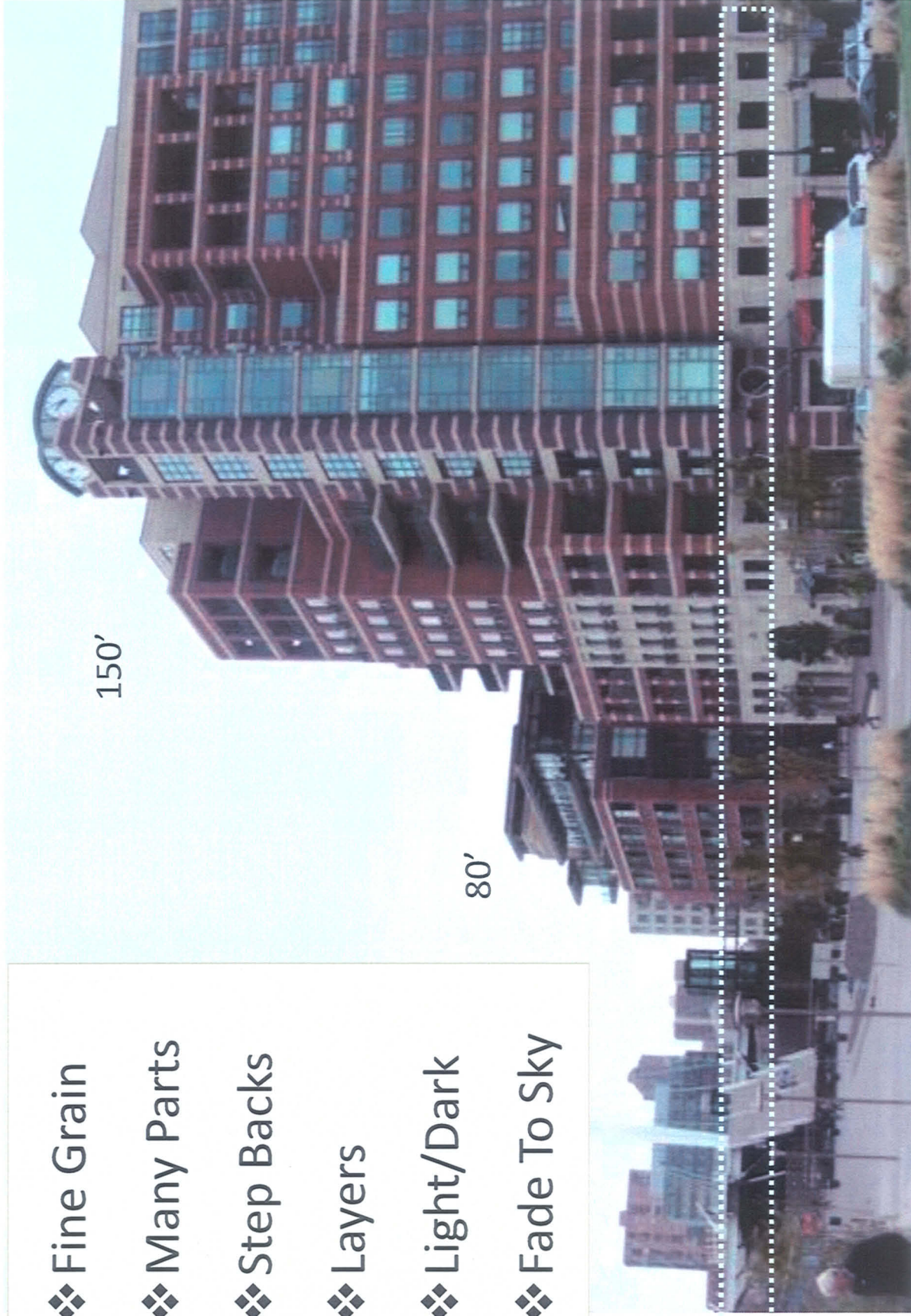
- ❖ Rolling Terrain
- ❖ Coquelin Run
- ❖ Trees And Lawns
- ❖ Woodland



4

Town Center East

- ❖ Fine Grain
- ❖ Many Parts
- ❖ Step Backs
- ❖ Layers
- ❖ Light/Dark
- ❖ Fade To Sky



Denver

5

Town Center East

- ❖ The Look Of
Many
Buildings
Not Just One



Rockville Town Square

Town Center East

Parking

❖ Hide

❖ Blend



Silver Spring, Maryland

17

Town Center East-Central Public Park

- ❖ Large Level Area
- ❖ Good Sight Lines
- ❖ Temporary Expansion
- ❖ Landmark
- ❖ Border by Lanes
- ❖ Active Edges
- ❖ Clear Level Entry



New Street Curb-To-Building Space

- ❖ Street Trees
- ❖ Low Green Edge
- ❖ Footspace at Curb
- ❖ Seating
- ❖ Distinct Design
- ❖ Art Under Track



9

Bridges

- ❖ Landmark
- ❖ Over
- ❖ Under



Newdale Mews

- ❖ Setback
- ❖ Buffer
- ❖ Views thru
- ❖ Stepdown



Clarendon

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Wall

- ❖ Crafted Look
- ❖ Detail
- ❖ Planted
- ❖ Art

