



White Oak Science Gateway Master Plan, Draft Design Guidelines



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Description

Draft Design Guidelines for the Planning Board Draft White Oak Science Gateway Master Plan

Summary

- Recommendation: Review and approve the Draft Design Guidelines for transmittal to the County Council.

On July 25, 2013, staff made a PowerPoint presentation of the Draft Design Guidelines to the Planning Board, and sought the Board's comments and approval to produce a draft document of the guidelines for general distribution. Since then, the presentation has been available for public review and comment via the Master Plan's website. In preparation for the County Council's review of the Planning Board Draft Master Plan, staff has produced the Draft Design Guidelines document for the Board's review and for approval to transmit to the Council. This draft reflects the Board's comments on the July 25 PowerPoint presentation.

The attached draft will also be available to the public and the County Council during the Council's review of the Planning Board Draft of the White Oak Science Gateway Master Plan. Upon approval of the Master Plan by the Council, the draft guidelines will be revisited to incorporate any changes stemming from the Council review and approval process.

The draft guidelines are organized into four sections:

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

Staff recommends approval of the attached draft guidelines for transmittal to the County Council.

Public Input

Subsequent to the Planning Board discussion of the design guidelines on July 25, 2013, the Board received one letter with comments from property owners questioning the inclusion of potential internal roads in the diagrams provided to illustrate the guidelines for the Plan's commercial centers, with specific concerns regarding the residential area east of the White Oak Shopping Center (see attachment #2).

The Board specifically discussed these potential roads with staff during the September 20, 2012 presentation of the Master Plan's preliminary recommendations. Staff's initial illustratives for the residential area adjacent to the White Oak Shopping Center included a limited number of potential roads that generally followed property lines to represent that additional connectivity would be desirable. Staff suggested to the Planning Board that language in the guidelines document could elaborate further on parameters such as recommended block sizes to facilitate pedestrian activity, to provide guidance and help conversations between staff and property owners. The Board recommended instead to include a more robust network of potential roads on the White Oak node illustrative, to visually communicate that an improved system of internal connections providing shortened walking distances should be pursued, and to clarify that more integration of a redeveloped shopping center and the adjacent residential area would be desirable. The Board also agreed that additional language to clarify these points would also be beneficial.

Staff included the additional roads in the illustratives presented to the Board on July 25, 2013, and they are shown on the attached draft document (page 10). The draft also includes the additional language discussed with the Board (page 7), as well as notes to clarify the illustrative character of the diagrams.

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Attachments:

1. Draft White Oak Science Gateway Master Plan Design Guidelines
2. Letter from The Duffie Companies to the Planning Board Chair, dated August 30th, 2013

ATTACHMENT 1

APRIL 2014

White Oak Science Gateway Master Plan

DESIGN GUIDELINES

DRAFT

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Introduction

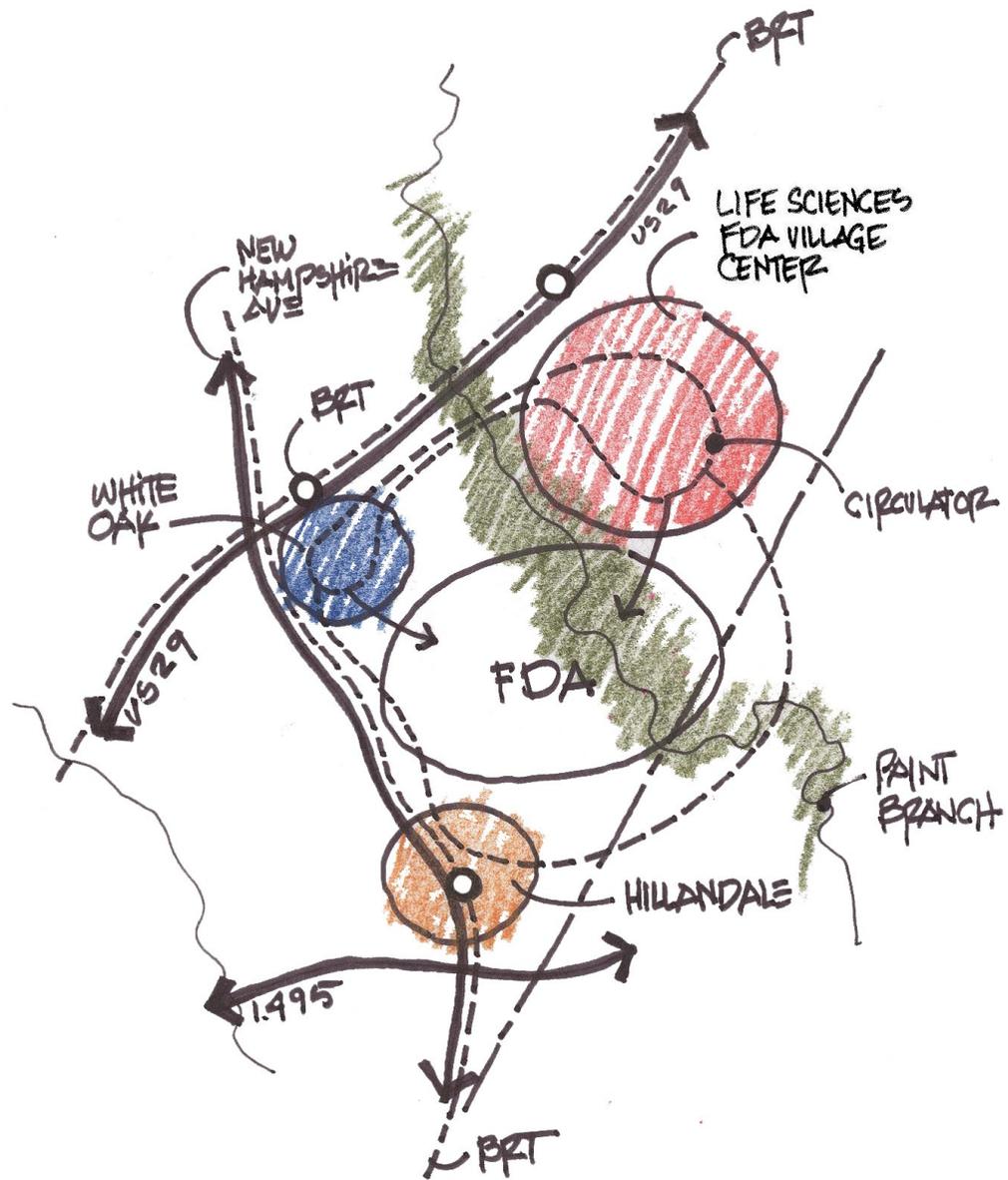
The White Oak Science Gateway Design Guidelines illustrate design aspirations for the future of this East County community. The design guidelines are approved by the Planning Board for use by property owners and Planning staff. The guidelines should be used as a resource by all stakeholders while exploring ways to enhance the quality of urban design in the master plan area.

Urban design is concerned with transforming the physical characteristics of an area. Urban design strategies should serve to coordinate how various development proposals will affect the area 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.

Design guidelines assist in the implementation of recommendations in approved and adopted master plans or sector plans by illustrating potential design implications of planning decisions on the public realm. 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.



Master Plan Areas (clockwise from top left) – Burnt Mills Shops; Paint Branch Stream Valley; White Oak Shopping Center; Westech Village Corner; Food and Drug Administration (FDA); Hillandale Shopping Center and office building at 10001 New Hampshire Avenue.



White Oak Science Gateway Concept Diagram

Context



The master plan area consists of several clusters of residential neighborhoods, including both single-family detached and multi-family communities that are organized around centralized commercial areas that provide neighborhood shopping and services. These communities are connected by major through roads (US 29, New Hampshire Avenue) that act as receptors for their separate networks of internal streets.



The area's commercial centers are fragmented, suburban districts with a substantial amount of land dedicated to low intensity uses. Each presents opportunities for applying sustainable and low impact development principles to improve local connectivity, create new community open space and, by promoting distinctive architecture, define a stronger identity for each area. The urban design framework proposed by the White Oak Science Gateway Master Plan combines the bus rapid transit (BRT) system with the locations of the existing commercial centers, to promote development centered on nodes that could be served by future transit.



The urban design guidelines emphasize the placement and quality of building mass, and illustrate how some of this available density could be distributed to define and structure the public realm. The guidelines seek to integrate development, future transit, and other mobility options to reduce dependence on vehicular traffic and to encourage pedestrian activity.

Given the potential for development at each center, the large size of the tracts that could redevelop, and their close proximity to existing single-family neighborhoods, the White Oak Science Gateway design guidelines are organized around two overarching design goals:

- Develop large sites into complete districts that connect with existing neighborhoods
- Transform existing commercial centers

Design Guidelines

Design Guidelines are organized in three sections:

- General Guidelines applicable to most properties with redevelopment potential are grouped under two design goals, which organize the design elements that should be taken into consideration during the regulatory review process.
- Guidelines for specific centers, including priorities for properties at each center, and diagrams that illustrate how the various elements could be applied to shape these areas.
- Expanded definitions to clarify the various design elements.



Design Goal 1

Design Goal 1

Develop large sites into complete districts that connect with surrounding neighborhoods

Purpose:

To integrate large redeveloping tracts with existing communities in a sustainable manner.

The master plan area includes several large properties and groups of properties with redevelopment potential that are adjacent to existing residential neighborhoods and/or important environmental resources. New development should seek to integrate these sites with existing neighborhoods, and to protect, enhance, expand, and integrate the natural environment.



Dockside Green, Victoria, BC

Goal 1 | Guidelines:

1. Incorporate sustainable neighborhood planning and design principles into the design of new districts. New development should use land efficiently, and promote walkability and transportation alternatives.
 - a. Promote compact, mixed-use development with high levels of internal connectivity.
 - b. Concentrate higher densities at locations where multimodal transportation choices exist or might be available, to reduce dependency on automobile use.
 - c. Create networks of internal streets that are walkable and well connected, with links to surrounding communities where feasible.
 - d. Encourage development patterns with short blocks (sides of less than 600 feet, and perimeters of less than 1,800 linear feet, depending on terrain conditions) and buildings and streets that are scaled to create an inviting and safe public realm.
 - e. Create recognizable centers for the community, with identifiable edges to reinforce the form and identity of the node.
 - f. Provide a network of open spaces for community use where the public feels welcome and encouraged to congregate.
2. Integrate existing natural resources
 - a. Encourage design approaches that enliven natural sites, with site design that encourages pedestrian activity, creates visual interest, and draws people to nature.
3. Integrate the scale of surrounding neighborhoods when developing large properties
 - a. Establish and /or enhance connections to surrounding neighborhoods, where feasible.
 - b. Locate higher density concentrations of new development away from lower-scaled existing neighborhoods.

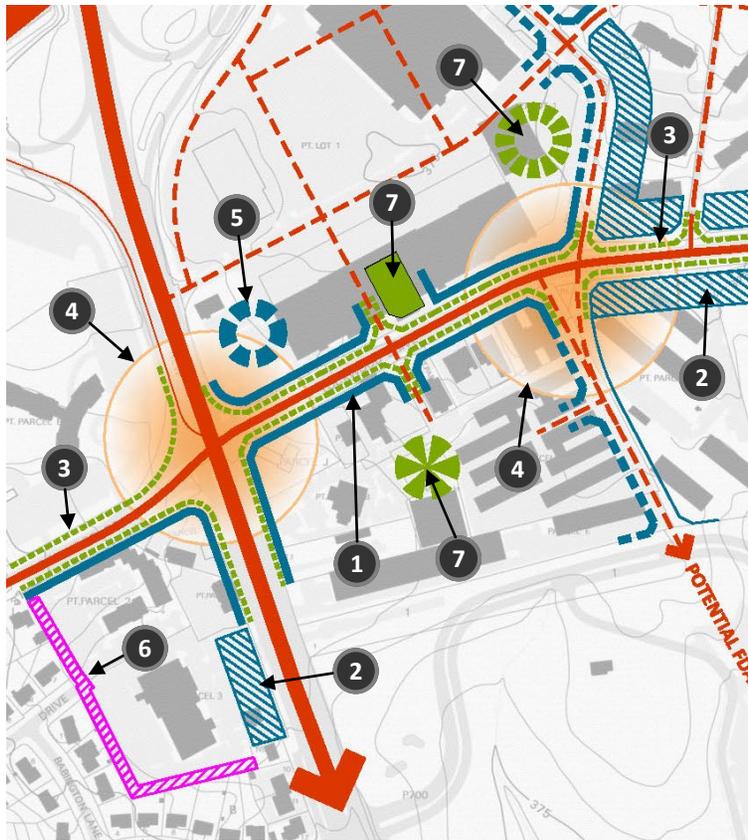
Design Goal 2

Transform Existing Commercial Centers

Purpose:

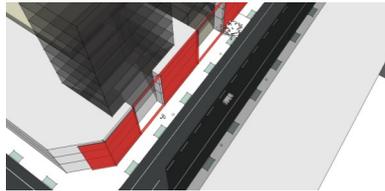
To focus on the elements of the redevelopment that will reshape the public domain

The guidelines use several elements to describe this transformation; the diagrams included for each center illustrate where and how each element could be considered. Each of the following design elements is defined and discussed in the chapters that follow.

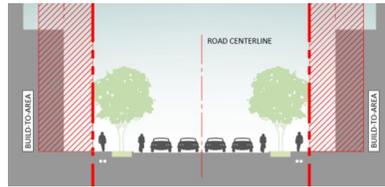


Design Goal 2 | Urban Design Elements

1. **Build-to-lines** indicate where the street façade of the building should be located to create continuous street walls to define the public realm in areas where pedestrian activity is most desirable, preferably including street activating uses.
2. **Build-to-areas** serve a purpose similar to build-to-lines, but allow greater flexibility in building façade placement along the public domain.
3. **Streetscape improvements** should include wide sidewalks, adequate illumination, landscaping, and street furnishings.
4. **Enhanced intersections** refer primarily to how buildings can shape and highlight street crossings linking significant areas.
5. **Landmark or gateway** structures provide points of orientation for pedestrians and motorists by standing out singularly from their surrounding context.
6. **Transitions** should appropriately protect existing single-family neighborhoods from possible negative impact from new development.
7. **Open Space** networks consisting of a variety of open space types should be incorporated into all large developing areas.



Build-to-lines



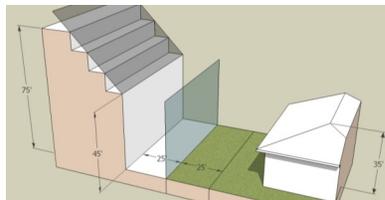
Build-to-areas



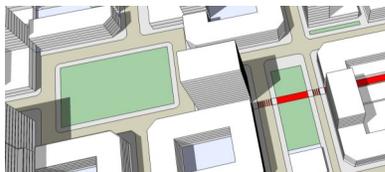
Streetscape



Enhanced Intersections



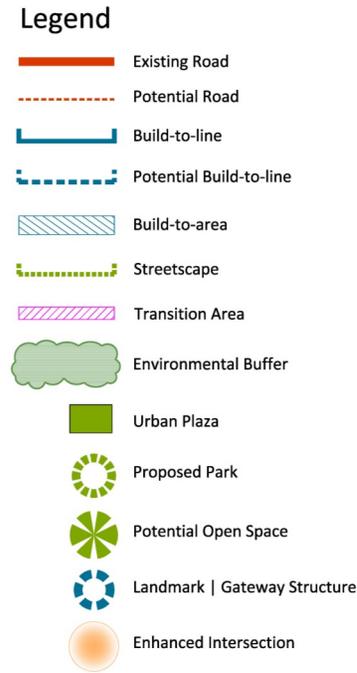
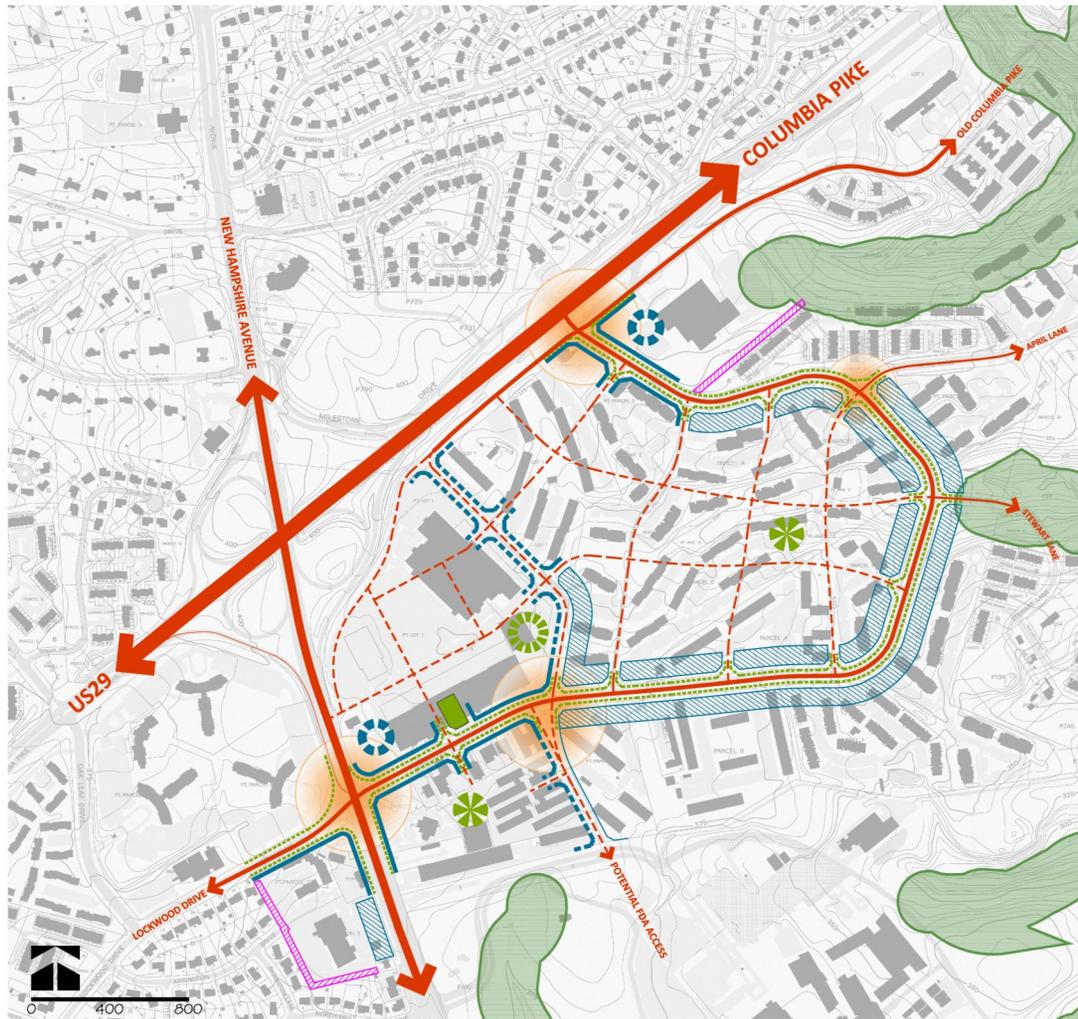
Transitions



Spaces for Public Use

Goal 2 | Guidelines:

1. Provide services and amenities along local roads within each center to enhance existing communities.
 - a. Focus enhancements from future development along existing local corridors within each center to enhance pedestrian activity and support future transit.
 - b. Establish **build-to-lines** to place densities along segments of the public right-of-way where increased pedestrian activity is desirable (see area diagrams).
 - c. Establish **build-to-areas** along segments of the public right-of-way where increased pedestrian activity is desirable, but where additional flexibility in building placement might be appropriate (see area diagrams).
 - d. Provide **streetscape improvements** along local corridors to create a continuous pedestrian experience between new and developing communities; incorporate existing tree canopy if feasible.
 - e. Establish connections with surrounding neighborhoods where feasible.
2. Establish **landmarks** at prominent locations to serve as points of reference in the area.
 - a. Incorporate existing structures of local significance as focal points of redevelopment.
 - b. Provide **landmark features** in new structures at prominent locations.
 - c. Locate neighborhood landmark elements at important intersections or fronting major roads.
3. Create networks of spaces for public use.
 - a. Create an **urban plaza** within each redeveloped commercial center, in a location convenient to a transit stop, to serve as focal point for redevelopment.
 - b. Create a larger **urban park** within walking distance from proposed transit, at each center.
 - c. Larger redevelopment sites should provide a variety of spaces for public use.
4. Create appropriate transitions to existing neighborhoods.
 - a. Concentrate taller components of new development along major roads or important intersections.
 - b. Retain existing wooded areas as buffers between single family residential neighborhoods and new development, where feasible.
 - c. Provide adequate transitions through appropriate building heights and setbacks on properties abutting or confronting single family structures.



Guidelines for Specific Centers

White Oak Center

The existing commercial area of White Oak is prominent and easy to see from several vantage points. It also has strong potential for a direct connection with the core of the Food and Drug Administration (FDA) campus. The commercial center includes the White Oak Shopping Center, several office buildings, and ancillary retail. This center's high visibility, at the intersection of two major roads (US 29 and New Hampshire Avenue) with existing high rise apartments, suggests that higher density and taller building heights could be located here. Redevelopment should establish a new vertical scale with high intensity uses, to improve the area for pedestrians and create support for the proposed BRT system, which may have two lines converging around the center. Redevelopment could also encourage reinvestment for the enhancement of immediately adjacent residential communities.

Blocks 1, 2, 3 – Lockwood Drive and New Hampshire Avenue

1. Create active fronts along Lockwood Drive and provide streetscape improvements (pavements, landscape, lighting and furnishings); integrate existing transit center.
2. Create a north-south connection between Lockwood Drive and Old Columbia Pike to link with a possible connection with the FDA campus to the south. Include streetscape improvements and active fronts where feasible.
3. Focus development and streetscape improvements at the intersection between Lockwood Drive and New Hampshire Avenue.
4. Development should be compact and mixed-use, with walkable internal streets (see design goals 1 and 2).
5. Building street wall should be between two and five stories.
6. Open Space
 - a. Provide an urban plaza, integrated with existing transit center functions.
 - b. Create a neighborhood green near the eastern edge of the block.
 - c. Consider providing additional spaces for public use throughout as properties develop.

Blocks 4, 5 – Old Columbia Pike at Stewart Lane

1. Redevelopment should create a northern architectural gateway for the area, and enhance pedestrian areas along Stewart Lane.
2. Retain existing tree canopy along Old Columbia Pike, if feasible.
3. Consider ways to integrate the stream valley to the east.
4. Provide adequate transition to residential properties to the south.

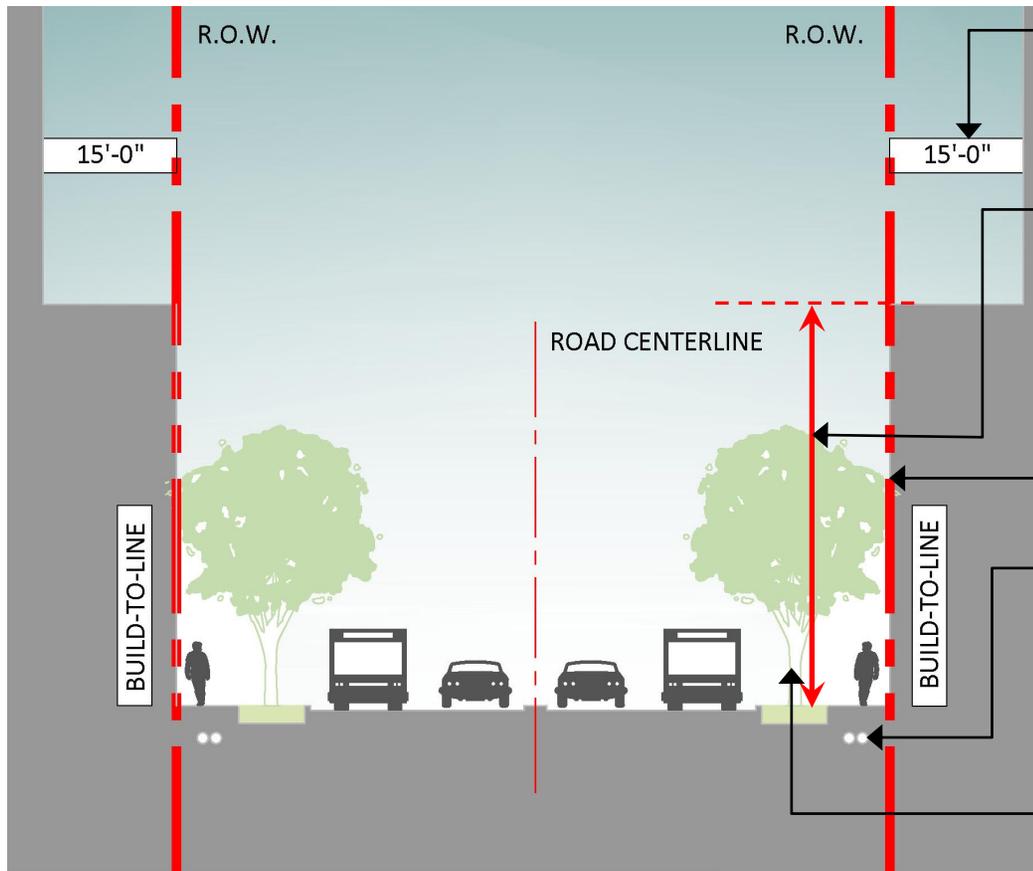
Blocks 6, 7, 8, 9 – Lockwood Drive/Stewart Lane and April Lane

1. Enhance pedestrian environment along Lockwood Drive.
2. Create a shared use path recreational loop.
3. Create a system of short blocks, internal streets, and networked open spaces, should parcels redevelop as a group.



Carlyle, Alexandria VA

Lockwood Drive at White Oak Transit Center



Tower Setback

Minimum suggested is 15'-0"; will vary depending on development specifics. To be reviewed on a case by case basis.

Street Wall

Preferably between 2 and 5 stories, but can vary depending on project specifics. To be reviewed on a case by case basis.

Build-to Line

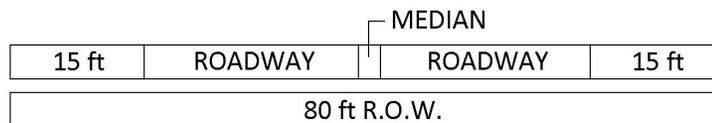
Establishes the location of the street wall. Should align with public right-of-way, unless project particulars require otherwise.

Utilities

Locate underground, if feasible.

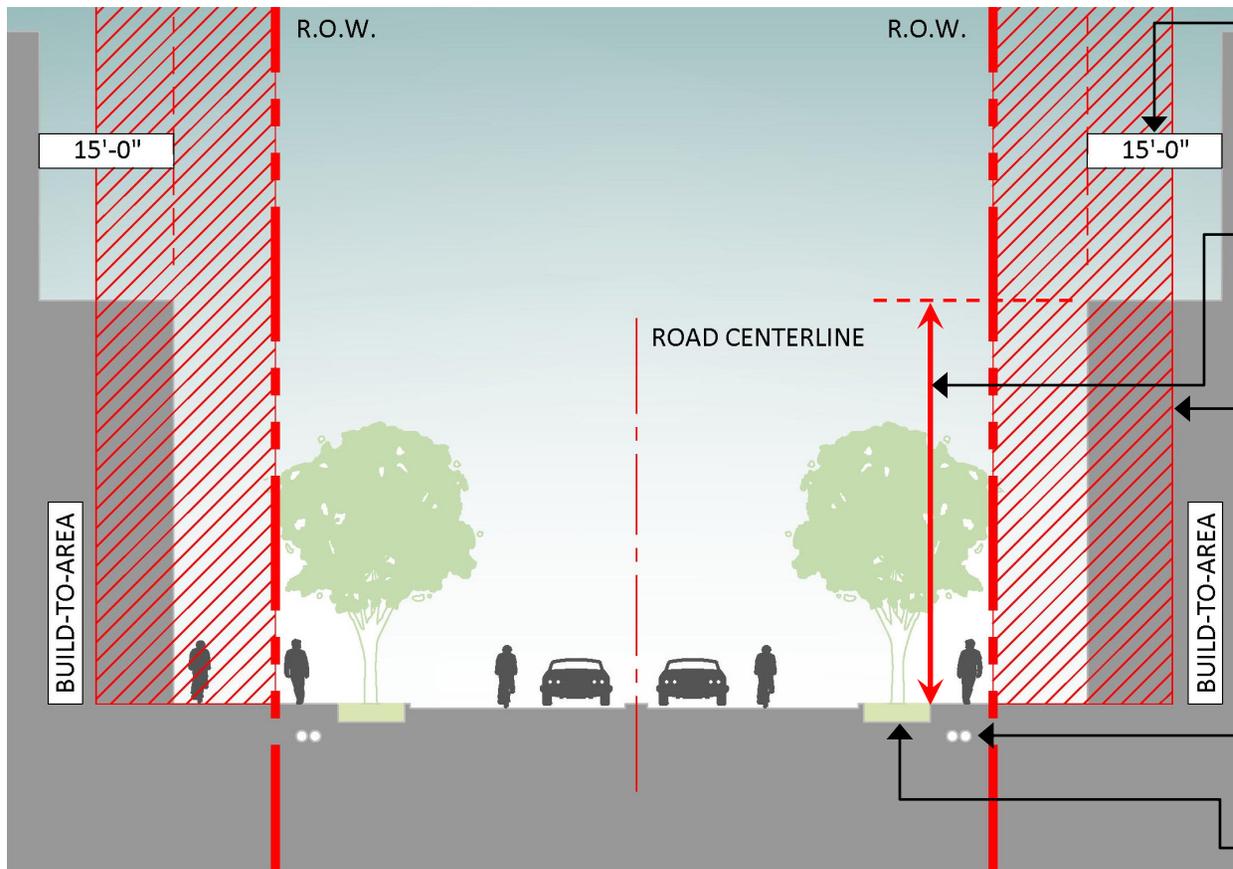
Streetscape

Provide closely spaced trees (40—45' on center). Provide sidewalk width per DOT requirements.



White Oak Center | Street Profiles | Lockwood Drive at Transit Center

Lockwood Drive at Residential Areas



Tower Setback

Minimum suggested is 15'-0"; will vary depending on development specifics. To be reviewed on a case by case basis.

Street Wall

Preferably between 2 and 5 stories, but can vary depending on project specifics. To be reviewed on a case by case basis.

Build-to Line | Build-to area

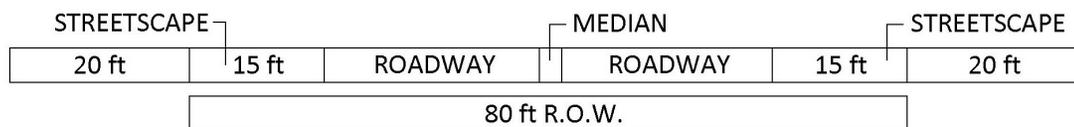
Establishes the location of the street wall. Should align with public right-of-way, unless project particulars require otherwise. Build-to-areas allow for greater flexibility in positioning the street wall.

Utilities

Locate underground, if feasible.

Streetscape

Provide closely spaced trees (40—45' on center). Provide sidewalk width per DOT requirements.



White Oak Center | Street Profiles | Lockwood Drive at Residential Areas



Legend

- Existing Road
- - - Potential Road
- Build-to-line
- ▨ Build-to-area
- · - · - Streetscape
- ▨ Transition Area
- Urban Plaza
- ⊗ Potential Open Space
- Landmark | Gateway Structure
- Enhanced Intersection

Hillandale Center

The introduction of a mass transit alternative, with a likely stop within the area, should promote redevelopment that consolidates existing commercial frontages (south of Overlook Drive, north of I-495). The existing Our Savior Episcopal Church should remain a local landmark, given its prominent location. If redeveloped, adjacent larger properties (Hillandale Shopping Center, National Labor College) should include a mix of uses, and should create public open spaces to focus community life.

Blocks 1, 2, 3 – New Hampshire Avenue West

1. Create an active pedestrian environment along New Hampshire Avenue.
2. Concentrate development intensity away from existing residential areas – consider incorporating existing tree stands into buffer zones between existing residential and new development.
3. Develop larger properties to create pedestrian environments that include short blocks, internal streets, and networked open spaces for public use.
4. Incorporate neighborhood landmark structures (Kirkland Conference Center, Xaverian Chapel) with new development.

Blocks 4, 5 – New Hampshire Avenue North

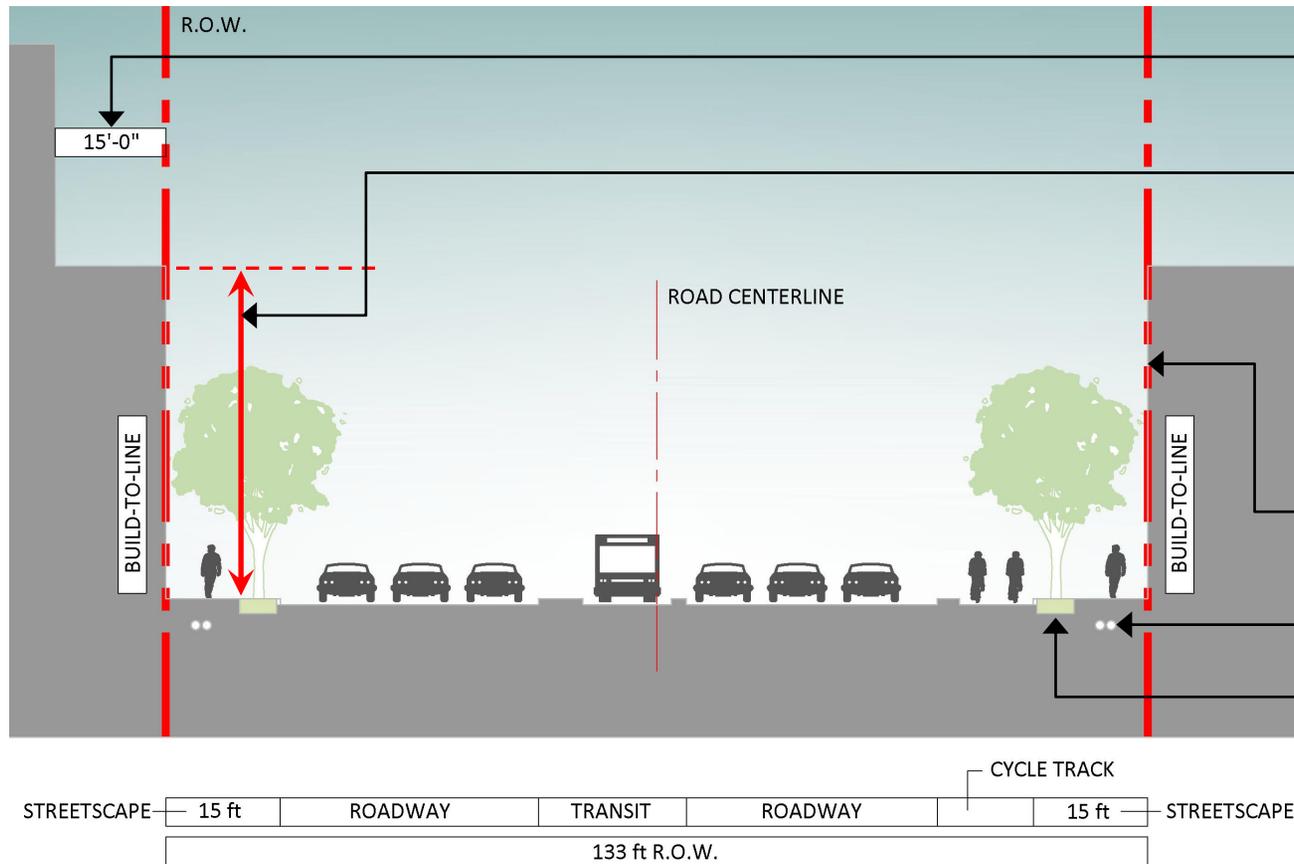
1. Encourage assembly of smaller commercial properties to create an active pedestrian environment along New Hampshire Avenue.

Blocks 6, 7, 8 – New Hampshire Avenue East

1. Create an active pedestrian environment along New Hampshire Avenue.
2. Concentrate development intensity away from existing residential areas.
3. Development should be compact and mixed-use, with walkable internal streets (see design goals 1 and 2).
4. Should redevelopment occur along Elton Road, overall scale and streetscape improvements should transition to existing residential scale to the east.
5. Building fronts along edges should be between two and five stories.
6. Shopping Center redevelopment should include a space for public gatherings, and should contribute to the enhancement of the intersection of New Hampshire Avenue and Powder Mill Road.



New Hampshire Avenue



Tower Setback
Minimum suggested is 15'-0"; will vary depending on development specifics. To be reviewed on a case by case basis.

Street Wall
Preferably between 2 and 5 stories, but can vary depending on project specifics. To be reviewed on a case by case basis.

Build-to Line
Establishes the location of the street wall. Should align with public right-of-way, unless project particulars require otherwise.

Utilities
Locate underground, if feasible.

Streetscape
Provide closely spaced trees (40—45' on center). Provide sidewalk width per DOT requirements.



Hillandale Center | Street Profiles | New Hampshire Avenue



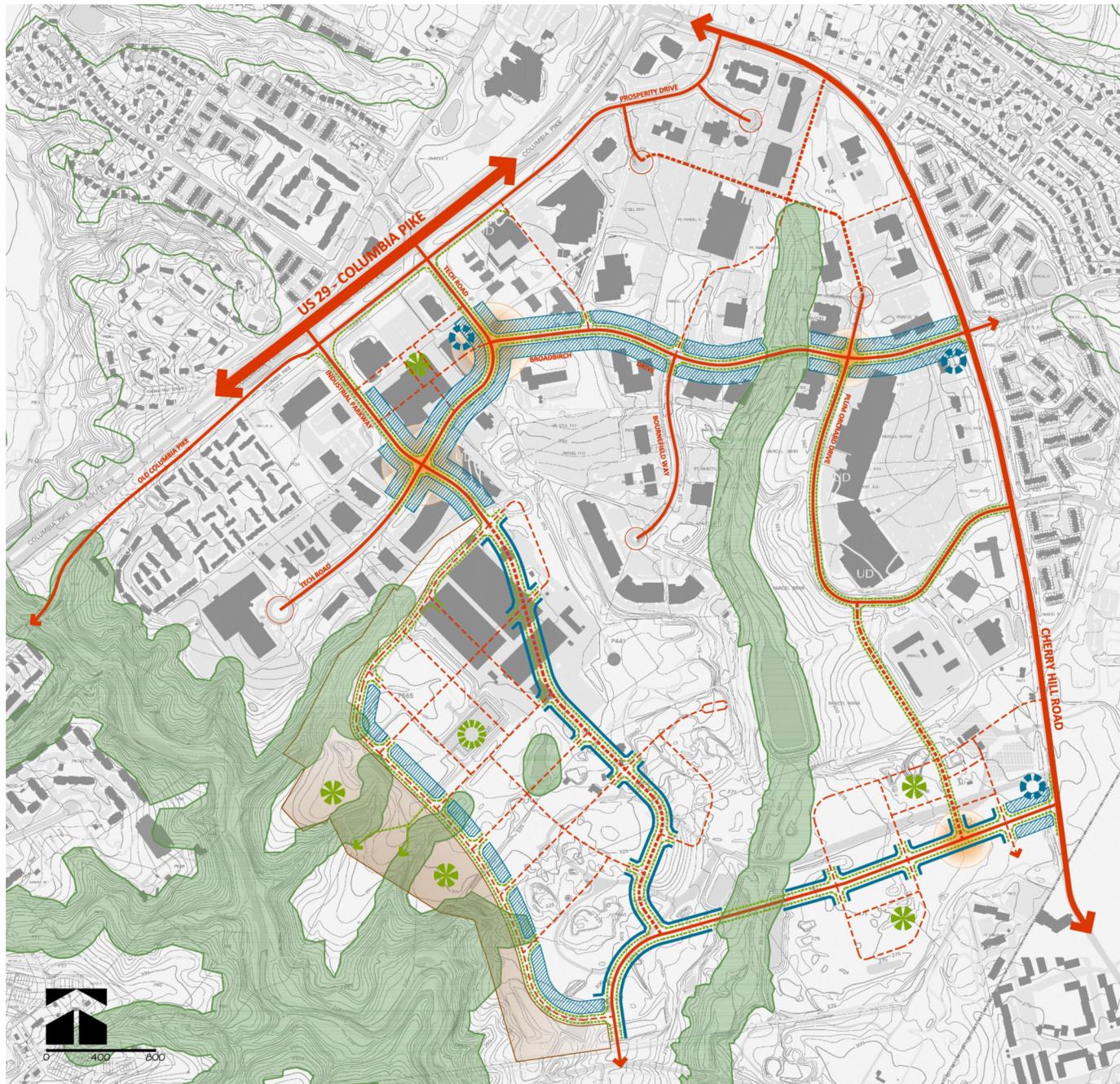
*Top:
Existing Conditions,
County Site 2*

*Bottom from Left:
Holland Lane, Alexandria VA
Town Center, Reston VA
Tree-lined Street,
Omotesando, Japan*

Life Sciences | FDA Village Center

This is a large area that is currently home to light industrial /office park type uses. Mixing of existing light industrial uses and other commercial uses that could benefit surrounding residential neighborhoods is encouraged, as well as sensitive integration of new development with significant existing environmental resources.

The redevelopment of County-owned Site 2 and the adjacent Percontee property will introduce a mix of institutional/commercial/residential uses, representing a shift from the node's predominantly light industrial character. Besides including a number of interior streets, amenities, and a network of open spaces, this development could enhance east-west mobility by creating a main street connecting Industrial Parkway with FDA Boulevard. It should also enhance public access to the Paint Branch stream valley, and provide opportunities for outdoor recreation along its edge. Industrial properties to the north could, over the long term, redevelop to introduce complementary mixed uses. Improvements to key properties could create gateways to the area and better connections to adjacent communities.



Legend

- Existing Road
- Proposed Road
- Potential Road
- Build-to-line
- Build-to-area
- Streetscape
- Environmental Buffer
- Civic Green
- Proposed Park
- Potential Open Space
- Landmark | Gateway Structure
- Enhanced Intersection

Life Sciences — FDA Village Center | Design Elements Diagram

Blocks 1, 2 – Tech Road and Industrial Parkway at US29

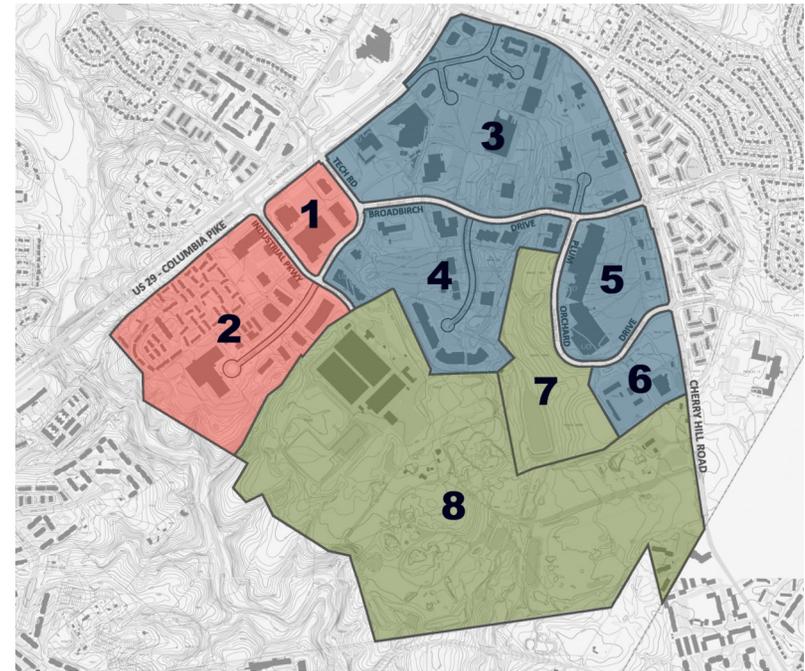
1. Redevelopment of key properties should create a gateway to the area at US29 that integrates a possible BRT station.
2. Development should improve pedestrian areas along Tech Road and Industrial Parkway.
3. Development at Block 1 should create a visual terminus for westbound Broadbirch Drive.
4. Create an accessible central open space within Block 1.

Blocks 3, 4, 5, 6 – Tech Road and Broadbirch Drive

1. Redevelopment of properties along Broadbirch Drive should create destinations to encourage pedestrian activity.
2. Existing tree-lined character of Broadbirch Drive should be maintained.

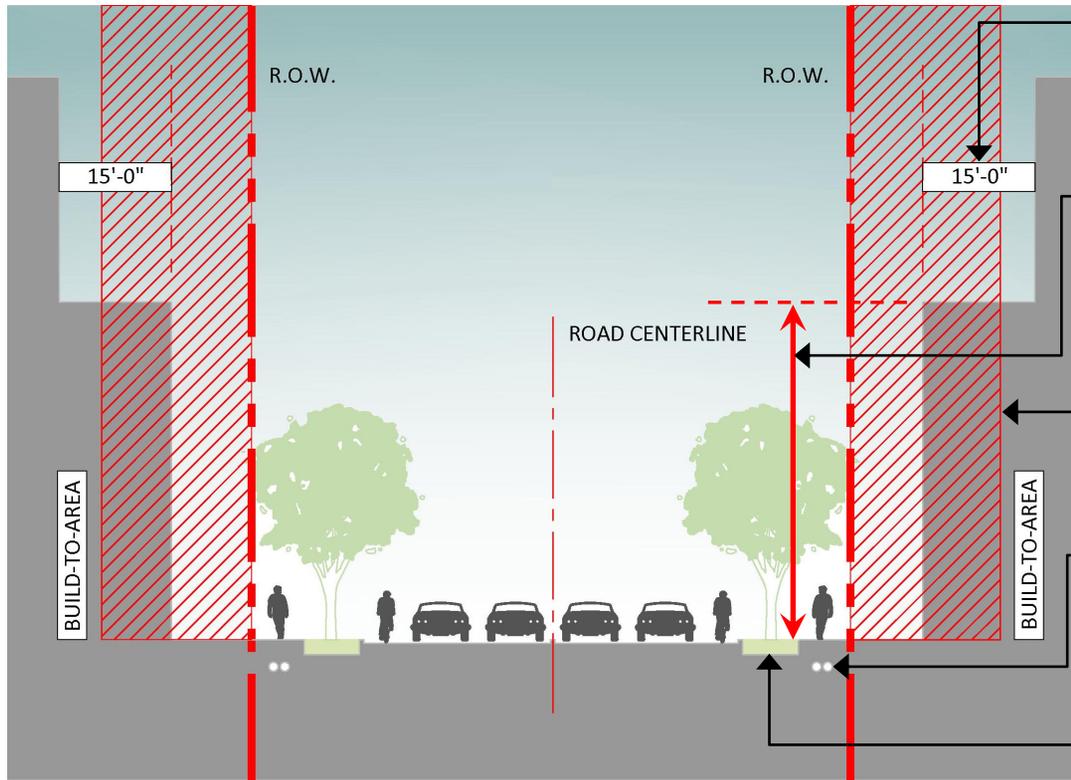
Blocks 7, 8 – Industrial Parkway Extended and FDA Boulevard

1. Industrial Parkway Extended should develop as a pedestrian-oriented central spine. Tallest structures in this area should be concentrated along this road segment.
2. Development along FDA Boulevard should be compatible with development along Industrial Parkway Extended, but should transition to a lower scale along Cherry Hill Road, to be compatible with existing residential communities to the east.
3. Development should enhance the edge along the Paint Branch stream valley to the south with conservation and/or restoration efforts, to include the creation of accessible recreational areas for public use.



Dockside Green, Victoria, BC

Broadbirch Drive



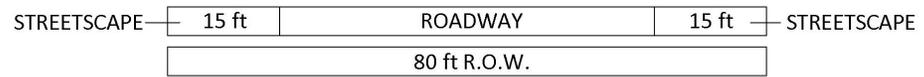
Tower Setback
 Minimum suggested is 15'-0"; will vary depending on development specifics. To be reviewed on a project-by-project basis.

Street Wall
 Height can vary depending on project specifics. To be reviewed on a project-by-project basis.

Build-to Line | Build-to area
 Greater flexibility in positioning the street wall may be necessary along this area if character is to be maintained. Continuity should be maintained, but greater setbacks should be allowed here.

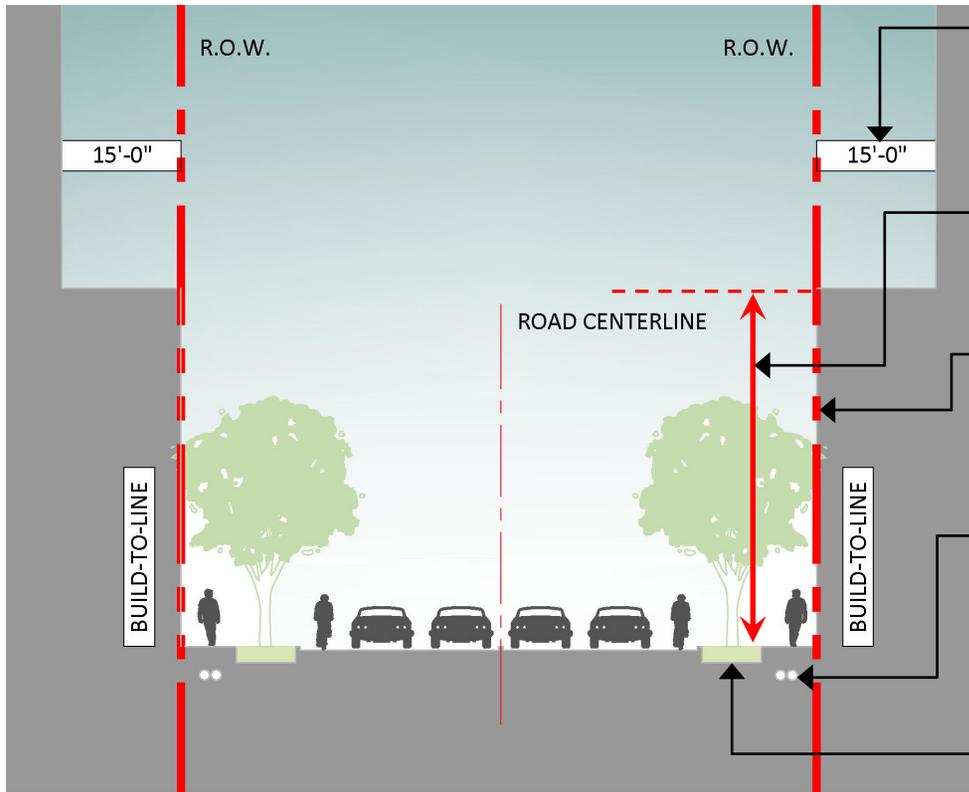
Utilities
 Locate underground, if feasible.

Streetscape
 Maintain the existing tree-lined character. If required, provide closely spaced trees (40—45' on center). Provide sidewalk width per MCDOT requirements.

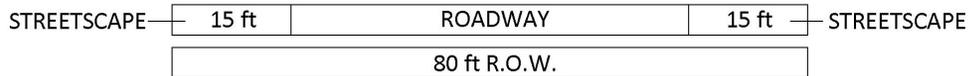


Life Sciences—FDA Village Center | Street Profiles | Broadbirch Drive

Industrial Parkway Extended



- Tower Setback**
Minimum suggested is 15'-0"; will vary depending on development specifics. To be reviewed on a project-by-project basis.
- Street Wall**
Preferably between 2 and 5 stories, but can vary depending on project specifics. To be reviewed on a case by case basis.
- Build-to Line**
Establishes the location of the street wall. Should align with public right-of-way, unless project particulars require otherwise.
- Utilities**
Locate underground, if feasible.
- Streetscape**
Provide closely spaced trees (40—45' on center). Provide sidewalk width per MCDOT requirements.

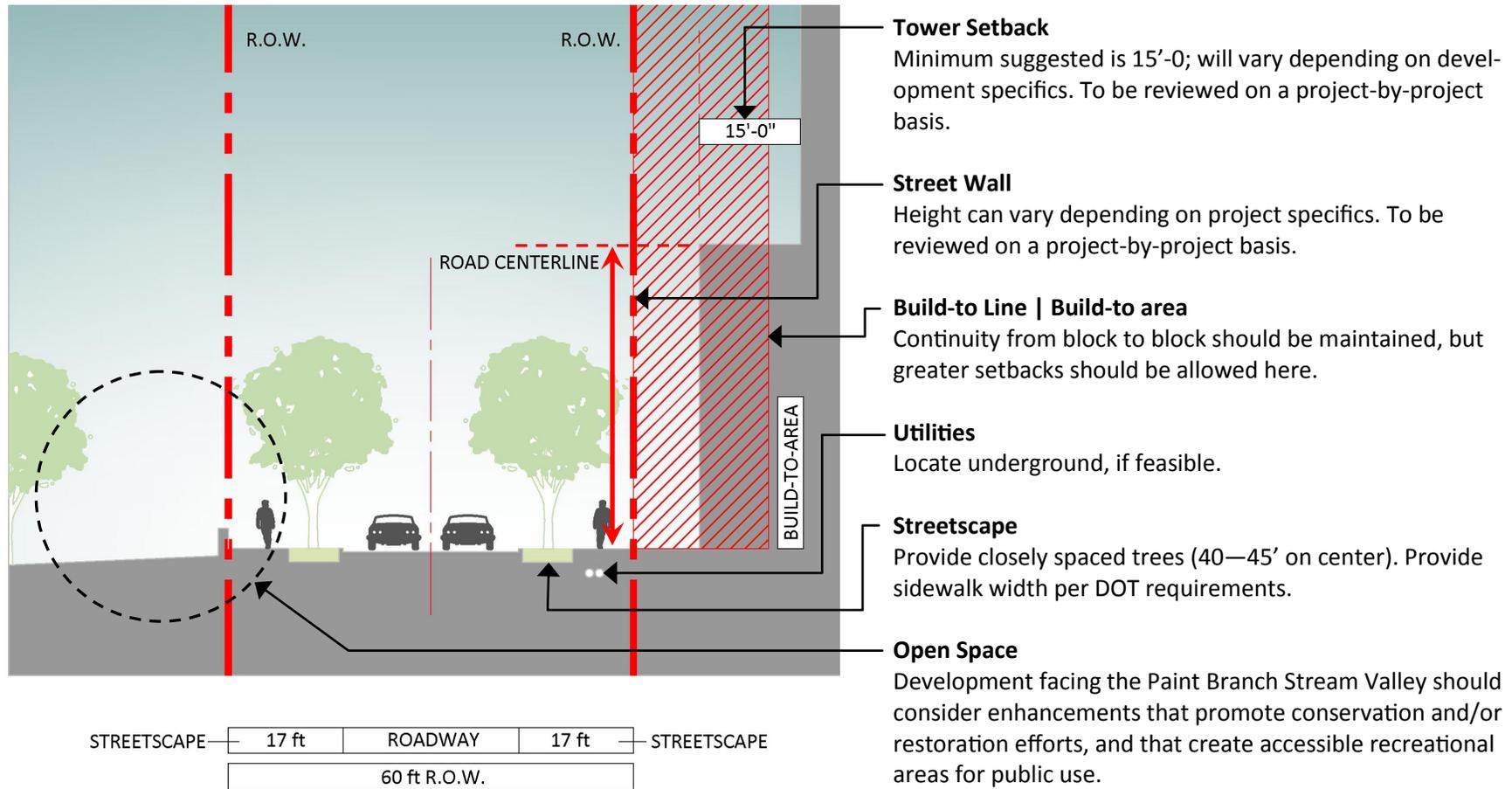


Existing



Potential

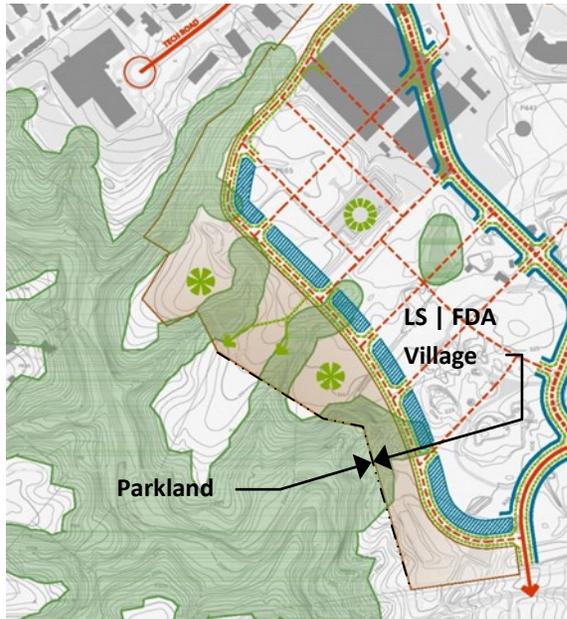
Paint Branch Overlook



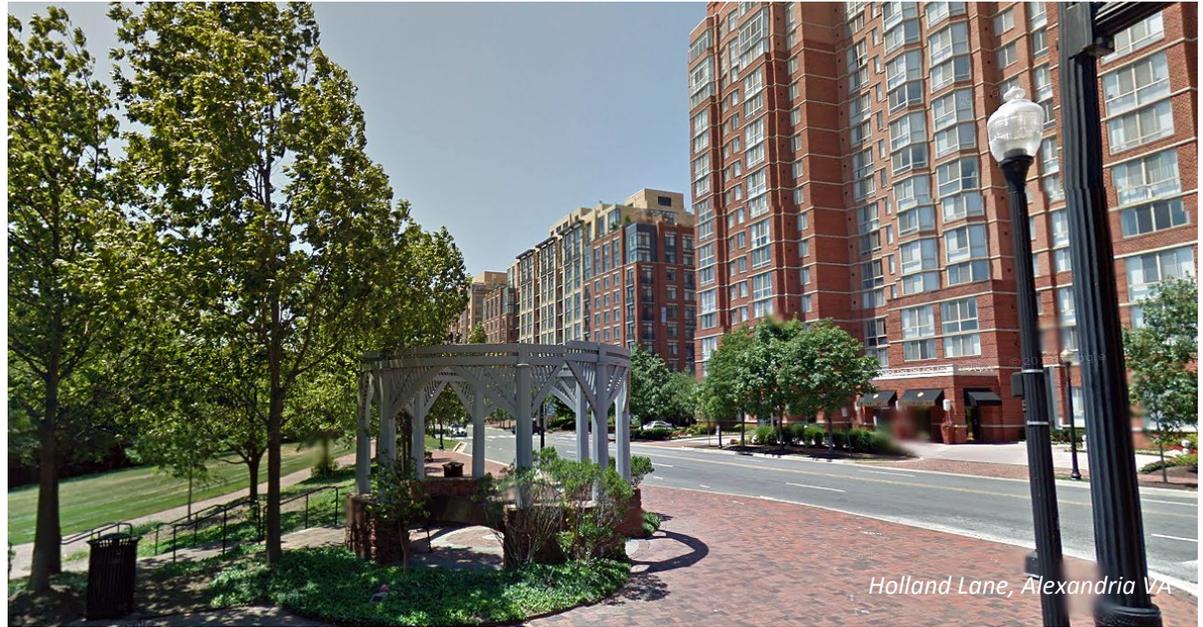
White Oak Science Gateway Planning Board Draft Master Plan, p. 89

New development on the 300-acre Percontee/Site2 properties should be sensitive to the adjacent Paint Branch Stream Valley Park and should provide extensive open space opportunities. Parks, trails, and recreational opportunities are needed for the future population of residents, workers, and visitors, including places for formal and informal gatherings, active recreation, spontaneous play, contact with nature, as well as connections within this center and beyond to other destinations.

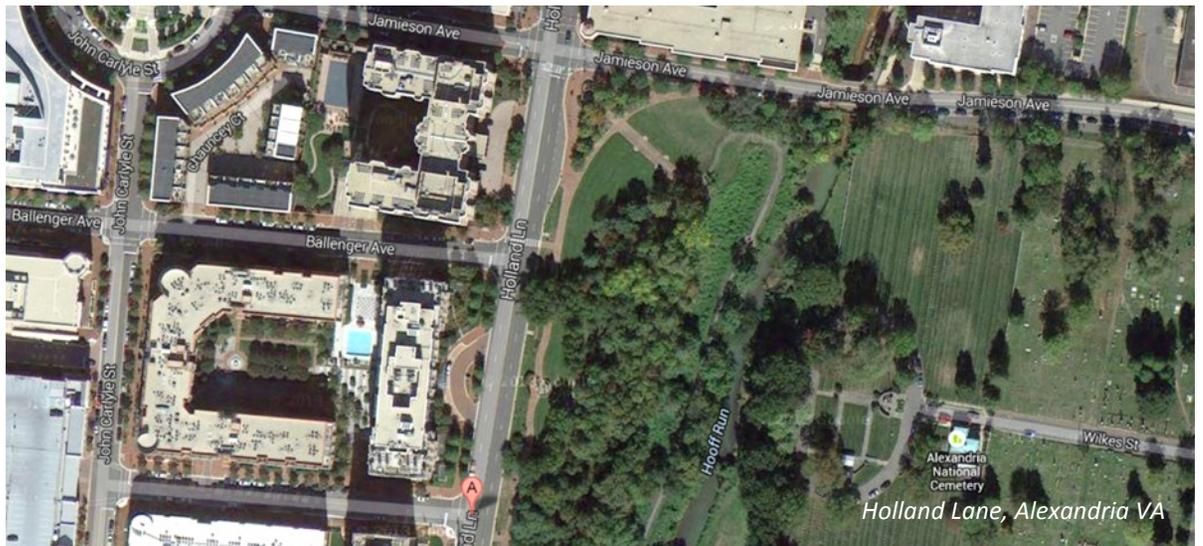
Paint Branch Overlook



Paint Branch Overlook Diagram



Holland Lane, Alexandria VA

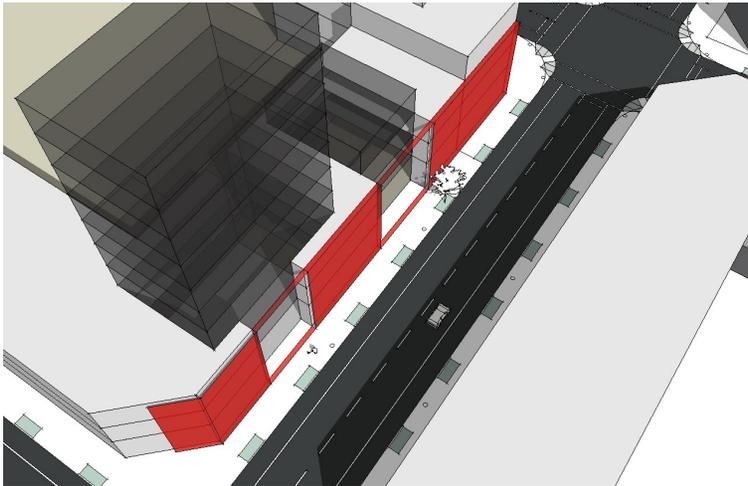


Holland Lane, Alexandria VA

Right: Example illustrates the implementation of development—enhanced environmental resource, including recreational areas.

Implementation Resources

These guidelines utilize various design elements to illustrate the integrated environment envisioned by the Master Plan. Their primary focus is on the role played by buildings in defining the public domain. Redevelopment should incorporate these elements to achieve well connected pedestrian environments within each center.



Design Elements

Build-to-Zones

Build-to-lines indicate where a building's street façade should be located to create continuous street walls that define and contain the public realm, and that may include retail or other street activating uses, primarily in areas where density is the highest. Build-to-areas allow for greater flexibility in locating the street wall within pre-established distances away from the public right-of-way. The Master Plan contains several areas where such flexibility might be appropriate or necessary; the guidelines use both strategies to build the pedestrian environments envisioned by the Plan.



Streetscape

Improving the streetscape along public corridors would promote safe pedestrian activity and enhance the character of the public realm through each center. Improvements should build on existing conditions where possible, to create local character. Incorporating sustainability measures is strongly encouraged.



Enhanced Intersections

Development should enhance existing intersections to improve connectivity, and to concentrate density in areas where it can become a focus for the neighborhood.

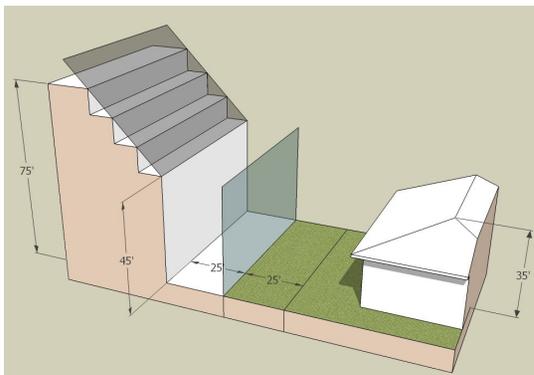
Enhanced intersections should include:

1. Street defining buildings at all corners, with entrances and/or activating uses oriented toward the corner, when feasible.
2. Sidewalk streetscape elements (including trees) that pull away from the corner to improve visibility across the intersection for pedestrians, cyclists, and motorists.
3. Building corner articulation that allows adequate space for pedestrians to congregate safely, away from vehicular traffic.
4. Consider speed-reducing measures at the road surface such as alternative materials at crosswalks. This would require MCDOT approval and coordination.



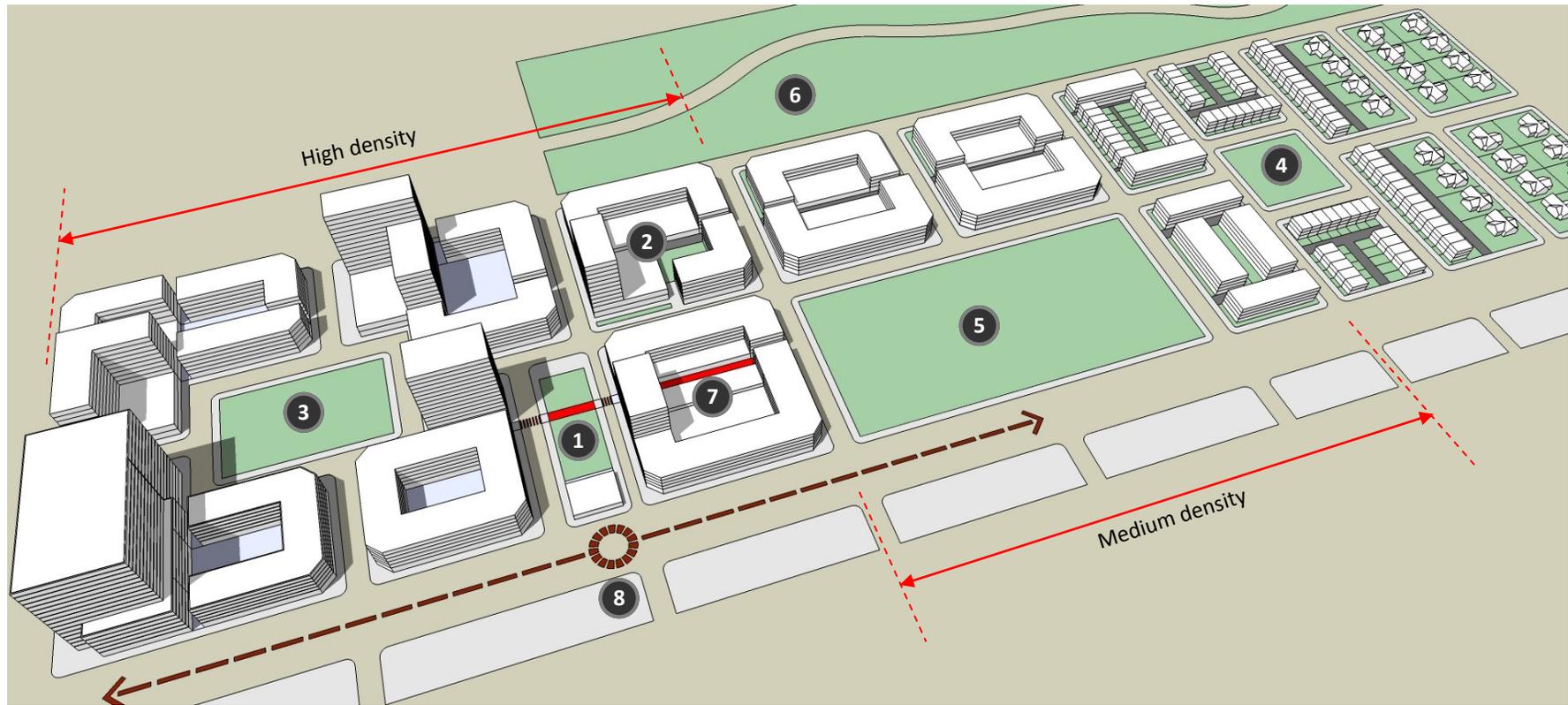
Landmarks and Gateways

Landmark structures 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. Landmark elements can also signal transitions to neighboring communities, or highlight access to mass transit or to prominent public spaces.



Transitions

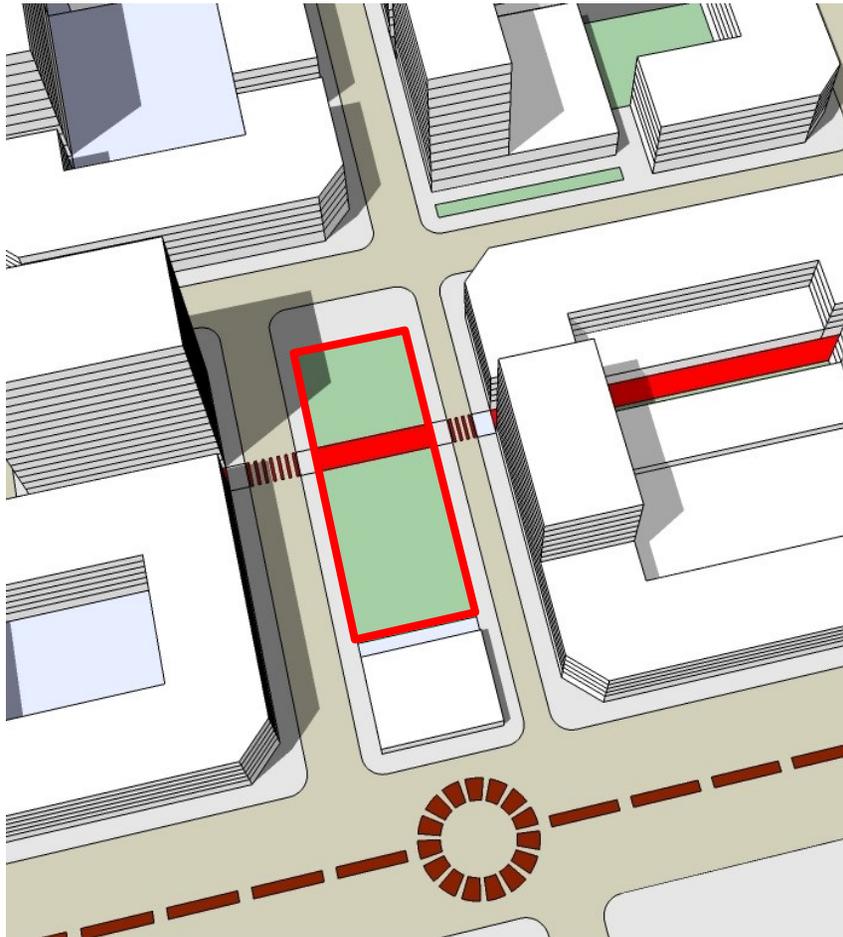
The illustrative diagrams for each of the centers outline areas where appropriate transitions should be considered between existing residential neighborhoods and areas with development potential. The Master Plan and Design Guidelines rely on tools part of the Commercial –Residential (CR) zones proposed such as rear yard setbacks and building height planes, in order to limit the extent of new building mass near single-family zones.



- 1 Urban Plaza
- 2 Pocket Park
- 3 Civic Green
- 4 Neighborhood Green
- 5 Active Local Park
- 6 Stream Valley Park
- 7 Mid-block Pedestrian Connection
- 8 Transit

Spaces for Public Use

The Master Plan recognizes that a successful system of parks and open spaces must be provided through a combination of public and private efforts. The Guidelines provide descriptions for a variety of open space types that could be provided by developing properties within the master plan area. The list is limited to the opportunities identified by the Plan, so it is not exhaustive. Descriptions are separated into two categories—spaces that should be privately owned and managed, and spaces that could be publicly owned and operated.



Urban Plaza

Public use space integrated into commercial or mixed-use development, to serve as focal point for community activity. Depending on size, may support organized activities and special events.

Location: Integrated with development; convenient to mass transit

Size: Less than 1 acre; actual size could be dependent on programmatic requirements

Design:

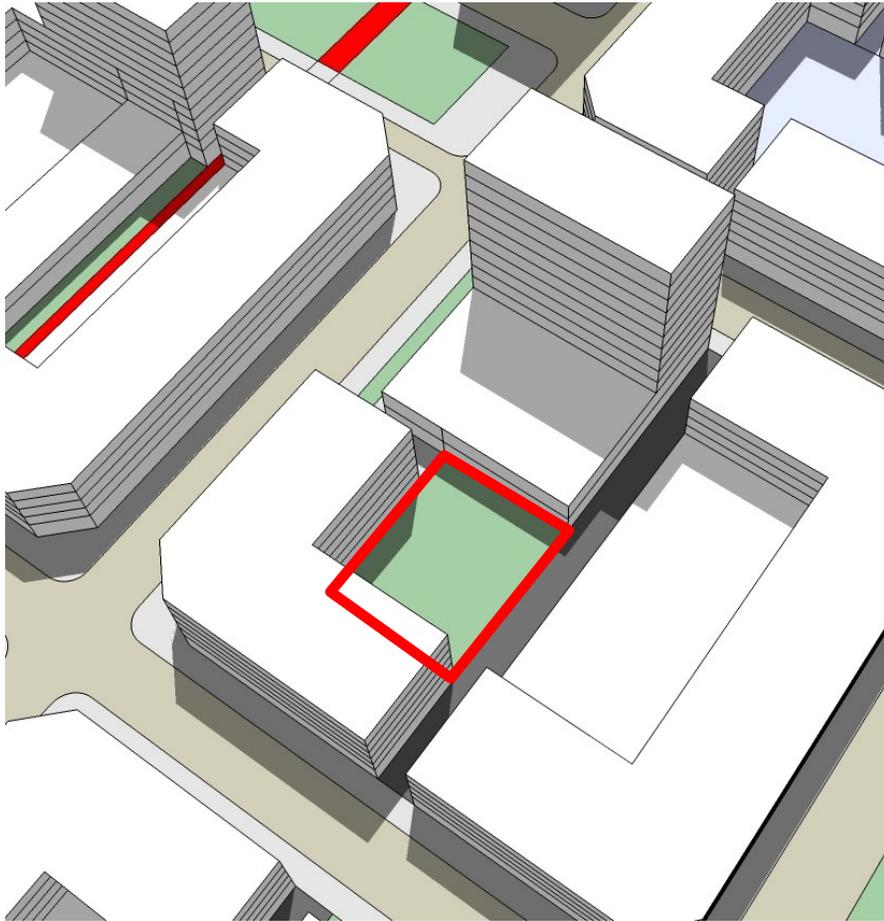
- Defined by building walls containing ground floor activating uses on at least two sides
- Visibility and access from adjacent sidewalks, streets, and buildings

Elements:

- Primarily hardscape – considerations for pervious surfacing are encouraged
- May include trees for shading
- Should include variety of seating options
- May include limited landscaped areas



Example: World Wide Plaza, New York, NY



Pocket Park

Privately developed small scale urban open space tucked into and scattered throughout urban fabric. These are intended to serve the immediately local population as a refuge from the bustle of surrounding urban life, and to offer opportunities for rest and relaxation.

Location: Integrated with development

Size: Approximately 1/4 acre or less

Design:

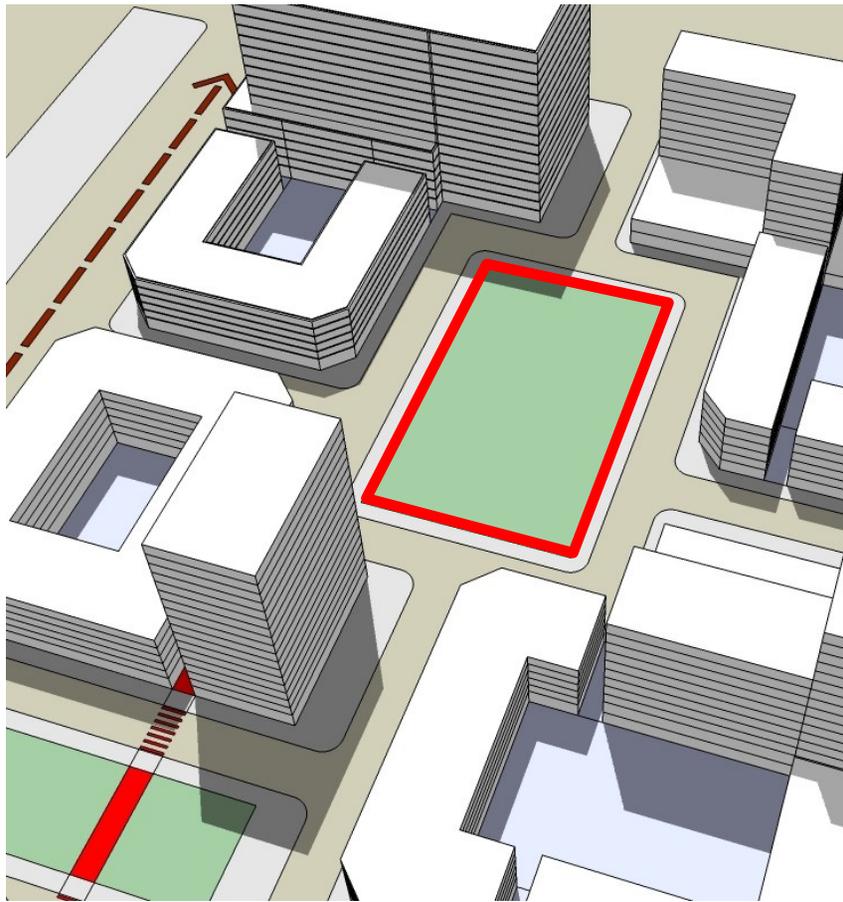
- Design as a single “room”, but may include spaces for small gatherings
- Defined by building walls on at least three sides; these may or may not contain activating uses
- Direct access to a local street
- Visibility and access from adjacent sidewalks, streets, and buildings

Elements:

- Primarily hardscape – considerations for pervious surfacing are encouraged
- May include trees for shading, planting areas, water features, art
- Should include variety of seating options



Example: Herald Square, New York, NY



Civic Green Urban Park

Formally planned, flexible, programmable public use space that can provide places for informal gathering, quiet contemplation, or large gatherings and special events.

Location: Integrated with development

Size: Approximately 1/2 acre minimum; preferable 1 to 2 acre area

Design:

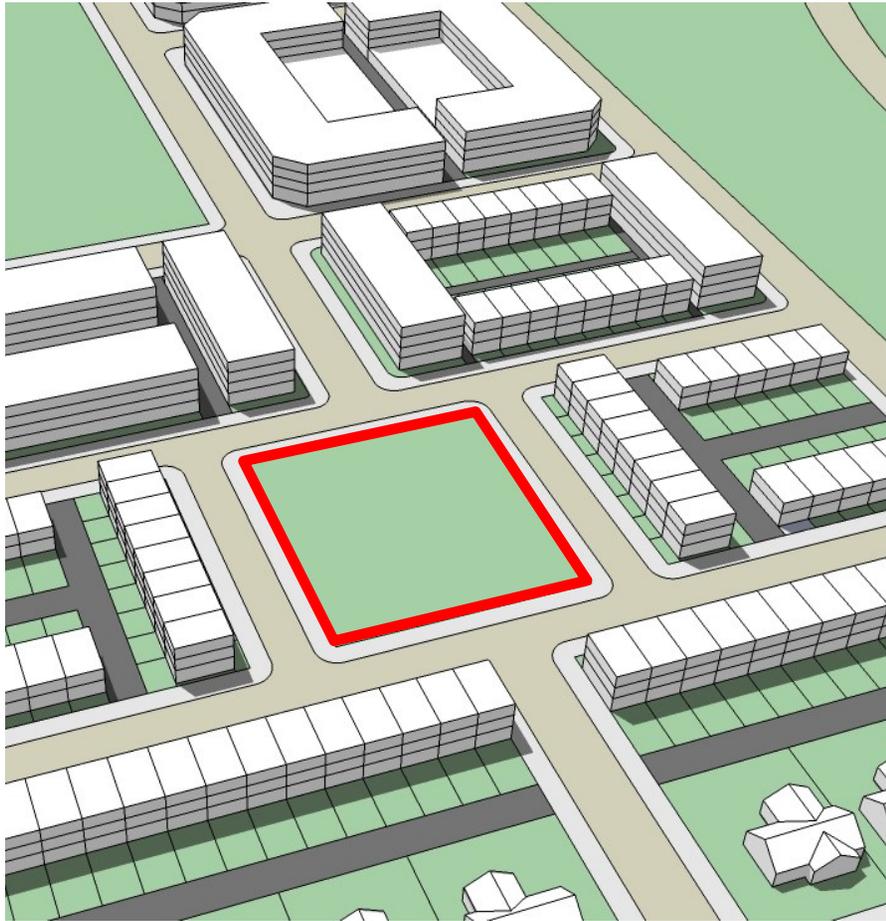
- Designed to incorporate several activity zones
- Flexible space to accommodate a variety of public gatherings
- Adjacent to major roads and/or business streets
- May be surrounded by local streets lined with high to medium density development, with continuous street walls and activating uses
- Visibility and access from adjacent sidewalks, streets, and buildings

Elements:

- Substantial central lawn area as a focal point
- Include trees for shading
- Plantings, lawn area, shaded sitting and pathways
- Might include play areas, community gardens, or similar neighborhood facilities
- Multiple options for seating
- Public Art
- Identity Features



Example: Rockville Town Center, Rockville MD



Neighborhood Green

Flexible open space to provide users from the surrounding neighborhood with options for passive recreation; may also be designed to include more active recreational uses.

Location: Integrated into mixed-use development with a primarily residential component

Size: ¼ acre minimum

Design:

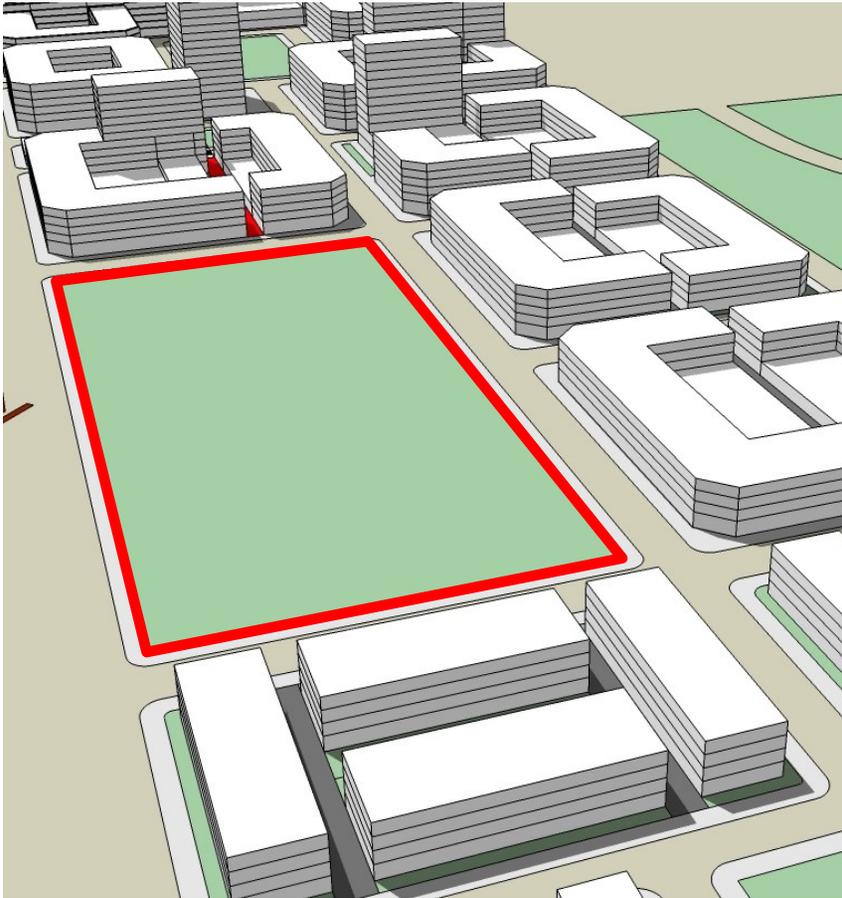
- Surrounded by local streets and medium density development
- Visibility and access from adjacent sidewalks, streets, and buildings

Elements:

- Include trees for shading
- Plantings, lawn area, shaded sitting and pathways
- Might include play areas, community gardens, or similar neighborhood facilities



Example: Stanton Park, Washington DC



Active Local Park

Large Park to provide athletic fields as well as space for programmed and un-programmed recreation facilities.

Location: Accessible from redeveloping properties and existing communities

Size: 4 acres minimum

Design:

- Designed to incorporate several intense activity zones
- Flexible space to accommodate a variety of public gatherings
- Adjacent to major roads and/or business streets
- Equally accessible from high to low density development areas

Elements:

- Consider amenities such as a community garden, a dog park, urban wooded areas, and play space.
- Include trees for shading
- Plantings, lawn area, shaded sitting and pathways
- Might include play areas, community gardens, or similar neighborhood facilities
- Include at least one large adult-sized rectangular athletic field
- Provide field illumination to increase hours of use
- On-street parking to the extent possible
- Consider co-location with elementary school, should a school be required



Example: Railroad Park, Birmingham AL

Other Resources

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 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/pedsafety/index.asp>

Maryland-National Capital Park and Planning Commission

M-NCPPC Development Manual
http://www.montgomeryplanning.org/development/development_manual/index.shtm

White Oak Science Gateway Master Plan
<http://montgomeryplanning.org/community/wosg/>

Countywide Transit Corridors Functional Master Plan
<http://www.montgomeryplanning.org/transportation/highways/brt.shtm>

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/>

ATTACHMENT 2

MCP-CTRACK

RECEIVED
0806
SEP 03 2013

From: Shane Pollin <spollin@duffieinc.com>
Sent: Friday, August 30, 2013 4:41 PM
To: MCP-Chair
Cc: Sturgeon, Nancy; Jonathan Genn
Subject: White Oak Science Gateway Master Plan Design Guidelines Concern
Attachments: DuffieLettertoPlanning_8-30-13.pdf

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Chair & Commissioners;

Please find attached a brief letter outlining a concern raised by our review of the Master Plan's draft design guidelines.

Thank you for all your efforts and have a nice holiday weekend.

Best,

Shane Pollin
The Duffie Companies
1701 Elton Road
Silver Spring, MD 20903
Phone: 301 434-3040 Ext. 800
Fax: 301 434-3854



August 30th, 2013

VIA E-MAIL

Francoise Carrier, Planning Board Chair
Commissioners of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: White Oak Science Gateway Master Plan

Dear Chair Carrier and Commissioners of the Planning Board:

I write you today on behalf of The Duffie Companies and the Duffie family respectfully requesting that you reconsider the move toward adding unnecessary specificity to Master Plan in the form of well-intentioned illustrative street networks within the Design Guidelines.

As was pointed out at the work session held on June 27th, there is a real risk that specificity will hinder the implementation of what may otherwise be great future plans. I would argue that the master plan is not the document in which roadways should be denoted with specificity. Diagrams generated without the benefit of studying the myriad of variables that would need to be evaluated prior to the design of a functional street network are bound to be wrong. By way of example, in the case of the properties that we own in partnership behind the White Oak Shopping Center, two significant design challenges which have not yet been studied include grade (which varies by ~70' across our site alone!) and the existence of a significant WSSC easement which traverses a portion of the property. What happens when our future plans, which will be designed with the benefit of study, place roads where they are feasible and practicable but NOT where they are (or how many there are) denoted on the Master Plan? I have conferred with our partners at Percontee who fully agree with our concerns. Please understand, we support a more interconnected grid of streets, we simply don't want to create unintended negative consequences.

We respectfully request that you follow the advice of staff and define the goal of encouraging an interconnected grid of streets through the use of written guidelines and NOT through the use of bright red lines which could prove to be a future obstacle.

Respectfully,

Shane A. Pollin
Director of Development
Ralph J. Duffie Inc.

Cc: Jonathan Genn, Percontee, Inc.

Established 1953