Ashton Village Center Sector Plan
Planning Board Briefing and Recommendations
Briefing Overview

- Background Information
- Preliminary Recommendations
- Outreach and Engagement
- Conclusion
Sandy Spring/Ashton

• The sector plan only covers a small part of the overall Ashton-Sandy Spring Census Designated Place (CDP) and the 1998 Sandy Spring/Ashton Master Plan.
Plan Purpose

• Make land use, zoning, design, transportation and environmental recommendations.

• Increase bikeability and walkability and meet Vision Zero objectives.

• Raise awareness of the County’s rich array of cultural and historic resources.
## What We Know

<table>
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<tbody>
<tr>
<td>Higher percent of school-aged kids (5-19), adults (45-64), and seniors (75+)</td>
<td>Higher percent of pre-school-aged kids (0-4) and young adults (20-44)</td>
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</tbody>
</table>
| Median income $135,375  
  • 32% over $200,000 | Median Income $106,827  
  • 21% over $200,000 |
| 66% homes valued over $500,000  
  • Largest percent valued $500,000 - $999,999 | 46% of homes valued over $500,000  
  • Largest percent valued $300,000 – $499,000 |
| 59% white non-Hispanic | 45% white non-Hispanic |
| Only 33 new dwelling units built in past 6 years |  

What We’ve Heard

• A walkable/bikeable rural village with shops and restaurants
• A meaningful community gathering space
• Too much traffic at the MD 650 / 108 intersection
• Staff’s scenarios are too dense / height and massing are out of scale with rural village character
• Design guidelines in the master plan can’t control what gets built
• Missing Middle housing is inappropriate
Plan Vision

The Ashton Village Center is a compact, walkable and bikeable rural village with varied housing opportunities, safe and complete streets, and inviting gathering places that foster a sense of community.
Guiding Framework

- **Village Core**: located at the intersection of two crossroads
- **Residential Edge**: provides a transition between the Village Core and the Rural Buffer
- **Rural Buffer**: provides a distinct separation between the village cores of Ashton and Sandy Spring (immediately west on MD 108)
Preliminary Recommendations

Creating a great sense of place through:

- Better bicycle and pedestrian mobility (Connections)
- A small increase in residential density to allow for attainable housing (Zoning)
- Design elements compatible with a rural village (Design)
- A system of neighborhood greens and inviting streetscapes (Open Space)
Connections
Village Transportation

In order to maintain the rural character of the Ashton Rural Village and meet the goals of Vision Zero, the transportation infrastructure must:

• Not sacrifice rural character for intersection throughput
  • Continue the two-lane road policies from the 1998 plan.
  • Not allow for the creation of additional turn lanes at MD 108 and MD 650.
  • Improve the intersection operations and geometry at MD 108 and MD 650, and MD 108 at Sherwood High School.

• Complete all missing and substandard sidewalks and sidepaths.
Intersection and Crosswalk Improvements

**MD 108 and New Hampshire Avenue**

- Full crosswalks on all sides
- Pedestrian crossing signals
- Pedestrian-scaled lighting
- Better lane markings and signage

**Sherwood High School Area**

- Safe crossing at signal
Pedestrian and Bicycle Mobility

- Sidepaths
- Sidewalks
- Trails

New Sidepaths
New Sidewalks
New Trails
Extension of Existing Trail
Ashton Village Center Sector Plan Boundary

Connection to existing Underground Railroad Experience Trail via Meetinghouse Road
Zoning
Existing Zoning

- Rural Cluster (RC)
- Rural Neighborhood Cluster (RNC)
- Residential-200 (R-200)
- Residential-90 (R-90)
- Residential-60 (R-60)
- Townhouse-Floating (TF-10)
- Planned Development (PD-5)
- Commercial Residential Town (CRT)
  - CRT 0.75, C 0.75, R 0.25, H 35
  - CRT 1.25, C 0.75, R 0.50, H 35
- Sandy Spring/Ashton Rural Village Overlay
- Ashton Village Center Boundary
Proposed Zoning

Four scenarios

• **Existing Zoning** – Mix of zones: CRT 0.75 and 1.25, PD-5, R-60, R-90, RC, and the Sandy Spring/Ashton Rural Village Overlay.

• **0.25 FAR** – Density is not conforming with all existing development today.

• **0.50 FAR** - Right-sized for a rural village, provides modest increase in development over what exists today.

• **0.75 FAR** – Too dense for a ‘rural village’, may require structured parking.

**CRN vs CRT**

• Current CRT zoning was applied during 2014 Zoning Ordinance rewrite

• CRN uses closely align with the Sandy Spring/Ashton Rural Village Overlay Zone
Proposed Zoning
Broad Design Principles

• Create a “true village center” for Ashton centered on the intersection of MD 650 and MD 108.

• Define street edges with buildings, lighting, landscaping.

• Use architecture, building massing, and uses to keep the village center in scale with a rural village.
Architectural Elements

Architectural elements on public facing facades:

- Porches
- Covered stoops
- Bay windows
- Dormers
- Gables
Site Design

The Plan will provide detailed design guidelines on the following for new developments:

• Siting
• Massing
• Open Space Location
• Parking
Rural Village Building Types

- Duplexes
- Townhouses
- Stacked Flats
- Mixed-Use
Open Space
Green Spaces
Environmental
Environment

*Enhance the built and natural environment by:*

- Targeted shading and cooling
  - Trees, awnings and building orientation
- Carbon Footprint Analysis
  - Major changes are unlikely
  - Pedestrian and bicycle activity is anticipated to increase
- Environmental Site Design stormwater management on any new development
Historic Preservation
Historic Preservation

**Historic Character of the Community**

• Many local historic resources within the greater Sandy Spring/Ashton area
  • Cloverly is the only designated historic resource in the Plan Boundary.
• Expand wayfinding signage and opportunities for connections to nearby historic sites, especially for pedestrians and bicyclists
  • Sandy Spring Historic District and individual historic sites
  • Connections to the Underground Railroad Experience Trail and Woodlawn Manor
• Support the 2002 Montgomery County Heritage Area Management Plan
Outreach and Engagement
## Sector Plan Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>May 16, 2019</td>
<td>Community Kickoff Meeting</td>
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<tr>
<td>May 23, 2019</td>
<td>Approval of the Scope of Work</td>
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<tr>
<td>October 15-16, 2019</td>
<td>Design Workshop</td>
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<tr>
<td>October 24, 2019</td>
<td>Design Workshop Summary</td>
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<tr>
<td>January 29, 2020</td>
<td>Community Briefing</td>
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## Community Outreach

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<tr>
<th>Date</th>
<th>Event Description</th>
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<tr>
<td>May 10, 2019</td>
<td>Informal Walk with Community</td>
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<tr>
<td>June 1-2, 2019</td>
<td>Strawberry Festival Table</td>
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<tr>
<td>Summer / Fall 2019</td>
<td>Office Hours</td>
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<tr>
<td>October 1, 2019</td>
<td>Bus Tour with Community</td>
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<tr>
<td>October 15, 2019</td>
<td>Walk Audit with Community</td>
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<td>1st week of March 2020</td>
<td>Postcard Mailings</td>
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Conclusion
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<th>Next Steps</th>
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<tr>
<td>Spring / Summer 2020</td>
<td>Working Draft Preparations</td>
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<td>July 2020</td>
<td>Present Working Draft to Board</td>
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<td>September 2020</td>
<td>Planning Board Public Hearing</td>
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<td>Fall 2020</td>
<td>Planning Board Worksessions</td>
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<td>December 2020</td>
<td>Transmit to Council</td>
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Discussion Items

• **Transportation**—Using measures other than widening the pavement at the MD 650/MD 108 intersection if traffic mitigation is necessary

• **Zoning** – Appropriate zone and density for properties around the intersection of MD 650/MD 108

• **Design** – Format and location (i.e. Pattern Book / Design Guidelines / Design Recommendations within or separate from the Sector Plan)

• **Open Space** – Types and locations

• **Equity** – Adequate outreach and plan recommendations

• **Schedule** – Are we on track for a July Working Draft and September Hearing?