

Resolution No.: 17-946
Introduced: November 19, 2013
Adopted: November 19, 2013

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Planning Board Draft Long Branch Sector Plan

1. On June 4, 2013, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Long Branch Sector Plan.
2. The Planning Board Draft Long Branch Sector Plan amends the 2000 East Silver Spring Master Plan and the 2000 Takoma Park Master Plan. It also amends the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways within Montgomery County, as amended; the Purple Line Functional Plan, as amended; and the Master Plan for Historic Preservation in Montgomery County, Maryland, as amended.
3. On July 15, 2013, the County Executive transmitted to the County Council his fiscal impact analysis for the Long Branch Sector Plan.
4. On July 9, 2013, the County Council held a public hearing regarding the Planning Board Draft Long Branch Sector Plan. The Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On July 22, July 29, and September 16, 2013, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Long Branch Plan.
6. On September 24, 2013, the County Council reviewed the Planning Board Draft Long Branch Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Long Branch Sector Plan, dated May 2013, is approved with revisions. County Council revisions to the Planning Board Draft Long Branch Sector Plan are identified below. All maps and illustrations should be updated to be consistent with the text. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the May 2013 Planning Board Draft Plan.

Page 9: Revise the third bullet under “Land Use, Zoning, and Character” as follows:

- Preserve and protect historic resources for future generations. [Add] Designate the Flower Theater (limited to the theater façade, two adjoining shoulders, and second wall to a depth of 40 feet from the theater building line) [to] on the [Locational Atlas and Index of Historic Sites] Master Plan for Historic Preservation and implement design guidelines to encourage compatible and appropriate future development nearby.

Page 15: Change Map 5 to reflect new boundary based on changes to Zoning recommendations.

Page 22: Delete the fifth bullet under “Safety” as follows:

- [supporting a permanent police sub-station as a CRT Zone optional method density incentive]

Page 23: Amend the second paragraph as follows:

The entire community, including young people, should be involved in helping to create a continuum of services and opportunities with other agencies and private and non-profit providers, such as:

Page 23: Amend the bullets under the heading “Health” as follows:

- identifying potential sites for farmer’s markets and community gardens in redevelopment areas
- continuing the implementation of programs [the Pedestrian Safety Initiative and the Long Branch Safety Plan] to make a more walkable community with an emphasis on pedestrian safety
- investigating non-traditional opportunities for ball fields and other active recreational facilities
- [supporting Safe Routes to School]

- promoting development patterns that encourage physical activity
- [supporting reliable access to healthcare for area residents through creative partnerships
- incorporating commercial space for health care services at/near proposed Purple Line transit stations]
- activating existing public spaces to encourage greater use and making them safer by improving access
- [supporting the County's application to designate the area as a Health Enterprise Zone].

Page 24: Amend the second paragraph as follows:

The Long Branch Affordable Housing Analysis, completed as part of this Sector Plan process, determined that implementing the Purple Line [and the Plan's proposed redevelopment] could impact real estate values[,] and drive up prices[,] and reduce the number of] To prevent a loss of market affordable units[,] and potential[ly displacing] displacement of lower-income residents, the Plan recommends retaining the zoning on most of the existing multi-family developments.

Page 24: Amend the fourth and fifth paragraphs as follows:

Current MPDU (Moderately Priced Dwelling Units) regulations in Montgomery County require new development with 20 or more dwelling units to provide at least 12.5 percent of the units as affordable to households earning up to 65 percent of the area median income. [However, the Plan recommends that all new development in Long Branch with at least 20 units provide a minimum of 15 percent MPDUs, adding about 700 MPDUs in the Plan area after full buildout.]

[Even this goal does not ensure no net loss of affordable housing in Long Branch.] The Plan recognizes that maintaining affordability is essential and that higher densities and other incentives are needed to encourage affordable housing units above the minimum. But[,] the MPDU program should not be viewed as the sole remedy. To resolve this challenge requires a more comprehensive set of recommendations and cooperation with other agencies and policy makers.

Page 24: Amend the first sentence of the seventh paragraph as follows:

The Sector Plan encourages development that increases housing opportunities and [results in a no net loss of income-restricted,] maintains existing affordable housing.

Page 25: Amend text in the first paragraph and insert text from pages 59-60 as follows:

[To promote retaining housing affordability as a primary Plan goal, sites that are designated for the Long Term phase may be developed during the Interim Development phase, provided that a minimum of 20 percent affordable units (as defined by the

County's General Plan and Housing Policy) are provided and that development is consistent with the Plan's ultimate vision.]

Recommendations seek to increase the number of affordable homes and further expand housing choice in Long Branch by providing options for various types of housing, including MPDUs, live/work units, and accessory dwelling units. Furthermore, increased densities will help support the local economy by attracting new residents with varying income levels. They will shop at existing small businesses and encourage new retail and commercial uses to locate within Long Branch, creating local jobs.

The Purple Line may well result in increased housing values and raised rents, however, the Plan seeks to address affordability and displacement issues through a comprehensive strategy that includes the MPDU program, increased funding and programming to create affordable housing, and introducing housing where it currently doesn't exist—on historically commercial properties.

Recommendations to help preserve affordability are:

- CRT Zone Optional Method Density Incentives
- preserving and creating affordable housing through the targeted use of tax credits and other financing tools that support public/private partnerships
- encouraging live/work units in appropriate locations
- providing a range of unit sizes, including those accommodating larger families
- supporting a range of on-site services, facilities, and programs targeted to affordable or subsidized units
- encouraging the retention of small businesses and neighborhood serving commercial uses.

Page 27: Amend the second, third, and fourth paragraphs as follows:

The Plan proposes leveraging the public's investment in the Purple Line with comprehensive land use, zoning, and design recommendations. These will help realize a balanced approach to redevelopment and address positive changes on the physical landscape and the quality of life in Long Branch. [Future development will, therefore, be directed through two Sectional Map Amendments (SMAs). Phase One will allow interim development, before the arrival of the Purple Line, timed to coincide with the Plan's approval and adoption. Phase Two addresses longer term development, when the full funding agreement for the Purple Line is in place.]

The [first] Sectional Map Amendment (SMA) will implement[s] the Plan's recommendations [outlined in Interim Development] and [proposes rezoning] will rezone key properties that have the greatest potential for redevelopment. Criteria include size, ownership patterns, the presence of large surface parking lots, and proximity to major intersections and future Purple Line stations. (A map identifying each of the sites recommended for redevelopment and rezoning appears on page **.) Redeveloping these properties for mixed-use not only enhances commercial and retail opportunities and

introduces a potential for office uses in Long Branch, it also provides a mechanism to preserve affordable housing through the County's Moderately Priced Dwelling Unit (MPDU) program. The resulting MPDUs will help alleviate some of the potential displacement of market rate affordable units that may occur in the future, especially as the Purple Line makes Long Branch an even more desirable place.

[The second SMA is focused on Long-Term Development and proposes rezoning smaller commercial and older residential and rental properties. This SMA should only be initiated after the full funding agreement has been completed for the section of the Purple Line that contains the Arliss Street and University Boulevard stations. This SMA builds on the development outlined in the first SMA and continues to support the Plan's goal of comprehensive reinvestment. Additionally, the Plan includes a staging policy that encourages the development of additional affordable units.]

Page 29: Amend the first paragraph, second bullet and the second paragraph, and add text as follows:

- [Add] Designate the Flower Theater [to the Locational Atlas and Index of Historic Sites] (limited to the theater façade, two adjoining shoulders, and second wall to a depth of 40 feet from the theater building line) on the Master Plan for Historic Preservation.

[While the Flower Theater and Shopping Center meet the criteria of the Preservation Ordinance, the public interest in increased density of development outweighs the benefits of their designation in the Master Plan for Historic Preservation. As such, the Flower Theater, limited to the theater façade, two adjoining shoulders and second wall plane to a depth of 40 feet from the theater building line, are to be placed on the Locational Atlas and the Index of Historic Sites.] Redevelopment will be guided by urban design guidelines to ensure redevelopment is compatible with the historic resource.

The Flower Theater façade should retain its prominence along the Flower Avenue frontage. To preserve its façade as the focal point on the block:

- new buildings shall not rise above the Theater's height along Flower Avenue for a depth of 40 feet
- adjacent construction for a length of 20 feet and depth of 40 feet shall not be taller than one story
- new buildings must be set back along Flower Avenue in line with [the shoulders of] the theater.

The Flower Theater

This resource, located at 8721-8729 Flower Avenue, consists of the Flower Theater and three flanking stores. The Flower Theater, completed in 1950, was designed by renowned theater architect John J. Zink. The resource meets criteria 2b, representing the work of a master; and 2e, as the established and familiar visual feature of the Long

Branch community. The environmental setting extends for the length of the resource and is measured from the Master Planned Right of Way for Flower Avenue to a building depth of 40 feet measured from the front façade of the theater building line.

Page 30: Amend the second sub-bullet under the first bullet as follows:

- a central civic green urban park, [ranging from] at least ½ [to one] acre, depending on projected densities, located [near a public transit hub] in the center of the Town Center block (see Site 1 on map on page **), close to the Arliss Street Station, next to activating uses, with a mixture of hard and soft surfaces, including a central lawn area for events

Page 31: Move the floating symbol for the Civic Green from Site 9 to Site 1.

Page 32: Under “For Everyone”, amend the first sub-bullet under the first bullet as follows:

For Everyone

- The existing central linear park, Long Branch Stream Valley Park, serves the entire Planning Area and contains a series of parks and spaces connected by a north-south trail. Improvements needed to enhance the safety and function of the park, as well as improve transportation circulation for the Plan area, include:
 - widening the Domer Avenue bridge to help improve [(multimodal)] pedestrian[,] and bicycle [, and vehicular transportation] circulation in the Plan area.

Pages 32-33: Under “For the Sector Plan Area”, delete the fifth sub-bullet under the first bullet as follows:

For the Sector Plan Area

Existing and proposed parks that are to serve the entire plan area should be improved as follows:

- Long Branch Local Park
 - Improve views into the park from surrounding neighborhoods by removing non-native invasive vegetation along the park’s perimeter.
 - Improve pedestrian connections between ballfields and Long Branch Bridge and trail along west side of recreation center.
 - Create a Heart Smart Trail using the existing loop trail around the ballfield.
 - Add local art and cultural amenities.
 - [As part of life-cycle upgrades and replacement during the life of the Plan, consider relocating the Long Branch Pool and Recreation Center outside the stream buffer and closer to the library - the area of highest density and a future nearby Purple Line station.]

- Resolve vehicular access issues to the Long Branch Pool and Recreation Center in light of proposed traffic restrictions along Piney Branch Road associated with the Purple Line.

Page 33: Under the “Long Branch Local Park” section, revise the last two bullets as follows:

- Realigning the driveway to the Local Branch Local Park [with the planned extension of Glenville Road] across from Barron Street.
- Adding a left turn lane on Piney Branch Road upon the redevelopment of 8700 Barron [s]Street [and/or utilizing the proposed multimodal (vehicular, bicycle and pedestrian) bridge at Domer Avenue over Long Branch Stream Valley Park].

Page 34: Delete the first sub-bullet under the first bullet and replace as follows:

- New Urban Park
 - [Establish a central Civic Green Urban Park at least one half acre, to be located on an Interim Development (Phase One) site within the area of highest density. The park should be located near the planned Arliss Street Station, have a visible connection to nearby activating uses, and contain a mixture of hard and soft surfaces, including an event space. It should also be owned and operated by MNCPPC Montgomery Parks.]
 - As Site 1 redevelops, its owners should provide a Civic Green Urban Park of at least one half acre, centrally located, and near the planned Arliss Street Station and the proposed east-west private street. The park should be visible, animated by nearby activating uses, and its design should be a mix of hard surface and landscaped areas, including an event space. To meet a short-term need for a central event space in Long Branch, the Department of Parks is encouraged to work with landowners to establish an interim Civic Green on any available land that is on or near Site 1. The interim park should be a simple design with seating and open areas for gathering.

Page 35: Under “Community and Recreation Centers”, delete the first bullet under the first paragraph as follows:

The planned Purple Line will improve access to community and recreation facilities and will enlarge their service areas. The Plan’s redevelopment recommendations will also [substantially] increase the population in Long Branch. The Department of Recreation will therefore[,] assess the need for additional facilities based on anticipated changes, including:

- [the need for a new recreation center and pool]

Page 35: Revise the map to remove the proposed Police Substation and move the Civic Green to Site 1.

Page 36: Under “Safety, Fire and Rescue, and Emergency Medical Services”, amend the first paragraph and delete the first bullet under “Recommendations” as follows:

The 3rd District Police Station, located at 801 Sligo Avenue in Silver Spring, serves Long Branch. Its planned relocation to the intersection of New Hampshire Avenue and US 29 will include upgraded work areas, essential security features, and a public meeting space. Police services in Long Branch had previously been supplemented by a temporary police substation located at 8505 Piney Branch Road. This station closed in 2012.

Recommendations

- [Establish a permanent police substation within the Long Branch Town Center area, using the CRT Zone Optional Method Density Incentive.]

Page 37: Insert the following text after the last bullet (moved from page 60 of the Plan):

The Plan encourages the development of properties with mixed uses that are compatible with the surrounding community. The attention is on properties that require a catalytic push from the implementation of the Purple Line to make development economically feasible.

The Plan is designed to minimize potential displacement of residents and small businesses. Consequently, incremental development, with appropriate transitions, will allow the community to plan for and absorb change in an orderly manner, while maximizing affordability.

The Plan will also rezone selected properties to bring them into conformance with current development standards by:

- applying the CRT Zones to allow and encourage reinvestment in and development of smaller commercial properties and aging residential complexes
- using the Optional Method Density Incentive provision of the CRT Zone to encourage property assemblage and adaptive reuse
- using zoning and design to guarantee adequate transitions between proposed and existing development, particularly when residential properties are being rezoned.

Page 39: Revise Map 13 to reflect changes to Proposed Zoning, amend language, and add text as follows:

The CRT Zone provides different development standards under the Standard and Optional Method. The Standard Method allows for development with a maximum FAR of 1.0. The Plan encourages Optional Method development that uses a variety of incentive-based density increases up to a maximum in the recommended zone. Within Long Branch, Optional Method development will be limited to the maximum of the density and height indicated on the zoning map (see Map 13, Proposed Zoning).

Recommendations

- Apply the CRT Zones to provide for mixed-use development, concentrate commercial uses, promote property assembly, and encourage additional businesses to locate within key investment areas in Long Branch.
- Reconfirm existing single-family residential zones in established single-family neighborhoods to maintain a varied residential character.
- Properties will be rezoned to an appropriate CRT Zone[, which and will be phased in through two Sectional Map Amendments. This approach will minimize residential displacement and the loss of affordable housing by giving the community time to adjust to changes and allowing time for other strategies to preserve and create affordable housing to be implemented. This approach will also leverage public investments, and to encourage infill development] with a maximum 3.0 FAR and heights ranging from 35 to 120 feet.
- The CRT Zones specifically allow phasing public benefits, and the Planning Board should consider options for phasing that are commensurate with the size and scale of development so that the cost of providing public benefits does not make interim development financially infeasible.
- Property owners undertaking limited, interim development will not be expected to relocate existing buildings to conform to Plan recommendations.

Design

The Plan seeks to create redevelopment that fits within the context of the surrounding community and celebrates the uniqueness of Long Branch. It applies the CRT Zone where additional mixed-use development is planned. In the long term, any displacement of small businesses or residences resulting from increased real estate values associated with the Purple Line will be offset by encouraging infill development supporting neighborhood-serving retail and services and affordable housing.

Recommendations

- Focus development near Purple Line stations and major intersections.
- Encourage public art.
- Reconstruct Piney Branch Road as an urban boulevard with transit and wide sidewalks flanked by street trees, bicycle lanes, and improved lighting.
- Reconstruct University Boulevard with transit and wide sidewalks flanked by street trees, bicycle lanes, and improved lighting.
- Enhance pedestrian safety at the Piney Branch Road and University Boulevard intersection by adding wider crosswalks, pedestrian refuges, and audible signals.

Page 40: Amend fourth bullet as follows:

- encouraging existing residential property owners to construct [rain gardens and applying other effective stormwater techniques] stormwater management treatments on their properties, including, but not limited to: rain gardens, cisterns, filter strips,

permeable surfaces, dry wells, roof disconnects, and other means of reducing the effects of runoff

Page 40: Add a new sixth bullet as follows:

- minimizing surface parking on redevelopment projects through the use of underground or surface parking garages.

Page 41: Add a 3rd bullet as follows:

- Use planting techniques in streets, sidewalks, and on redevelopment projects such as interconnected tree panels and tree pits to maximize soil volumes per tree thereby increasing tree survivability

Page 42: Delete existing bullets and add two bullets as follows:

- [encourage high performance construction with a minimum energy efficiency standard of 17.5 percent below the calculated baseline performance (the standard commercial requirements in codes for energy-efficient design)
- encouraging building reuse and meeting or exceeding a 10.5 percent energy efficiency standard below the calculated baseline performance
- maximizing the use of renewable energy through the use of:
 - solar
 - geothermal
 - biomass and biogas
 - wind
 - district energy (local fuel, heating, and cooling sources produced centrally and distributed to residential or commercial consumers)
- encouraging whole building design to maximize high-performance buildings
- applying techniques to reduce energy demand:
 - passive solar heating and lighting
 - passive cooling using shading and ventilation
 - building orientation
- using recycled and locally produced building materials and supplies
- using deconstruction to facilitate reuse and recycling of building materials
- requiring high albedo (reflective) roofs, except for green roofs]
- Encourage new buildings to reduce energy demand.
- Incorporate alternative renewable energy sources into building or neighborhood design.

Page 43: Insert the following text under “Mobility” before the “Pedestrian and Cyclists” section:

Improved access to transit and integrated transportation connections are major Plan goals. Purple Line construction will improve access to premium transit, reduce

congestion, and improve walkability. It also offers opportunities to connect bikeways to the two planned Purple Line stations—Long Branch Station and University Boulevard Station. Other transportation recommendations support safer, more attractive and efficient pedestrian and bicycle routes, and provide fully integrated multi-modal connections.

Transit

The Plan supports implementing the Purple Line Locally Preferred Alternative, as shown in the 2010 Purple Line Functional Master Plan. Long Branch residents and employees currently rely on public transit and the Purple Line will only increase transportation opportunities. This Plan seeks to leverage the Purple Line to maximize opportunities for reinvestment or new development. The ultimate goal is to create a pedestrian-friendly, transit-oriented area of mixed-use development.

Recommendations

- Use techniques such as high-visibility crossings, controlled traffic movements, and additional green time for pedestrian crossings, where operationally feasible, to provide safe access to Purple Line stations located in the median on University Boulevard and Arliss Street.
- Improve access to existing bus stops and future Purple Line stations, recreational and institutional uses, and area neighborhoods by studying the implementation of a full pedestrian crossing signal on Piney Branch Road at Garland Avenue.
- Where there is insufficient public right-of-way, locate bus shelters on private properties via easements.
- Consider bilingual wayfinding signs to identify safe and direct paths to and from the Purple Line stations.
- Supplement transit choice by continuing local bus service to future Purple Line stations.

Page 43: Revise the title of the section “Pedestrian and Cyclists” to “Pedestrian and Bicycle Facilities.”

Page 43: Amend the “Recommendations” section as follows:

Recommendations

- Create a sidewalk improvement program for the Plan area.
- Improve the pedestrian bridge over the Long Branch Stream Valley at Clayborn Avenue.
- [Provide a multi-modal (vehicular and pedestrian) bridge over the Long Branch Stream Valley at Domer Avenue that includes two traffic lanes, a shared use path, and a sidewalk.] Provide a shared-use path on a bridge over the Long Branch Stream Valley at Domer Avenue. A standard shared-use path on a bridge is 14 feet

wide, including a 10-foot treadway and 2-foot offsets from lateral obstructions on either side.

- Install a signed, shared on-street roadway along Sligo Creek Parkway.
- Provide bicycle lanes along:
 - Wabash Avenue (between Sligo Creek Parkway and Garland Avenue)
 - Piney Branch Road (between Sligo Creek Parkway and [Arliss Street] University Boulevard)
 - Flower Avenue (between Arliss Street and [Domer Avenue] Piney Branch Road)
 - Arliss Street
 - Carroll Avenue.
- Create shared-use paths along:
 - Wabash Avenue (between Sligo Creek Parkway and Garland Avenue)
 - Garland Avenue (between Wabash Avenue and Clayborn Avenue)
 - Clayborn Avenue (between Garland Avenue and Long Branch Trail)
 - Domer Avenue (between Flower Avenue and Barron Street/Seek Lane Local Park)
 - Barron Street (between Domer Avenue and Gilbert Street)
 - Gilbert Street (between Long Branch Trail and University Boulevard)
 - Gilbert Street Extended (between University Boulevard and Piney Branch Road)
- Create a dual bikeway on University Boulevard between Carroll Avenue and Piney Branch Road (the Purple Line will accommodate bike lanes along University Boulevard).
- Provide an interim shared-use path along the east side of University Boulevard between Carroll Avenue and Piney Branch Road.
- Transition from shared-use paths to directional cycle tracks, as appropriate.
- Create bike lanes on Piney Branch Road between Arliss Street and University Boulevard.
- Create a dual bikeway along Piney Branch Road between University Boulevard and Carroll Avenue that includes a shared-use path and bike lanes.
- Create a shared-use path along Gilbert Street Extended between University Boulevard and Piney Branch Road.
- Extend Long Branch Trail north of Piney Branch Road to connect to the Long Branch Pedestrian Bridge and Long Branch-Arliss Neighborhood Park.
- Improve the visibility and safety of the Long Branch Trail crossing at the intersection of Barron Street and Piney Branch Road with signage and pavement markings.

Page 45: Amend the following rows in Table 1 as follows:

Route	Name	Type	Plan Limit	Status	Description
DB-5	University Boulevard (MD 193)	[Interim: bike lanes and shared-use path] [Ultimate:] [b]Bike lanes and directional cycle track	Carroll Ave to Piney Branch Rd	proposed	
BL-38	Flower Avenue	Bike Lanes	[Domer Ave] <u>Piney Branch Rd</u> to Arliss St	Proposed	Improves accommodation for bicycles within Long Branch
[PB] <u>SR-8</u>	Flower Avenue	Signed shared roadway	Wabash Ave to [Domer Ave] <u>Piney Branch Rd</u>	Proposed	Neighborhood connection to Long Branch Town Center
[PB] <u>SR-8</u>	Flower Avenue	Signed shared roadway	Arliss St to Plymouth St	Proposed	Neighborhood connection to Long Branch Town Center

Page 46: Under “Recommendations”, amend the second bullet and add a bullet as follows:

- Reclassify Flower Avenue between [Wabash Avenue] Domer Avenue and Piney Branch Road as a Business Street (from Arterial) with a minimum right-of-way of 60 feet.
- Reclassify Flower Avenue between Domer Avenue and Carroll Avenue as a Minor Arterial.

Page 46: Add the following to “Recommendations”:

- Modify the University Boulevard street cross section between Carroll Avenue and Piney Branch Road to accommodate the Purple Line (within a dedicated median lane), bike lanes and cycle tracks (ultimate).
- Implement a new cross section for Piney Branch Road between University Boulevard and Carroll Avenue to include a median, street trees, bike lanes, a wide sidewalk, and a shared-use path.
- Provide a Piney Branch Road right-of-way between Flower Avenue and Arliss Street that is at least 103 feet wide, to accommodate a median; between Arliss Street and University Boulevard it should be at least 112 feet wide to accommodate the Purple Line in a dedicated median lane.
- Provide for an Arliss Street right-of-way between Piney Branch Road and Garland Avenue that is at least 127 feet wide and between Garland Avenue and Flower

Avenue that is at least 110 feet wide, to accommodate the Purple Line in a dedicated lane.

- Extend Domer Avenue across Long Branch as a shared-use path crossing via a new and improved bridge.
- Extend Gilbert Street (between University Boulevard and Piney Branch Road) with a minimum right-of-way of 70 feet and a business street cross section. Extending Gilbert Street will provide access to a redeveloped Site #12, mitigate the proposed left turn prohibitions from Piney Branch Road, and provide on-street parking for some park users. Impacts on the existing community and parkland can be minimized through remedial design and traffic calming, if needed.
- Public parking will be allowed on Gilbert Street Extended as proposed, on both sides of the street, which could help replace parking lost to impacts associated with the Purple Line.
- Extend Winding Hill Way (City of Takoma Park right-of-way) as a public alley extending to Flower Avenue with a minimum right-of-way width of 20 feet.
- Reclassify Glenview Avenue as a Business Street with a minimum right-of-way width of 70 feet and extend it to Piney Branch Road to improve neighborhood connectivity.

Page 46: Insert the following text after the “Recommendations” section:

Intersections

Major intersections within the Plan area are currently operating below the Silver Spring/Takoma Park Policy Area congestion standard of 1,600 CLV, except for the University Boulevard/Piney Branch Road intersection. It currently operates slightly above the congestion standard during the evening peak hour. A traffic analysis completed as part of the Purple Line AA/DEIS indicated that this intersection will operate with a Level of Service F in year 2030, with or without the Purple Line. Analysis of the intersection indicates that the following modifications would bring the University Boulevard/Piney Branch Road intersection within the congestion standard and would generally improve intersection capacity, safety, and traffic/pedestrian flow in Long Branch.

Recommendations

- Reconfigure University Boulevard/Piney Branch Road intersection to:
 - accommodate the Purple Line station within the University Boulevard median just south of Piney Branch Road
 - eliminate left turns from Piney Branch Road to University Boulevard in both directions. Relocate left turns from eastbound Piney Branch Road to northbound University Boulevard via Gilbert Street Extended
 - improve pedestrian/bicyclist safety and accessibility to the Piney Branch Road Purple Line station and to the New Hampshire Estates Neighborhood Park and provide additional time for pedestrian/bicycle crossings.

- Reconfigure the Piney Branch Road/Arliss Street intersection to accommodate an extension of Glenview Avenue.
- Provide a traffic signal at the intersection of University Boulevard, Gilbert Street, and the Gilbert Street Extension when warranted. Prohibit vehicular traffic across University Boulevard between Gilbert Street and the Gilbert Street Extension, and prohibit left-turns from Gilbert Street to northbound University Boulevard.
- Provide a traffic signal at Arliss Street and the east entrance to the superblock when warranted.
- Provide a traffic signal at Arliss Street and Garland Avenue when warranted to enhance access to the Long Branch Library.
- Provide a traffic signal at the intersection of Piney Branch Road and Garland Avenue when warranted.

Sustainability

These recommendations for sustainability build on public investments in parks and the natural environment. The following recommendations not only help improve the environment, but also encourage walking and cycling, allowing people to get to public amenities and transit more easily. They also address infrastructure improvements required to accommodate the Purple Line and that could not be undertaken prior to its construction.

Recommendations

- Extend the Long Branch Trail north of Piney Branch Road to connect to the Long Branch Pedestrian Bridge and Long Branch-Arliss Neighborhood Park.
- Improve the visibility and safety of the Long Branch Trail crossing at the intersection of Barron Street and Piney Branch Road with signage and pavement markings.

ENVIRONMENT

The Plan encourages the introduction of green building principles where feasible and appropriate.

Recommendations

- Utilize land gained from expanded rights-of-way, necessary to accommodate the Purple Line, to enhance a comprehensive stormwater management system.

Page 47: Revise Map 15 to reflect revised Table 2 - Roadway Classifications.

Page 51: Insert Illustrations 5-18 (from Plan pages 63-76) after Illustration 4 on page 50. Revise the Plan Recommendations Arliss Street's right-of-way in Illustrations 6 and 7 from 126 feet to 127 feet.

Page 51: Amend the following rows in Table 2 as follows:

Roadway Facility	Master Plan of Highways Number	Limit	Minimum r.o.w. ¹ (ft.)	Number of Lanes ²	Target Speed
<u>Major Highway</u>					
University Blvd	M-19	Piney Branch Rd to Gilbert St	163 ³	5 [6] Lane divided w/ transitway	35
University Blvd	M-19	Seek Ln to Bayfield St	141 ^{[4,5] 3.5}	4 Lane divided w/ transitway	35
<u>Arterials</u>					
Piney Branch Rd (MD 320)	A-311	Sligo Creek Pkwy to Flower Ave	80 ³	4	30
[Flower Avenue (MD 787)]	[A-83]	[Wabash Ave to Domer Ave]	[60]	[2]	[25]
<u>Minor Arterial</u>					
[Glennville Road] <u>Flower Avenue</u>	MA-2	[Piney Branch Rd to University Blvd] <u>Domer Ave to Carroll Ave</u>	[60] <u>70</u>	2	25
<u>Primary</u>					
Garland Avenue	P-4	Wabash Ave to [Arliss St] <u>Piney Branch Rd</u>	60	2	25
<u>Garland Avenue</u>	<u>P-4</u>	<u>Arliss St to beyond Long Branch Library</u>	<u>60</u>	<u>2</u>	<u>25</u>
Domer Avenue	P-8	Flower Ave to [Barron St] <u>Garland Ave</u>	60	2	25

Page 52: Delete Map 16 – Interim Development Sites and replace with map showing all sites recommended for rezoning.

Pages 53-54: Modify the table and text as follows:

[Interim] Development [- Specific] Sites

1. Long Branch Town Center – includes 8701, 8800, 8805, 8807, 8809 Flower Avenue, 8528 and 8550 Piney Branch Road, and 8750 Arliss Street

Size:		
	Existing	Proposed
	[431,010] 521,266 sf	
Land Use	commercial use	mixed-use
Zoning	C-1 (Convenience commercial)	Arliss Street Property – CRT 2.5, C [.5] <u>1.0</u> , R 2.0, H 60 8805-8809 Flower Avenue – CRT 2.5, C [.5] <u>1.0</u> , R 2.0, H 60 Flower Theater and Shopping Center – CRT 3.0, C 1.0, R [3.0] <u>2.75</u> , H 85 WRIT Property – CRT 3.0, C [.5] <u>1.0</u> , R [3.0] <u>2.75</u> , H 70 (across from Arliss Street Townhomes), H 100 (along Arliss Street), H 120 (at intersection of Arliss/Piney Branch) 8528 Piney Branch Road (Bestway) – CRT 3.0, C [.5] <u>1.0</u> , R [3.0] <u>2.75</u> , H 100 8550 Piney Branch Road – CRT 3.0, C [.5] <u>1.0</u> , R [3.0] <u>2.75</u> , H 120
Height	varied (18 to 45 feet)	varied 60 to 120 feet
Residential	n/a	[1,190] <u>1,042</u> du*
Commercial	166,987 sf	[227,751] <u>521,266</u> sf*
Parkland	n/a	<u>.5</u> acres

*proposed residential and commercial numbers in the table represent approximations of maximum development

The Long Branch Town Center is defined in the Plan as the primary destination and the de facto downtown of the Long Branch community. These properties represent the parcels that are historically referred to as the “Super Block”. They are also adjacent to planned public facilities and existing parks, recreation facilities and single and multi-family dwelling units.

This central location and existing commercial use made this site an ideal location for mixed-use development. The Plan seeks to preserve retail and neighborhood services in this location area while also allowing for the introduction of some residential uses. The CRT Zone will allow for mixed-use development that could leverage the public investment of the planned Purple Line while also providing for much needed public benefits and amenities.

The greatest FAR and maximum heights have been recommended for the area nearest the planned Purple Line station. This area is also the furthest from the single family neighborhood in order to reduce any potential impact from the new development. Additionally, the portions of the site nearest single family homes have reduced building heights to insure proper transitions into the community.

Community

- Encourage public/private partnerships to address code enforcement and other community safety and appearance issues.
- [Improve community safety and security by encouraging a permanent police substation, along with community meeting space of at least 3,000 square feet.]
- Accommodate diverse housing choices to serve mixed-incomes and special populations.
- Retain small businesses and accommodate space for retailers and service providers that serve the entire community at different income levels.
- Encourage public/private partnerships to support affordable space for businesses that provide unique community benefits.
- Provide space for childcare and healthcare facilities.
- Celebrate Long Branch's international and ethnic mix by establishing a stronger presence on the International Corridor.
- Create a memorable gathering place at a visible location on Site One that will provide a Civic Green Urban Park of at least one half acre, centrally located, and near the planned Arliss Street Station and the proposed east-west private street.
- Encourage physical activity and support pedestrian-friendly, street-oriented development.
- Orient new development to planned Purple Line stations.
- Carefully transition development to existing single-family residential neighborhoods.

Land Use and Zoning

- Identify sites and design solutions to increase the parking supply, and apply shared parking programs.
- [Place] Designate the Flower Theater (limited to the theater facade, two adjoining shoulders, and second wall plane to a depth of 40 feet from the theater building line) on the [Locational Atlas and Index of Historic Sites] Master Plan for Historic Preservation and incorporate them into any proposed redevelopment.
- The redevelopment of this site is a priority and owners should be provided with sufficient flexibility to encourage redevelopment. However, neighborhood

compatibility is also important, so the proposed maximum heights of Sites 1a and 1b (see Map X Proposed Zoning) should be considered and potentially limited further at the time of redevelopment.

- Encourage infill development and adaptive reuse of existing structures, where appropriate.

The following CR Zone incentive density categories should be used as part of any optional method development:

- Major Public Facilities
 - private street
 - [police substation]

Additional categories that support Plan recommendations include:

- Connectivity between Uses, Activities, and Mobility Options
 - transit access improvement (including bikeshare stations)
 - advance dedication

Sustainability

- Use pervious surfaces where possible to improve stormwater quality.
- Repurpose rooftops to enhance stormwater treatment.
- Reconstruct streets surrounding the Long Branch Town Center—Piney Branch Road, Flower Avenue, and Arliss Street—as sustainable complete streets with improved streetscapes.

Mobility

- Expand the Arliss Street right-of-way to accommodate the planned Purple Line and related streetscape enhancements.
- Support economical and green transportation choices, including:
 - car share
 - electric vehicle charging stations
 - bikeshare and bicycle parking facilities.
- Improve access via private streets and pedestrian links by:
 - a private street connecting Arliss Street to Piney Branch Road
 - a private street connecting Flower Avenue to Arliss Street at a new full movement intersection just north of the Purple Line station platform.
- Retain all movements at the Arliss Street entrance and install a traffic signal at this intersection when DOT signal warrants have been met.

Page 55: Modify the table and add text as follows:

2. Piney Branch Neighborhood Village (Northeast) – 618, 640, 642 University Boulevard East and 8818 Piney Branch Road

Size: [3.83 acres] 182,696 sf		
	Existing	Proposed*
Land Use	commercial and institutional uses	mixed-use
Zoning	C-1 (Convenience commercial) R-60 (Residential, one-family)	618 University Boulevard East – CRT 1.5, C .25, R 1.5, H 50 640 University Boulevard East <ul style="list-style-type: none"> • CRT 1.5, C .25, R 1.5, H 50 • CRT 2.5, C [.25] .5, R 2.5, H 85 642 University Boulevard East – CRT 2.5, C [.25] .5, R 2.5, H 85 8818 Piney Branch Road [– R-60] <ul style="list-style-type: none"> • CRT 1.5, C .25, R 1.5, H 50 • CRT 2.5, C .25, R 2.5, H 85
Building Height	varied (18 to 45 feet)	varied (50 to 85 feet)
Residential	14,344 sf	[441] 383 du*
Commercial	29,540 sf	[25,000] 45,098 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

This is the secondary commercial center within the Long Branch Community and also the area’s primary commuter hub as many existing and planned transit facilities will have transfer locations within this area. By proposing mixed-use development on the commercial properties at/or along University Boulevard and Piney Branch Road, the Plan seeks to leverage the public investment into and the location’s proximity to the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 55: Delete the first bullet under “Land Use and Zoning” as follows:

Land Use and Zoning

- [*]8818 Piney Branch Road is owned and operated by the Clifton Park Baptist Church as a place of worship. [While the owners currently do not plan to redevelop the site for residential or commercial uses the] The property is suitable for mixed-

use development should the Church decide to develop on vacant land or relocate.
 [The Plan allows for the future development of this site as mixed use with the following CRT Zone: CRT 2.5, C .25, R 2.5 H 85.]

Page 55: Add a new fifth bullet under “Land Use and Zoning” as follows:

- Heights are reduced on the northern portion of this site to provide a transition to the residential properties to the north.

Page 56: Modify the heading and table and add text as follows:

[Long Term Development – Specific Sites]

3. Piney Branch Road/Flower Avenue (Northwest) includes 8736-[8472] 8742 Flower Avenue, 8401 Manchester Road and [8526] 8426 Piney Branch Road

Size: [89,429] 144,266 sf	Existing	Proposed*
Land Use	commercial and residential uses	mixed-use
Zoning	C-1 (Convenience commercial) R-10 Residential, multiple-family, high density	*8401 Manchester Road (HOC Property) – CRT 2.5, C .25, R 2.5 H 70 [8526] 8426 Piney Branch Road -- CRT 2.5, C .25, R 2.5, H 70 8736-[8472] 8742 Flower Avenue – CRT [1.5] 2.0, C [.25] .5, R 1.5, H [60] 55
Building Height	Varied 16 to [45] 60 feet	varied [60] 55 to 70 feet
Residential	[1] 53 du	[132] 289 du*
Commercial	26,469 sf	[27,500] 35,959 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

The Plan seeks to preserve retail and neighborhood services in this location area while also allowing for the introduction of additional residential uses, particularly at 8401 Manchester Road, which is currently owned and operated by an affordable housing provider. By proposing mixed-use development on the existing commercial properties, the Plan seeks to leverage the public investment in the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 57: Modify the heading and table and add text as follows:

4. Piney Branch Road/Flower Avenue (Southwest) includes 8630, [8640] 8646 Flower Avenue and 8435 Piney Branch Road

Size: [20,671] 37,346 sf		Existing	Proposed*
Land Use		commercial use	mixed use
Zoning		C-1 (Convenience commercial) R-10 Residential, multiple-family, high density R-40 Residential, one-family	CRT 1.5, C [0.5] 1.0, R 1.5, H 60
Building Height		Varied 16 to 45 feet	maximum 60 feet
Residential		n/a	[38] 26 du*
Commercial		[26,469] 7,257 sf	[12,500] 37,346 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

This location serves as the commercial gateway to the City of Takoma Park as such additional density is appropriate and recommended. By proposing mixed-use development on the existing commercial properties, the Plan seeks to leverage the public investment in the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 58: Delete Table 3 and the following text:

[Interim development is initiated upon the adoption of the Long Branch Sector Plan through the full funding agreement of the Purple Line. It provides for infrastructure improvements and development that is not predicated upon the construction of the Purple Line. The Sector Plan limits Interim Development to the Long Branch Town Center and the Piney Branch Neighborhood Village. These sites were selected due to their redevelopment potential (large surface parking lots) and their proximity to planned Purple Line stations and densely populated residential areas. Additionally, the redevelopment of these parcels will provide a reservoir of affordable housing via the MPDU program and also needed public facilities, such as parking and community gathering spaces.]

Pages 59-62: Delete all text. (These pages discuss long-term development. Where appropriate, sections have been moved elsewhere in the Plan.)

Pages 63-77: Delete Illustrations 5-19. (Illustrations 5-18 have been moved elsewhere in the Plan.)

Page 78: Delete all text and illustrations. (Portions of the text have been relocated.)

Page 79: Delete Map 17 – Long Term Development Sites

Pages 80 – 82: Delete all text and tables as follows:

[5. West Flower Avenue includes 8600-8630 Flower Avenue

Size: 70,086 sf	Existing	Proposed
Land Use	commercial and residential uses	mixed use
Zoning	C-1 (Convenience commercial) R-10 Residential, multiple-family, high density R-40 Residential, one-family	CRT 2.5, C 0.25, R 2.5, H60
Building Height	Varied 16 to 45 feet	maximum 60 feet
Residential	82 du	158 du*
Commercial	5,025 sf	17,500 sf*

] [Community

- Provide diverse housing types to serve mixed income and special populations.
- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.
- Preserve space on-site to provide for small neighborhood retail, office, and service uses that cater to the community’s various income levels.
- Provide live/work development, where appropriate.]

[Land Use and Zoning

- Provide streetscape improvements appropriate to the Flower Avenue Green Street Project.
- Provide for structured and shared parking.]

[Sustainability

- Use innovative stormwater management techniques to reduce runoff.

Mobility

- Extend Winding Hill Way to Flower Avenue as a public alley.

- Provide a private street connecting Winding Hill Way to Flower Avenue (8606 and 8608 Flower Avenue).
- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.
- Provide bicycle parking at this site.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Connectivity between Uses, Activities, and Mobility Options
 - streetscape
- Diversity of Uses and Activities
 - affordable housing
- Quality of Building and Site Design
 - structured parking]

[Additional categories that support Plan recommendations include:

- Connectivity between Uses, Activities and Mobility Options
 - transit access improvement
- Diversity of Uses and Activities
 - small business opportunities
 - live/work units
- Quality of Building and Site Design
 - public art]

[6. East Flower Avenue includes 8601-8627 Flower Avenue

Size: 20,671sf	Existing	Proposed
Land Use	commercial and residential uses	mixed use
Zoning	C-1 (Convenience commercial) R-10 Residential, multiple-family, high density	CRT 3.0, C 0.25, R 3.0, H 60
Building Height	Varied 16 to 45 feet	maximum 60 feet
Residential	53 du	125 du*
Commercial	n/a	12,300 sf*

] [Community

- Provide diverse housing types to serve mixed income and special populations.

- Preserve space on-site for small neighborhood retail, office, and service uses that cater to the community's various income levels.
- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.
- Provide live/work development, where appropriate.]

[Land Use and Zoning

- Provide streetscapes that support the Flower Avenue Green Street Project.
- Provide innovative design solutions for increasing parking, including but not limited to, shared parking.]

[Sustainability

- Use innovative stormwater management techniques to reduce runoff.]

[Mobility

- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.
- Provide bicycle parking at this site.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Diversity of Uses and Activities
 - affordable housing
- Quality of Building and Site Design
 - structured parking]

[Additional categories that support Plan recommendations include:

- Connectivity between Uses, Activities, and Mobility Options
 - transit access improvement
- Diversity of Uses and Activities
 - small business opportunities
 - live/work units]

[7. Arliss Street Townhouses includes 8801-8839 Arliss Street

Size: 70,086 sf		
	Existing	Proposed
Land Use	residential use	mixed use
Zoning	RT 12.5 Residential, townhouse	8801- 8839 Arliss Street – CRT 2.5, C .25, R 2.5, H 40 (along rear property line) 8801- 8839 Arliss Street – CRT 2.5, C .25, R 2.5, H 60
Building Height	varied 16 to 45 feet	maximum 60 feet
Residential	53 du	96 du*
Commercial	n/a	13,000 sf*

] [Community

- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.
- Provide appropriate transitions to existing single-family neighborhoods.
- Provide diverse housing types.]

[Land Use and Zoning

- Limit new development to less intrusive commercial uses (These are defined as small, neighborhood-serving, retail and office uses with limited trip generation rates. Special exceptions and limited uses, as designated by the CRT Zones, are not encouraged). In addition, commercial development is only appropriate on Arliss Street to prevent encroachment into the existing single-family residential community.
- Consider live/work units.
- Maintain the existing vegetated buffer on Site #7, which may need to be supplemented. It provides an appropriate transition between new development and the existing single-family homes along Plymouth Avenue.
- Maintain a maximum 40-foot building height along the rear property line of Site #7 to allow an appropriate transition to adjacent single-family homes.]

[Mobility

- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.
- Provide bicycle parking at this site.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Diversity of Uses and Activities

- affordable housing
- live/work units]

[Additional categories that support Plan recommendations include:

- Protection and Enhancement of the Natural Environment
 - green wall
 - vegetated areas
 - habitat preservation and restoration]

Page 83: Modify the table and add text as follows:

8. South Piney Branch Road (Flower Avenue to Glenview Avenue) includes 8801-8547 Piney Branch Road, 8605-8617 Greenwood Avenue

Size: [244,712] <u>226,168</u> sf	Existing	Proposed*
Land Use	Commercial, residential, institutional uses	mixed use
Zoning	C-1 (Convenience commercial) R-60 Residential, one family	<p>[CRT 2.5, C 0.25, R 2.25, H 60]</p> <p>8605 – 8617 Greenwood Avenue (and abutting Domer Avenue properties)</p> <ul style="list-style-type: none"> • CRT 1.5, C [.25] <u>.5</u>, R 1 .5, H 50* <p>8801-8547 Piney Branch Road</p> <ul style="list-style-type: none"> • CRT [2.5] <u>3.0</u>, C [.25] <u>.5</u>, R 2.5, H 85 <p><u>8610 – 8612 Greenwood Avenue – R-10</u></p>
Building Height	varied 16 to 45 feet	varied 50 to 85 feet
Residential	[2] <u>3</u> du	[516] <u>506</u> du*
Commercial	54,705 sf	[47,822] <u>90,056*</u> sf
Institutional	1,420 sf	n/a

*proposed residential and commercial numbers in the table represent approximations of maximum development

The Plan seeks to preserve retail and neighborhood services in this location area while also allowing for the introduction of new residential uses. By proposing mixed-use development on the existing commercial properties, the Plan seeks to leverage the public investment in the planned Purple Line and other infrastructure improvements.

Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Pages 84 – 85: Delete all text and tables as follows:

[9. Flower Branch Apartments 8648 Piney Branch Road

Size: 437,151 sf		Existing	Proposed
Land Use		residential use	mixed-use
Zoning		R-10 Residential, multiple-family, high density	CRT 2.5, C .25, R 2.5, H 85 CRT 2.5, C.25, R 2.5, H 100 CRT 2.5, C.25, R 2.5, H 120
Building Height		varied 16 to 45 feet	varied 85 to 120 feet
Residential		362 du	739 du*
Commercial		n/a	110,100 sf*

] [Community

- Provide diverse housing types to serve mixed income and special populations.
- Incorporate public art into streetscape improvements.
- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.]

[Land Use and Zoning

- Concentrate the highest densities and orient new development toward the planned Purple Line station.
- Maximize the use of MPDUs as part of any optional method development.
- Provide structured and shared parking.]

[Sustainability

- Establish a new central Civic Green Urban Park, a minimum of one-half acre, to function as the Plan area’s central gathering space, to be located on an Interim Development (Phase One) site within the area of highest density near the corner of Piney Branch Road and Arliss Street, with the following criteria:
 - the park should be located near the planned Arliss Street Station
 - have a visible connection to nearby activating uses
 - contain a mix of hard and soft surfaces, including an event space.]

[Mobility

- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.
- Provide bicycle parking at this site.
- Provide a private street connecting Garland Avenue to Arliss Street at a new full movement intersection, just to the north of the Purple Line station platform.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Diversity of Uses and Activities
 - affordable housing
- Quality of Building and Site Design
 - structured parking]

[Additional categories that support Plan recommendations include:

- Quality of Building and Site Design
 - public art
- Connectivity between Uses, Activities, and Mobility Options
 - transit access improvement
- Protection and Enhancement of the Natural Environment
 - green wall
 - vegetated areas
 - habitat preservation and restoration]

[10. Goodacre Apartments includes 8617-8619 Piney Branch Road

Size: 197,762 sf	Existing	Proposed
Land Use	residential use	mixed use
Zoning	R-10 Residential, multiple-family, high density	8617-8619 Piney Branch Road (along Domer Avenue) - CRT 1.5, C .25, R 1.5, H 50* 8617-8619 Piney Branch Road - CRT 2.5, C .25, R 2.5, H 85
Building Height	varied 16 to 45 feet	varied 50 to 85 feet
Residential	155 du	421 du*
Commercial	n/a	86,072 sf*

[Community

- Provide diverse housing types to serve mixed income and special populations.
- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.
- Provide appropriate transitions into the existing single-family neighborhoods.
- Continue to provide a neighborhood service center/community meeting room.]

[Land Use and Zoning

- *To prioritize housing options in the Town Center that are compatible with adjacent single-family neighborhoods, the Plan recommends a zoning category allowing only the minimum amount of commercial density that may be mapped in the CRT Zone. Since commercial use on this site is unlikely to be compatible with adjacent housing, it is discouraged. In addition, the Plan seeks to limit commercial encroachment into the existing residential community and recommends that all nonresidential uses be limited to the property's frontage on Piney Branch Road. Ingress and egress for any commercial uses shall also be limited to Piney Branch Road.
- Maximize use of MPDUs as part of any optional method development.
- Provide structured and shared parking.]

[Mobility

- Extend Glenview Avenue to Piney Branch Road via a new business street.
- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.
- Provide bicycle parking at this site.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Connectivity between Uses, Activities and Mobility Options
 - advance dedication
- Diversity of Uses and Activities
 - affordable housing
- Quality of Building and Site Design
 - structured parking]

[Additional categories that support Plan recommendations include:

- Connectivity between Uses, Activities and Mobility Options
 - transit access improvement
- Quality of Building and Site Design
 - public art]

Page 86: Amend table and text as follows:

11. [Fox Hall Apartments includes 8700 Barron Street, 8714 Gilbert Street, and 8715 Piney Branch Road] 701 University Boulevard, East

Size: [166,356] <u>37,928</u> sf		Existing	Proposed*
Land Use	<u>residential use and commercial</u>	<u>mixed-use and residential</u>	
Zoning	R-10 Residential, multiple-family, high density <u>C-1</u>	[8714 Gilbert Street – CRT 1.5, C .25, R 1.5, H 50*] [8700 Barron Street – CRT 2.5, C .25, R 2.5, H 85] [8715 Piney Branch Road – CRT 2.5, C .25, R 2.5, H 85] <u>701 University Boulevard, East – CRT 2.5, C .5, R 2.5, H 85</u>	
Building Height	varied 16 to 45 feet	varied 50 to 85 feet	
Residential	155 du	[678] <u>231</u> du*	
Commercial	[n/a] <u>2,288</u> sf	[83,500] <u>18,964</u> sf*	

*proposed residential and commercial numbers in the table represent approximations of maximum development

The Plan seeks to preserve retail and neighborhood services in this location area while also allowing for the introduction of a mix of uses. By proposing mixed-use development on the commercial properties at/or along University Boulevard, the Plan seeks to leverage the public investment into and the location’s proximity to the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

[Community

- Design sites to encourage physical activity and support pedestrian-friendly, street-oriented development.
- Provide diverse housing types to serve mixed income and special populations.
- Incorporate public art into any proposed streetscape improvements.
- Provide appropriate transitions into the existing single-family neighborhoods.
- Continue to provide a neighborhood service center/community meeting room.]

Land Use and Zoning

- Maintain existing affordable housing stock while allowing for redevelopment of commercial areas.
- [To prioritize housing options in the Town Center that are compatible with adjacent single-family neighborhoods, the Plan recommends a zoning category allowing only the minimum amount of commercial density that may be mapped in the CRT Zone. Since commercial use on this site is unlikely to be compatible with adjacent housing, it is discouraged. In addition, the Plan seeks to limit commercial encroachment into the existing residential community and recommends that all nonresidential uses be limited to the property's frontage on Piney Branch Road.] Ingress and egress for any commercial uses shall also be limited to Piney Branch Road.
- [Maximize use of MPDUs as part of any optional method development.]
- Provide structured and/or shared parking

[Sustainability

- Provide a vegetated buffer between proposed mixed-use development and the Long Branch Stream Valley Park.]

[Mobility

The proposed Gilbert Street and Domer Avenue extensions will have some impacts on the existing community and parkland, which can be minimized through remedial design and/or traffic calming. Any impacts are outweighed by the public benefits of improved east-west bicycle and pedestrian connectivity; enhanced security; improved access for fire, safety, and emergency vehicles; improved local circulation for area residents; interim access to the Long Branch Pool and Recreation Center; access to Site #12; and additional parking for the New Hampshire Estates Neighborhood Park.

- Improve pedestrian and bicycle connections to adjacent neighborhoods, transit, and community facilities.]

[The following CR Zone incentive density categories should be used as part of any optional method development:

- Diversity of Uses and Activities
 - affordable housing
- Quality of Building and Site Design
 - structured parking]

[Additional categories that support Plan recommendations include:

- Connectivity between Uses, Activities, and Mobility Options
 - transit access improvement
- Quality of Building and Site Design
 - public art
- Protection and Enhancement of the Natural Environment
 - green wall
 - vegetated areas
 - habitat preservation and restoration]

Page 87: Amend the table and add text as follows:

12. Piney Branch Road/University Boulevard (Southeast) includes 8801-8823 Piney Branch Road and 706 University Boulevard East

Size: [97,363] 97,364 sf	Existing	Proposed*
Land Use	commercial, industrial, open space, recreation use	mixed-use
Zoning	C-1 (convenience commercial)	CRT 2.5, C 0.5, R 2.5, H 85
Building Height	varied 16 to 45 feet	maximum 85 feet
Residential	n/a	254 du*
Commercial	33,215	40,000 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

Located within the Plan’s secondary commercial center and adjacent to a planned Purple Line station, mixed-use development at this location will benefit from and serve the users of the community’s primary transit hub. The location is within one of the County’s largest transit transfer points and is also at the intersection of two heavily traveled rights-of-way.

By proposing mixed-use development on the commercial properties at or along University Boulevard and Piney Branch Road, the Plan seeks to leverage the public investment in the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 87: Modify the first bullet under “Mobility” as follows:

- Extend Gilbert Street to connect University Boulevard to Piney Branch Road. [Any remaining portion of the New Hampshire Estates Neighborhood Park shall be rezoned during the second SMA (Long-Term Development) to the same zone as Site #12.]

Page 88: Modify the table and add text as follows:

13. Piney Branch Road/University Boulevard (Northwest) includes 8800-[8814] 8817
 Glenville Road, 8712-8736 Piney Branch Road and 627-649 University Boulevard, East

Size: [185,344] 215,396 sf		
	Existing	Proposed*
Land Use	commercial use and residential	mixed-use
Zoning	C-1 (Convenience commercial) R-10 (Residential, multiple-family high density)	627 University Boulevard, East – CRT 1.5, C [.25] .5, R 1.5, H 50 8812-8814 Glenville Road – CRT 1.5, C .25, R 1.5, H 50 * 8815-8817 Glenville Road – CRT 1.5, C .25, R 1.5, H 50* [8801] 8800-8810 Glenville Road – CRT 2.5, C .25, R 2.5, H 60* 8801-[8817] 8813 Glenville Road – CRT 2.5, C .25, R2.5, H 60* 8712-8736 Piney Branch Road – CRT 2.5, C [.25] .5, R 2.5, H 60 629-649 University Boulevard, East – CRT 2.5, C [.25] .5, R 2.5, H 60
Building Height	varies 16 to 45 feet	maximum 60 feet
Residential	78 du	[325] 455 du*
Commercial	34,195 sf	[44,600] 67,063 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

This location is a mix of aging garden apartments and small commercial uses. The Plan recommends the rezoning of the properties in order to encourage comprehensive mixed-use development that maintains existing neighborhood services while also allowing for increased residential development. As many of the residential properties along Glenville Road are owned and operated by an affordable housing provider, the CRT Zone recommendation will also allow for an increased FAR which could result in additional development that which could preserve community affordability.

By proposing mixed-use development on the commercial properties at/or along University Boulevard and Piney Branch Road, the Plan seeks to leverage the public investment in the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 88: Delete the fourth bullet and sub-bullets under “Land Use and Zoning” as follows:

- [Glenville Road should be designed as a minor arterial with a 70-foot right-of-way and with traffic calming, from University Boulevard to Piney Branch Road. It should also accommodate a new driveway serving the Long Branch Pool and Recreation Center. Glenville Road Extended may be constructed in two phases:
 - Phase one: a stub street extending north from Piney Branch Road at Barron Street with a driveway to the pool and recreation center. It should be implemented as part of the Purple Line construction. The pool and recreation center driveway should intersect with Glenville Road north of Glenville’s intersection with Piney Branch Road.
 - Extend the stub street north from the pool and recreation center driveway to University Boulevard. This extension should be implemented along with the redevelopment of Site #13.]

Page 89: Delete first bullet under “Mobility” and third bullet under “The following CR Zone incentive density categories should be used as part of any optional method development:” as follows:

Mobility

- [Extend Glenville Road to Piney Branch Road]

The following CR Zone incentive density categories should be used as part of any optional method development:

- [Major Public Facility (construction of the Glenville Road extension)]

Page 90: Amend heading and table, add text, and delete fourth bullet under “Community” as follows:

14. [Carroll Avenue and Piney Branch Road includes 8875 Piney Branch Road] Forston Street/University Boulevard (includes 831 University Boulevard and 815 Forston Street)

Size: 97,110 sf	Existing	Proposed*
Land Use	commercial use <u>and vacant</u>	mixed-use
Zoning	C-O (Commercial, office building) <u>R-60 Residential, one-family</u>	[CRT 1.5, C .25, R 1.5, H 60] <u>815 Forston Street – CRT 1.5, C .5, R 1.5, H 60</u> <u>831 University Boulevard – CRT 1.5, C .5, R 1.5, H 60</u>
Building Height	<u>varies</u> 36 to 42 feet	maximum 60 feet
Residential	<u>n/a</u>	[114] <u>97 du*</u>
Commercial	31,072 sf	[32,000] <u>48,555 sf*</u>

*proposed residential and commercial numbers in the table represent approximations of maximum development

By proposing mixed-use development on these properties, the Plan seeks to leverage the public investment into and the location’s proximity to the planned Purple Line and other infrastructure improvements. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities and maintain existing office uses or provide for neighborhood commercial services.

Community

- [Provide well-designed streetscapes along Piney Branch Road and Carroll Avenue]

Page 91: Amend heading and table and add text as follows:

15. [Forston Street and University Boulevard, East includes 831 University Boulevard, East and 815 Forston Street] Carroll Avenue and Piney Branch Road (includes 8875 Piney Branch Road)

Size: [20,320] 20,148 sf	Existing	Proposed*
Land Use	commercial use [and vacant]	mixed-use
Zoning	C-1 (Convenience commercial) [R-60 (Residential, one-family)]	CRT 1.5, C .25, R 1.5, H 60 [815 Forston Street – CRT 1.5, C .5, R 1,5, H 50] [831 University Boulevard – CRT 1.5, C .5, R 1,5, H 60]
Building Height	varies 16 to 42 feet	maximum 60 feet
Residential	n/a	[23] 25 du*
Commercial	1,380 sf	[7,500] 5,037 sf*

*proposed residential and commercial numbers in the table represent approximations of maximum development

By proposing mixed-use development on this property, the Plan encourages development that will provide for a mix of uses, including a small amount of neighborhood commercial services. Additionally, the CRT Zone through its Optional Method Density Incentive could provide for much needed public benefits and amenities.

Page 91: Amend fourth bullet under “Community”, and bullet under “Sustainability” as follows:

Community

- Provide well-designed streetscapes along Piney Branch Road and Carroll Avenue.

Sustainability

- Provide a vegetated buffer between proposed mixed-use development and [the Long Branch Stream Valley Park] existing residential development.

Page 92: Modify the table to reflect changes to zoning recommendations and amend the text as follows:

Table 4 - Total [Long Term Development] Development Levels in Long Branch

Land Use	Existing	Holding Capacity	Proposed*	
			[Interim]	[Long Term] <u>Full Development</u> *
Commercial	[532,815] <u>336,823</u> sf	917,987 sf	[520,502 sf]	[707,760] <u>909,403</u> sf
Residential: single-family	372 du	616 du	[372 du]	[357*] <u>369</u> du
Residential: multifamily	1,804 du	3,260 du	[2,892 du]	[6,665] <u>4963</u> du
• naturally occurring affordable housing	882 du	n/a	[938 du]	[n/a] <u>882</u> du
• subsidized housing (includes voucher, tax credit, and rent restricted units)	567 du	n/a	[837 du (includes 270 MPDUs)]	[1,624] <u>1056</u> du (including [787] <u>620</u> MPDUs)
Institutional Use	19,217 sf	n/a	[19,217 sf]	19,217 sf
Public Facilities	52,804 sf	n/a	[approx. 54,004 sf]	approx. 54,004 sf
Parkland	1,590,376 sf	n/a	[1,655,376 sf (includes approx. 65,000 sf of new parkland)]	[1,720,376] <u>1,655,376</u> sf (includes approx. 65,000 sf of new parkland)

*proposed residential and commercial numbers in the table represent approximations of maximum development

[Long Term development occurs after the Purple Line is funded and will help maximize the County’s investment. It will expand the land use pattern by rezoning the remaining commercial properties to the CRT Zones along with selected residential properties. This] The Plan’s recommended rezoning will preserve appropriate levels of affordability while encouraging development that could provide for improved public amenities within an attractive, pedestrian scale environment.

Page 93: Amend the sixth paragraph as follows:

For Long Branch, these categories and public benefits are important to successful revitalization:

- Connectivity between Uses, Activities, and Mobility Options
- Diversity of Uses and Activities (including affordable housing)
- Quality of Building and Site Design including historic resource protection[.]
- Major public facilities

Page 94: Amend Table 5 as follows:

Table 5 – Capital Improvements Program

Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Estimate
Piney Branch Road/University Boulevard Reconstruction	Mobility	MTA and SHA	M-NCPPC	TBD
Purple Line/Station Construction	Mobility	MTA	Montgomery County, SHA and M-NCPPC	TBD
Sidewalk Improvement	Mobility	Montgomery County	M-NCPPC, City of Takoma Park and Private	TBD
Intersection Improvements (Piney Branch Road – Arliss and University Boulevard)	Mobility	MTA, Montgomery County and SHA	M-NCPPC and MTA	TBD
[Glenville Road Extension (design and construction)]	[Mobility]	[MTA and Montgomery County]	[M-NCPPC, Montgomery County and Private]	[TBD]
Long Branch Local Park (acquisition of land)	Mobility	M-NCPPC Montgomery Parks		TBD
<u>New park driveway across from Barron Street</u>	<u>Mobility</u>	<u>MTA and M-NCPPC</u> <u>Montgomery</u>	<u>M-NCPPC</u> <u>Montgomery</u> <u>Parks</u>	<u>TBD</u>

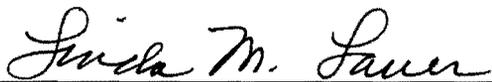
Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Estimate
		<u>Parks</u>		
<u>Gilbert Street Extension through New Hampshire Estates Neighborhood Park</u>	Mobility	Montgomery County	M-NCPPC[,] and MTA [and Private]	TBD
<u>Domer Avenue [Extension and B]bridge reconstruction (over Long Branch Stream Valley Park)</u>	Mobility	[Montgomery County] <u>M-NCPPC</u> <u>Montgomery Parks</u>	[M-NCPPC] <u>Montgomery County</u>	TBD
<u>Bridge Reconstruction (Long Branch and Clayborn Avenue)</u>	Mobility	[Montgomery County] <u>M-NCPPC</u> <u>Montgomery Parks</u>	[M-NCPPC] <u>Montgomery County</u>	TBD
[Police Substation]	[Community]	[Montgomery County]		[TBD]
<u>Commercial Façade Improvement Program (funding and technical assistance)</u>	Community	Montgomery County		TBD
<u>Way-finding Signage</u>	Community	Montgomery County	MTA	TBD
<u>Flower Avenue Urban Park expansion</u>	<u>Sustainability</u>	<u>Private</u>	<u>M-NCPPC</u> <u>Montgomery Parks and Montgomery County DOT</u>	<u>TBD</u>
<u>Long Branch Local Park – Heart Smart Trail</u>	<u>Sustainability</u>	<u>M-NCPPC,</u> <u>Montgomery Parks</u>	<u>M-NCPPC</u> <u>Montgomery Parks</u>	<u>TBD</u>
<u>Seek Lane Neighborhood Park Expansion</u>	<u>Sustainability</u>	<u>M-NCPPC</u> <u>Montgomery Parks</u>	<u>M-NCPPC</u> <u>Montgomery Parks</u>	<u>TBD</u>
<u>New Hampshire Estates Park</u>	Sustainability		M-NCPPC Montgomery	TBD

Project Name	Category	Lead Agency	Coordinating Agency/Group	Cost Estimate
			Parks	
• Concept Planning and Public Outreach		M-NCPPC Montgomery Parks	M-NCPPC Montgomery Parks	TBD
• Facility Plan		MTA	M-NCPPC Montgomery Parks	TBD
• Detailed Design		MTA	M-NCPPC Montgomery Parks	TBD
• Construction		Montgomery County and SHA	M-NCPPC Montgomery Parks	TBD
Central Civic Green (Planning and Design)	Sustainability	Private	M-NCPPC Montgomery Parks [and Private]	TBD
Long Branch Trail Extension (Planning, Design and Construction)	Sustainability	M-NCPPC Montgomery Parks	M-NCPPC Montgomery Parks	TBD
Long Branch Trail Extension (at-grade crossing – Barron Street)	Sustainability and Mobility	MTA	M-NCPPC Montgomery Parks <u>and</u> <u>Montgomery</u> <u>County DOT</u>	TBD
Public Art	Community	MTA and Private	Montgomery County <u>and</u> <u>M-NCPPC</u> <u>Montgomery</u> <u>Parks</u>	TBD
[Public Parking (structured parking at Long Branch Town Center)]	[Community]	[Montgomery County and Private]	[Montgomery County]	[TBD]

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft.

This is a correct copy of Council action.

Handwritten signature of Linda M. Lauer in cursive script.

Linda M. Lauer, Clerk of the Council