

Resolution No.: 19-76  
Introduced: April 23, 2019  
Adopted: April 23, 2019

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

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Lead Sponsor: County Council

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**SUBJECT:** Approval of December 2018 Veirs Mill Corridor Master Plan

1. On December 20, 2018, the Montgomery County Planning Board transmitted to the County Executive and the County Council the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.
2. The December 2018 Planning Board Draft Veirs Mill Corridor Master Plan contains the text and supporting maps for an amendment to portions of the approved and adopted 1989 Master Plan for the Communities of Kensington-Wheaton; 1992 North Bethesda-Garrett Park Master Plan, as amended; and 1994 Aspen Hill 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 2013 Countywide Transit Corridors Functional Master Plan; the Master Plan of Highways and Transitways, as amended; and the Bicycle Master Plan.
3. On February 7, 2019, the County Council held a public hearing on the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan. The Master Plan was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On February 5, 2019, the Office of Management and Budget transmitted to the County Council the Executive's Fiscal Impact Statement for the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.
5. On February 25, March 4, and March 7, 2019, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Veirs Mill Corridor Master Plan.
6. On March 26, 2019, the County Council reviewed the Planning Board Draft Veirs Mill Corridor Master 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 Veirs Mill Corridor Master Plan, dated December 2018, is approved with revisions. County Council revisions to the Planning Board Draft Veirs Mill Corridor Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.

Page 2: Add a new paragraph after the last paragraph under “1.5 Community Outreach” as follows:

Recognizing that there are barriers such as language and geographic access to the decision-making process that may prevent people in the immigrant community from playing an active role in important issues that affect their daily lives, Council staff engaged collaboratively with key partners and the communities around the Veirs Mill Corridor to create and publicize bilingual outreach brochures, engage in informational sessions about the Master Plan before the hearing, and assist with the process of signing up to testify. The Council provided simultaneous English to Spanish translation and interpretation services for audience members provided through headsets. These efforts are a direct result of the Latino Civic Project, launched by the Council in 2012, to strengthen the civic participation of the immigrant community in the decision-making process in a linguistic and culturally-proficient manner, which resulted in the Veirs Mill Corridor Master Plan public hearing’s attendance being reflective of the diversity of the corridor as residents were able to testify in both English and Spanish and share their recommendations on the Plan.

Page 8: Revise Table 1 to include the following short-term recommendation after #16 per the Council decision:

Provide a pedestrian and bicycle overpass of Veirs Mill Road for users of the Matthew Henson Trail.

Page 8: Revise Table 1, #10 to include the following short-term recommendation per the Council decision:

[Consider the elimination of the proposed interchange at Veirs Mill and Randolph Road from the *Master Plan of Highways and Transitways*. If such an interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes.] Confirm the proposed interchange at Veirs Mill Road and Randolph Road in the Master Plan of Highways and Transitways.

Page 9: Delete #17 in Table 2 as follows:

[Provide a grade-separated crossing at the Matthew Henson Trail.]

Page 13: Amend the second bullet under “2.2.1 Land Use and Zoning Goals” as follows:

Preserve, [and] enhance and provide market-affordable housing through partnerships with public, private and non-profit organizations.

Page 13: Amend the second bullet under “2.2.2 Land Use and Zoning Recommendations” as follows:

[Retain the majority] Balance the retention of existing multi-family residential developments as a continued source of market-affordable housing while producing new affordable units through redevelopment of existing multi-family properties, including Rock Creek Woods and Halpine View.

Page 15: Revise Map 3 to reflect the Council decisions.

Page 17: Revise Map 5 to reflect the Council decisions.

Page 28: Modify the third bullet under “2.4.1 Housing Goals” as follows:

Prioritize MPDUs as a top public benefit [point] in the [commercial-residential townhouse] Commercial Residential Town (CRT) zones.

Page 30: Insert a new paragraph after the last paragraph under “2.5 Transportation” as follows:

The Veirs Mill Corridor Master Plan recommends an amendment to the 2016-2020 Subdivision Staging Policy to create a unique intersection delay standard of 100 seconds per vehicle at signalized intersections on Veirs Mill Road between the Wheaton Central Business District Policy Area and the Rockville City Policy Area. Due to the high level of fatalities and severe crashes on Veirs Mill Road, there is particular urgency to prioritizing road safety over congestion.

Page 31: Amend the “Veirs Mill Road” subsection in “2.5.2 Street Network” as follows:

This plan proposes to maintain the existing right-of-way of Veirs Mill Road, which varies between 100 feet and 175 feet based on the existing residential service roads. The right-of-way is generally characterized by four conditions [(shown in Figures 10 through 13)], including: (1) no residential service roads (Figure 10); (2) one service road on either the north or south (Figure 11); (3) [one service road on the south;] and ([4]3) service roads on both the north and the south (Figures 12 and 13). Figure 12 represents the recommended cross-section in locations adjacent to residential uses, while Figure 13 represents the recommended cross-section at areas with commercial land use. The ultimate cross-section of Veirs Mill Road will be determined

with the design and implementation of long-term redevelopment or infrastructure projects, such as bus rapid transit (BRT).

Page 32: Amend the note associated with Figure 10 as follows:

Left turns at Pendleton Drive and left turns at Newport Mill Road would be [are] prohibited due to constraints associated with the right-of-way and the Hammond Wood National Register District.

Page 36: Revise Map 6 to reflect the Council decisions.

Page 37: Amend the third bullet under “2.5.3 Street Network Recommendations” as follows:

Reduce target speeds on Veirs Mill Road to 35 miles per hour, outside the Road Code Urban Area, to improve safety. Define the areas between Havard Street and Bushey Drive on Veirs Mill Road as a Road Code Urban Area with a target speed of 25 miles per hour.

Page 37: Amend the fourth bullet under “2.5.3 Street Network Recommendations” as follows:

Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated [speed] enforcement.

Page 37: Amend the sixth bullet under “2.5.3 Street Network Recommendations” as follows:

[Limit left turn lanes to a single lane where feasible at signalized intersections to improve safety of all road users.] As a goal, the number of additional lanes at signalized intersections should be minimized so that crossing distances and exposure of pedestrians and bicyclists to traffic when crossing the road are also minimized. Wherever it is determined to be beneficial to safety and does not create unacceptable congestion levels as defined by the applicable Subdivision Staging Policy congestion standard, the number of left turn lanes at a signalized intersection should be limited to one. Where dual left turn lanes are provided, consider the implementation of strategies to mitigate the speed of left-turning vehicles and to mitigate the additional width of the road that pedestrians and bicyclists must cross.

Page 37: Amend the tenth bullet under “2.5.3 Street Network Recommendations” as follows:

If the Montgomery County Department of Recreation’s administrative office site on Bushey Drive is redeveloped, extend Gannon Road northwest as a business district street, as shown in Figure 14, from its current terminus west of Bushey Drive to provide a connection between Gannon Road and Colie Drive. Montgomery County should consider funding the extension of Gannon Road to maximize the potential for development of affordable housing on the site.

Page 38: Revise Table 3 to reflect the Council decisions.

Page 39: Amend “Notes for Table 3: (1)” as follows:

The minimum recommended right-of-way (ROW) includes residential service roads along segments of Veirs Mill Road. The minimum ROW may not include land needed for spot improvements, such as but not limited to local bus or BRT stations, protected intersections and other non-auto facilities, auxiliary travel lanes such as turn lanes, or areas needed for future grade separation projects.

Page 40: Amend the fourth sub-bullet under the first bullet as follows:

In the [long-term] short term, provide a [grade-separated crossing] pedestrian and bicycle overpass of Veirs Mill Road for users of the Matthew Henson Trail [and preserve a protected at-grade crossing.] Independent of the provision of an overpass, safe at-grade crossing opportunities of Veirs Mill Road must also be provided in this vicinity.

Page 42: Amend the first sub-bullet under “2.5.7 Bicycle Network Recommendations” as follows:

In the short term, develop an interim continuous bicycle network along the residential service roads of Veirs Mill Road and on parallel streets that provide a combination of facilities, including new sidepaths, neighborhood greenways and connections to existing trails. (Refer to Map 7.)

Page 49: Amend the second bullet under “2.5.9 Transit Network Recommendations” as follows:

Implement the short-term BRT alternative identified through the 2016 Veirs Mill Road Bus Rapid Transit Study to provide improved transit service to residents and employees of the plan area. With the implementation of the short-term BRT alternative, construct [all] sidewalks and interim bikeways to provide safe and convenient access to BRT stations.

Page 52: Amend the second sentence under “2.5.10 Bicycle and Pedestrian Priority Area (BiPPA)” as follows:

An area centering on Veirs Mill Road and Randolph Road was included as a Montgomery County BiPPA.

Page 54: Amend the last sentence of the first paragraph under “2.5.12 Intersections” as follows:

Notably absent from these intersections are components that emphasize and highlight the pedestrian and bicyclist domains, including pedestrian countdown signals, leading pedestrian intervals, high-visibility crosswalks, pedestrian-scale lighting and median refuge islands.

Page 54: Delete the third sentence of the second paragraph under “2.5.12 Intersections” as follows:

[A grade-separated interchange at this intersection is inconsistent with the overall transportation goals of this plan, which seek to improve conditions for pedestrians, bicyclists and transit users on Veirs Mill Road and the surrounding communities.]



Page 54: Amend the third paragraph under “2.5.12 Intersections” as follows:

[If such an] When the interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes.

Page 54: Amend the second bullet under “2.5.13 Intersection Recommendations” as follows:

[Remove] Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible. [to improve safety for pedestrians, bicyclists, transit users and motorists.] If channelized right-turn lanes prove to be necessary, design the lanes to limit the exposure of vulnerable road users, including implementing measures to reduce the speed of turning vehicles so that vehicles yield, as required, and/or consider implementation of no right-turn on red restrictions to improve safety for pedestrians and bicyclists crossing the turn lane.

Page 54: Amend the second sentence of the third bullet under “2.5.13 Intersection Recommendations” as follows:

Retrofits can include curb extensions, reduced corner radii, accessible pedestrian signals, leading pedestrian intervals, high visibility crosswalks on each intersection leg, pedestrian-scaled lighting and median refuge islands, where feasible.

Page 54: Amend the last bullet under “2.5.13 Intersection Recommendations” as follows:

[Consider the elimination of] Confirm the proposed interchange at Veirs Mill Road and Randolph Road [from] in the Master Plan of Highways and Transitways. [If such an interchange is constructed,] The construction of the interchange must not be prioritized over the construction of Bus Rapid Transit on Veirs Mill Road, and it must be constructed in [such] a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes, as conceptually shown in Figure 18.

Page 54: Amend Figure 18 to reflect the Council decisions.

Page 54: Insert a new bullet at the end of section “2.5.13 Intersection Recommendations” as follows:

Amend the 2016 Subdivision Staging Policy to create an intersection delay standard of 100 seconds per vehicle at signalized intersections on Veirs Mill Road between the Wheaton Central Business District Policy Area and the Rockville City Policy Area. Due to the high level of fatalities and severe crashes on Veirs Mill Road, there is particular urgency to prioritizing road safety over congestion there.

Page 60: Amend the third sub-bullet under the first bullet of “2.7.2 Environmental Recommendations” as follows:

Establish a minimum of 30 percent tree canopy cover for new or retrofitted surface parking areas, where feasible.

Page 60: Amend the third bullet under “2.7.2 Environmental Recommendations” as follows:

Reduce energy consumption and [increase] improve air quality through the following:

Page 65: Amend Table 7 to reflect the Council decisions.

Page 68: Amend the second sentence under “Postwar Boom of Residential Development” and add four paragraphs as follows:

The Servicemen’s Readjustment Act of 1944, commonly known as the G.I. Bill of Rights, offered subsidized housing loans for veterans and Federal Housing Administration (FHA) programs provided low-cost mortgages for homeowners, ensuring a steady market for home sales.

The FHA programs stimulated residential construction but further propagated the use of racial restrictive covenants. The FHA encouraged and often required racial covenants to meet appraisal standards prior to insuring low-interest loans for the property. While the Supreme Court ruled that racial restrictive covenants were not legally enforceable in 1948, these covenants continued to be written in deeds, and social enforcement sustained their effectiveness. The FHA did not amend their rules to deny properties with racial restrictive covenants for mortgage insurance until December 1949. However, private racial restrictive covenants continued to proliferate the language of segregation until the 1968 Fair Housing Act made the use of such covenants illegal.

The Veirs Mill Village and Twinbrook subdivisions, as well as others including Connecticut Gardens, established racial restrictive covenants between 1947 and 1949 to prohibit the migration of minority groups into their neighborhoods. The covenant for Veirs Mill Village stated the following:

“All lots are intended for use by the Caucasian race. No race of nationality other than those for whom the premises are intended, shall use or occupy any building on any lot, except that this covenant shall not prevent occupancy by domestic servants of a different race or nationality employed by an owner or tenant.”<sup>1</sup>

The amendment to the FHA rules in 1949 that prohibited the inclusion of racial restrictive covenants may have limited the proliferation of such language throughout the Plan area. Many of the subdivisions likely received FHA-backed mortgage insurance and initial research revealed no racial restrictive covenants in the 1950s.

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<sup>1</sup> Montgomery County Land Records, “Viers Mill Village Company, Protective Covenants,” Liber 1199, Folio 43, <http://mdlandrec.net>.

Page 75: Amend the second bullet under “3.1.1 Land Use and Zoning” as follows:

Rezone the Montclair Manor Townhouses from RT-12.5 to the Townhouse [Low] Medium Density [(TLD)] (TMD) zone.

Page 77: Amend Map 16 to reflect the Council decisions.

Page 83: Amend the first bullet under “Department of Recreation Administrative Offices” as follows:

Rezone the Department of Recreation administrative offices site (4010 Randolph Road and the vacant parcel) from R-60 to [CRN 1.0, C-0.0, R-1.0, H-65] CRN 1.0, C-0.5, R-1.0, H-65 to allow the construction of medium density residential uses and neighborhood-serving commercial uses near the commercial center.

Page 85: Amend Map 19 to reflect the Council decisions.

Page 86: Amend Map 20 to reflect the Council decisions.

Page 96: Amend the first sentence of the second bullet under “Recommendation” as follows:

Support a future application for the Commercial[-]Residential Neighborhood[-]Floating Zone (CRNF) for [the single-family residential properties that directly abut 12607 and 12615 Veirs Mill Road, bordered by Adrian Street to the north and Robindale Drive to the east] five properties: 12700 Robindale Drive, 4710 Adrian Street, 4714 Adrian Street, 12700 Weiss Street and for the abutting outlot behind 12700 Weiss Street.

Page 99: Amend the fifth paragraph under “3.4.1 Land Use and Zoning” as follows:

With the redevelopment of the Rock Creek Woods Apartments, this plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of the units should be two-bedroom units and five percent of the units should be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rents. Redevelopment of the Rock Creek Woods Apartments should also incorporate an improved frontage on Veirs Mill Road.

Page 100: Insert a new sentence at the end of the third paragraph as follows:

After the review and approval of the limited preliminary plan amendment, Montgomery County and the property owner confirmed that the road extension was conveyed by a deed in



fee simple. As such, the Aspen Hill Road extension cannot be abandoned but rather must be disposed of through the County's disposition process.

Page 100: Amend the first sentence of the fourth paragraph as follows:

[Consistent with the previous master plans, the] The Veirs Mill Corridor Master Plan [continues to support the abandonment] supports the return of the Aspen Hill Road extension [to further facilitate the synergistic redevelopment of Halpine View, Parkway Woods and Halpine Hamlet.] to the Halpine View property through Montgomery County's disposition process in exchange for the requirement to provide a minimum of 30 percent of the dwelling units attributable to the density of the 1.9-acre parcel in the form of MPDUs.

Page 100: Amend the first bullet under "Recommendation" as follows:

Rezone the Rock Creek Woods Apartments from R-20 to CRT 1.25, C-0.25, R-1.25, H-85. Maximize residential development on the site, with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units under a rental agreement for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of all units must be two-bedroom units and five percent of all units must be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rental agreements.

Page 100: Amend the second bullet under "Recommendation" as follows:

Rezone the Halpine View Apartments[, Parkway Woods and Halpine Hamlet] from R-30 to CRT 1.25, C-0.25, R-1.25, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

Page 100: Amend the first sub-bullet under the second bullet under "Recommendation" as follows:

The plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone[, with the following public benefits]. An optional method project that includes residential dwelling units should:

- Provide a minimum of 15 percent MPDUs [as the highest priority public benefit.];
- Provide [5] 10 percent market-rate affordable units [pursuant to] under a rental agreement [with the Department of Housing and Community Affairs for twenty years. Redevelopment shall be phased to ensure maintenance and/or creation of a minimum of 5 percent market-rate affordable units.] for up to 30 years. To achieve no net loss in market-rate affordable units, each phase of development should provide a number of affordable units (MPDUs

plus market-affordable units under rental agreement) equal to the number of units being removed.

- Provide a range of unit sizes, including those that accommodate larger families. [At] With redevelopment, a minimum [17.5] of 20 percent of all [new] units must be two-bedroom units and five percent of all units must be provided as three-bedroom units[, which includes replacing the existing 307 two- and three-bedroom units on site]. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rental agreements.

Page 100: Amend the second sub-bullet under “Recommendation” as follows:

This plan recommends the following design guidance with the redevelopment of Halpine View[, Parkway Woods and Halpine Hamlet]:

Page 100: Insert two new bullets after the second sub-bullet under “Recommendation” as follows:

Rezone Parkway Woods from R-30 to CRT 1.50, C-0.25, R-1.50, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

Rezone Halpine Hamlet from R-30 to CRT 1.25, C-0.25, R-1.25, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

Page 103: Amend Map 26 to reflect the Council decisions.

Page 104: Amend the sub-bullet under the first bullet of “3.4.3 Parks, Trails and Open Space” as follows:

[Create public open space totaling a minimum of 1.2 acres in size, to be divided between the Rock Creek Woods properties when they redevelop. Provide at least one larger open space on each of the two properties. Each larger space should be at least one-half acre in size, similar to a neighborhood green urban park (as defined in the PROS Plan) and should include hardscape elements and lawn areas to serve as a gathering space. Both should be formally planned with visibility from Veirs Mill Road, and one should connect with the future Bus Rapid Transit station near Twinbrook Parkway.] Provide public open space on both sides of the Rock Creek Woods apartments, under the requirements of the CRT zone. Consolidate open space, as site constraints allow, to create significant open spaces that may include play structures, shaded seating and/or flexible lawn areas. A connection to the future Bus Rapid Transit station should be considered at the time of development review.

Page 104: Amend the second sub-bullet under the second bullet of “3.4.3 Parks, Trails and Open Space” as follows:

[Public open space totaling a minimum of 4.5 acres in size, to include at least three significant open spaces, each at least a half-acre in size, similar to a neighborhood green urban park (as defined in the PROS Plan) ton include play structures, shaded seating and flexible lawn areas.]

Provide public open space under the requirements of the CRT zone. Consolidate open space, as site constraints allow, to create [significant] the largest practicable open spaces, totaling 4.5 acres combined, that may include play structures, shaded seating and/or flexible lawn areas.

Page 107: Amend the last sentence in the second paragraph under “4.1 Financing” as follows:

Long-term infrastructure investments may leverage federal and state aid, similar to previous federal aid programs, such as the [Transportation Investment Generating Economic Recovery (TIGER) grant] Better Utilizing Investments to Leverage Development (BUILD) program.

Page 107: Amend the first bullet under “4.3 Public Benefits” as follows:

Supply [15 percent] an increased percentage of moderately-priced dwelling units (MPDUs) and market-rate affordable units pursuant to a rental agreement for new residential development.

Page 107: Insert a new bullet under the last bullet under “4.3 Public Benefits” as follows:

The Veirs Mill Corridor Master Plan also recommends the provision of market-rate affordable units under a rental agreement for up to 30 years with redevelopment of select properties in the Twinbrook District, including Rock Creek Woods and Halpine View. This plan acknowledges that amendments to the County Code are necessary to formalize this recommendation. This plan recommends amendments to Chapters 25 and 59 of the County Code to achieve regulated market-affordable units under a rental agreement for Optional Method Development projects in the C/R zones.

Page 108: Amend the 12<sup>th</sup> project in Table 8: Capital Improvements Program as follows:

Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated [speed] enforcement.

Page 108: Amend the 14<sup>th</sup> project in Table 8: Capital Improvements Program as follows:

[Limit left turns to a single lane where feasible at signalized intersections. Potential locations include: Connecticut Avenue, Randolph Road, Aspen Hill Road and Twinbrook Parkway.] As a goal, the number of additional lanes at signalized intersections should be minimized so that crossing distances and exposure of pedestrians and bicyclists to traffic when crossing the road is also minimized. Wherever it is determined to be beneficial to safety and does not create unacceptable congestion levels as defined by the applicable Subdivision Staging Policy congestion standard, the number of left turn lanes at a signalized intersection should be limited to one. Where dual left turn lanes are provided, consider the implementation of strategies to mitigate the speed of left-turning vehicles and to mitigate the additional width of the road that pedestrians and bicyclists must cross.



Page 109: Amend the 4<sup>th</sup> project in Table 8: Capital Improvements Program as follows:

[Removal of channelized right turns at intersection of Veirs Mill Road and Connecticut Avenue] Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible. If channelized right-turn lanes prove to be necessary, design the lanes to limit the exposure of vulnerable road users, including implementing measures to reduce the speed of turning vehicles so that vehicles yield, as required, to improve safety for pedestrians and bicyclists crossing the turn lane.

Page 109: Amend the 9<sup>th</sup> project in Table 8: Capital Improvements Program as follows:

Provide a [grade-separated crossing] pedestrian and bicycle overpass for the Matthew Henson Trail.

Page 110: Amend the Glossary to include the following terms and definitions:

Accessible Pedestrian Signals: Devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections and mid-block crossings in non-visual formats to pedestrians who are blind or who have low vision.

Countdown Pedestrian Signals: Devices that communicate information about the number of seconds remaining in the pedestrian DON'T WALK interval.

Leading Pedestrian Interval: An approach to traffic signalization that allows pedestrians or bicyclists to enter the intersection in advance of vehicles traveling in the same direction.

Page 110: Amend the Glossary to revise the following definition:

Market-Rate Affordable Housing: Market-rate affordable dwelling units rent at prices affordable to households earning no more than 80 percent of area median income, based on unit and household sizes. [These units are typically found in older buildings and their rents are lower than the median rent for the planning area.] Market-rate affordable dwelling units are not income-restricted by government regulation [and not defined in the Montgomery County Code].

### **General**

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Veirs Mill Corridor Master Plan (December 2018). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.

  
Megan Davey Limarzi  
Clerk of the Council