

**MEMORANDUM**

April 19, 2019

TO: County Council

FROM: Pamela Dunn, Senior Legislative Analyst  
Glenn Orlin, Deputy Director

SUBJECT: **Veirs Mill Corridor Master Plan Resolution<sup>1</sup>**

PURPOSE: Action to approve the Veirs Mill Corridor Master Plan resolution

**Participants:**

Casey Anderson, Chair, Montgomery County Planning Board  
Gwen Wright, Director, Montgomery County Planning Department  
Carrie Sanders, Area 2 Chief, Montgomery County Planning Department  
Jessica McVary, Planner Coordinator, Montgomery County Planning Department

Attached is a resolution approving the Veirs Mill Corridor Master Plan. The resolution is consistent with the Council discussion that took place on March 26 and the recommendations of the Planning, Housing and Economic Development (PHED) Committee.

**Staff recommend approval of the resolution.**

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<sup>1</sup> Keywords: #VeirsMillCorridor, plus search terms master plan, Veirs Mill, districts, zoning, vision zero.

Resolution No.: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**  
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**  
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**  
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**  
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9 By: County Council  
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12 **SUBJECT:** Approval of December 2018 Veirs Mill Corridor Master Plan  
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- 15 1. On December 20, 2018, the Montgomery County Planning Board transmitted to the County  
16 Executive and the County Council the December 2018 Planning Board Draft Veirs Mill  
17 Corridor Master Plan.  
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- 19 2. The December 2018 Planning Board Draft Veirs Mill Corridor Master Plan contains the text  
20 and supporting maps for an amendment to portions of the approved and adopted 1989 Master  
21 Plan for the Communities of Kensington-Wheaton; 1992 North Bethesda-Garrett Park Master  
22 Plan, as amended; and 1994 Aspen Hill Master Plan. It also amends The General Plan (On  
23 Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional  
24 District in Montgomery and Prince George's Counties, as amended; the 2013 Countywide  
25 Transit Corridors Functional Master Plan; the Master Plan of Highways and Transitways, as  
26 amended; and the Bicycle Master Plan.  
27
- 28 3. On February 7, 2019, the County Council held a public hearing on the December 2018  
29 Planning Board Draft Veirs Mill Corridor Master Plan. The Master Plan was referred to the  
30 Council's Planning, Housing, and Economic Development Committee for review and  
31 recommendations.  
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- 33 4. On February 5, 2019, the Office of Management and Budget transmitted to the County Council  
34 the Executive's Fiscal Impact Statement for the December 2018 Planning Board Draft Veirs  
35 Mill Corridor Master Plan.  
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- 37 5. On February 25, March 4, and March 7, 2019, the Planning, Housing, and Economic  
38 Development Committee held worksessions to review the issues raised in connection with the  
39 Planning Board Draft Veirs Mill Corridor Master Plan.  
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- 41 6. On March 26, 2019, the County Council reviewed the Planning Board Draft Veirs Mill  
42 Corridor Master Plan and the recommendations of the Planning, Housing, and Economic  
43 Development Committee.

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**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.

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

91

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

93

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

95

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

98

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

101

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

106

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

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

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

112

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

115

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

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

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

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

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

137

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

139

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

143

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

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

147

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

151

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

153

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

157

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

159

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

169

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

171

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

177

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

179

180 Page 39: Amend “Notes for Table 3: (1)” as follows:  
181

182 The minimum recommended right-of-way (ROW) includes residential service roads along  
183 segments of Veirs Mill Road. The minimum ROW may not include land needed for spot  
184 improvements, such as but not limited to local bus or BRT stations, protected intersections and  
185 other non-auto facilities, auxiliary travel lanes such as turn lanes, or areas needed for future  
186 grade separation projects.  
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188 Page 40: Amend the fourth sub-bullet under the first bullet as follows:  
189

190 In the [long-term] short term, provide a [grade-separated crossing] pedestrian and bicycle  
191 overpass of Veirs Mill Road for users of the Matthew Henson Trail [and preserve a protected  
192 at-grade crossing.] Independent of the provision of an overpass, safe at-grade crossing  
193 opportunities of Veirs Mill Road must also be provided in this vicinity.  
194

195 Page 42: Amend the first sub-bullet under “2.5.7 Bicycle Network Recommendations” as follows:  
196

197 In the short term, develop an interim continuous bicycle network along the residential service  
198 roads of Veirs Mill Road and on parallel streets that provide a combination of facilities,  
199 including new sidepaths, neighborhood greenways and connections to existing trails. (Refer to  
200 Map 7.)  
201

202 Page 49: Amend the second bullet under “2.5.9 Transit Network Recommendations” as follows:  
203

204 Implement the short-term BRT alternative identified through the 2016 Veirs Mill Road Bus  
205 Rapid Transit Study to provide improved transit service to residents and employees of the plan  
206 area. With the implementation of the short-term BRT alternative, construct [all] sidewalks and  
207 interim bikeways to provide safe and convenient access to BRT stations.  
208

209 Page 52: Amend the second sentence under “2.5.10 Bicycle and Pedestrian Priority Area  
210 (BiPPA)” as follows:  
211

212 An area centering on Veirs Mill Road and Randolph Road was included as a Montgomery  
213 County BiPPA.  
214

215 Page 54: Amend the last sentence of the first paragraph under “2.5.12 Intersections” as follows:  
216

217 Notably absent from these intersections are components that emphasize and highlight the  
218 pedestrian and bicyclist domains, including pedestrian countdown signals, leading pedestrian  
219 intervals, high-visibility crosswalks, pedestrian-scale lighting and median refuge islands.  
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221 Page 54: Delete the third sentence of the second paragraph under “2.5.12 Intersections” as follows:  
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223 [A grade-separated interchange at this intersection is inconsistent with the overall  
224 transportation goals of this plan, which seek to improve conditions for pedestrians, bicyclists  
225 and transit users on Veirs Mill Road and the surrounding communities.]

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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, 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.

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

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

275

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

277

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

279

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

281

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

284

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

289

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

299

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

304

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

309

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

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

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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

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

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 363 Page 100: Amend the first sentence of the fourth paragraph as follows:  
 364

365 [Consistent with the previous master plans, the] The Veirs Mill Corridor Master Plan  
 366 [continues to support the abandonment of] recommends that the Aspen Hill Road extension [to  
 367 further facilitate the synergistic redevelopment of Halpine View, Parkway Woods and Halpine  
 368 Hamlet.] be returned to Halpine View, LLC and incorporated into the adjacent Halpine View  
 369 property through Montgomery County's disposition process in exchange for the requirement  
 370 to provide a minimum of 30 percent of the dwelling units attributable to the density of the  
 371 1.9-acre parcel in the form of MPDUs.  
 372

373 Page 100: Amend the first bullet under "Recommendation" as follows:  
 374

375 Rezone the Rock Creek Woods Apartments from R-20 to CRT 1.25, C-0.25, R-1.25, H-85.  
 376 Maximize residential development on the site, with a minimal amount of commercial density  
 377 to fulfill the requirements of the Optional Method Development of the CRT zone. An optional  
 378 method project that includes residential dwelling units should provide a minimum of 15 percent  
 379 Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units under a  
 380 rental agreement for up to 30 years. This plan also prioritizes two- and three-bedroom units for  
 381 public benefit points. With redevelopment, a minimum of 20 percent of all units must be two-  
 382 bedroom units and five percent of all units must be three-bedroom units. Priority should be  
 383 given to existing residents for the two- and three- bedroom units and the units under market-  
 384 affordable rental agreements.  
 385

386 Page 100: Amend the second bullet under "Recommendation" as follows:  
 387

388 Rezone the Halpine View Apartments[, Parkway Woods and Halpine Hamlet] from R-30 to  
 389 CRT 1.25, C-0.25, R-1.25, H-85 to allow increased residential density near the Twinbrook  
 390 Metrorail Station and the future bus rapid transit station.  
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392 Page 100: Amend the first sub-bullet under the second bullet under "Recommendation" as  
 393 follows:  
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395 The plan recommends maximizing residential development with a minimal amount of  
 396 commercial density to fulfill the requirements of the Optional Method Development of the  
 397 CRT zone[, with the following public benefits]. An optional method project that includes  
 398 residential dwelling units should:  
 399

- 400 - Provide a minimum of 15 percent MPDUs [as the highest priority public benefit.];
- 401
- 402 - Provide [5] 10 percent market-rate affordable units [pursuant to] under a rental agreement  
 403 [with the Department of Housing and Community Affairs for twenty years. Redevelopment  
 404 shall be phased to ensure maintenance and/or creation of a minimum of 5 percent market-  
 405 rate affordable units.] for up to 30 years. To achieve no net loss in market-rate affordable

406 units, each phase of development should provide a number of affordable units (MPDUs  
407 plus market-affordable units under rental agreement) equal to the number of units being  
408 removed.

409  
410 - Provide a range of unit sizes, including those that accommodate larger families. [At] With  
411 redevelopment, a minimum [17.5] of 20 percent of all [new] units must be two-bedroom  
412 units and five percent of all units must be provided as three-bedroom units[, which includes  
413 replacing the existing 307 two-and three-bedroom units on site]. Priority should be given  
414 to existing residents for the two- and three- bedroom units and the units under market-  
415 affordable rental agreements.

416  
417 Page 100: Amend the second sub-bullet under “Recommendation” as follows:

418  
419 This plan recommends the following design guidance with the redevelopment of Halpine  
420 View[, Parkway Woods and Halpine Hamlet]:

421  
422 Page 100: Insert two new bullets after the second sub-bullet under “Recommendation” as follows:

423  
424 Rezone Parkway Woods from R-30 to CRT 1.50, C-0.25, R-1.50, H-85 to allow increased  
425 residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

426  
427 Rezone Halpine Hamlet from R-30 to CRT 1.25, C-0.25, R-1.25, H-85 to allow increased  
428 residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

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

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

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

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

449  
450 [Public open space totaling a minimum of 4.5 acres in size, to include at least three significant  
451 open spaces, each at least a half-acre in size, similar to a neighborhood green urban park (as

452 defined in the PROS Plan) ton include play structures, shaded seating and flexible lawn areas.]  
 453 Provide public open space under the requirements of the CRT zone. Consolidate open space,  
 454 as site constraints allow, to create significant open spaces that may include play structures,  
 455 shaded seating and/or flexible lawn areas.

456

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

458

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

462

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

464

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

468

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

470

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

478

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

480

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

484

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

486

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

497

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

499

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

507

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

509

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

512

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

514

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

518

519 Countdown Pedestrian Signals: Devices that communicate information about the number of  
520 seconds remaining in the pedestrian WALK interval.

521

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

524

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

526

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

533

534

535

**General**

536

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

542

543

544 This is a correct copy of Council action.

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546

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548 

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Megan Davey Limarzi

549 Clerk of the Council