



Sandy Spring Rural Village Plan: Worksession #1

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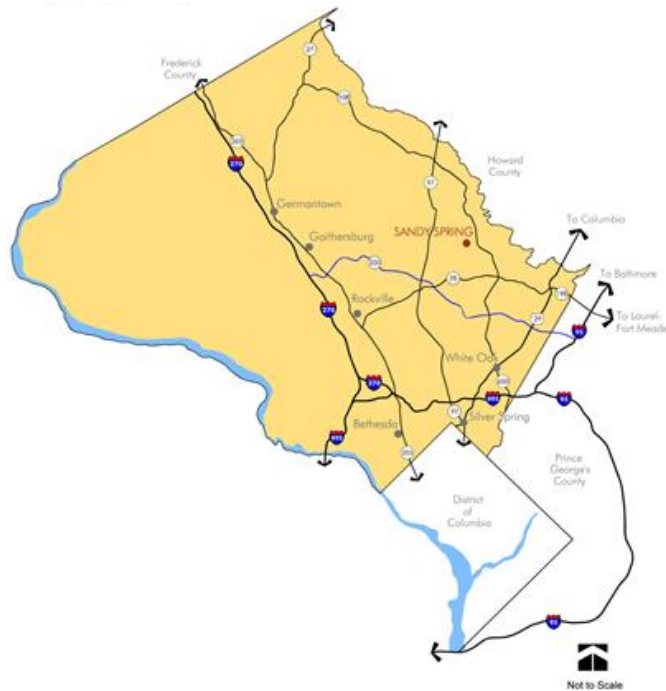
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Completed: 09/25/2014

Description

**Sandy Spring Rural Village Plan:
Worksession #1**

Staff Recommendation: *Review the public testimony and staff response*



Summary

This memorandum provides a summary of the public testimony and the staff response on the Sandy Spring Rural Village Plan. Worksession No. 1 will focus on the general concepts of the Plan including the vision and history; land use, density and height; transportation capacity; and implementation strategies to create a vibrant Village. Worksession No. 2 will discuss any remaining issues and provide a wrap-up.

STAFF RECOMMENDATIONS

The testimony from residents, property owners, business owners, and the County Executive supported the recommendations in the Sandy Spring Rural Village Plan for the vision; land use, density and building height; transportation capacity; and implementation. The summary of the public testimony is attached. After a thorough review of the testimony, the staff recommends the following:

1. **History** - Include a history section into the Plan.
2. **Design** - Include the attached Design Check List in the Implementation Chapter that summarizes the design recommendations in the Plan.
3. **Zoning Along MD 108** – Rezone, 617 Olney-Sandy Spring Road from R-200 to R-60 and amend the zoning map.
4. **Buildings West of Brooke Road** - Consider adaptive reuse as part of redevelopment.
5. **Bikeway** - Retain the off-road shared use bikeway along the northern portion of MD 108 and eliminate the on-street bikeway.
6. **Bentley Road** - Retain the designation of Bentley Road as a Rustic Road with the opportunity for safety improvements at the intersection with MD 108.
7. **Minor modifications** – Incorporate the limited number of modifications to the Plan proposed by residents, property owners, and the County Executive included in the attached table.

BACKGROUND

The Planning Board received testimony on the Public Hearing Draft of the Sandy Spring Rural Village Plan on September 4, 2014. Additional letters have also been received (see attachments). The testimony from residents and property owners provide a clear agreement on the following key elements:

- Allowing a mix of uses including residential uses in the Village Core
- Retaining the rural village character
- Improving the pedestrian, bicycle and vehicular connections
- Providing quality open space for public gathering in the Village Core and other and other areas as indicated in the Plan

The residents, property owners, and the representatives of the County Executive have proposed a limited number of modifications to the plan. A summary of the modifications and the staff recommendations are discussed in the following paragraphs and the attached Summary of Testimony.

SUMMARY AND ANALYSIS

SECTION NO. 1: GENERAL CONCEPTS

This report includes two sections. Section No. 1 of the report summarizes the testimony and staff response for the following general concepts:

- Vision
- Land Use, Density and Height
- Transportation Capacity
- Implementation

VISION

Testimony: The community strongly supports the vision expressed in the Sandy Spring Rural Village Plan (page 12): “An historic rural village that serves as a focal point of community life.” (The County Executive, Sandy Spring Civic Association, Sandy Spring Museum, Miche Booz, Tom Christopher, and Steve Young).

Staff Response: *Retain the vision as proposed.*

A new mixed-use village center is intended to revitalize Sandy Spring. The Plan encourages infill and adaptive reuse of older commercial buildings and the redevelopment of non-historic buildings on the north side of MD 108, while preserving the rural village entries and historic character of the south side of MD 108.

LAND USE, DENSITY and HEIGHT

Testimony: Testimony from local residents supported the land use and density in scale with the vision described in the Plan (Sandy Spring Civic Association, David Ager, Miche Booz). Sandy Spring property owners (Tom Christopher, Yogi Batheja, Housing Opportunities Commission, and Steve Young) also supported the mix of uses and the general flexibility in development standards.

Staff Response: *Retain the recommended land use, density, and height as proposed.*

The Plan provides for a mix of uses including housing in the Village Core. The aging buildings along the north side of MD 108 have the opportunity to redevelop and serve the local demand. The land use opportunities that allow for a greater mix of uses will help transform the Village Core. The Plan recommends that the density remain the same with minor reductions adjacent to existing residential areas to 0.50 FAR. In the village center, parking requirements will limit the amount of redevelopment. The Plan offers additional height than permitted under the existing Sandy Spring/Ashton (SSA) Overlay Zone (from 24 feet to the proposed 45 feet) in order to provide greater incentive for property owners to redevelop at a mixed-use village scale.

TRANSPORTATION CAPACITY

Testimony: Community residents and County officials supported the Plan’s safe street network, trails, sidewalks and bicycle facilities (Sandy Spring Civic Association, David Ager, Housing Opportunities Commission, Steve Young, Miche Booz, and the County Executive, including MCDOT).

Staff Response: *The transportation capacity is in balance with the recommendations for land use.*

The Plan proposes a small increase of 72 housing units and a modest decrease of non-residential square feet by 22,100. This minor amount of development will have a limited impact on the transportation system. Local intersection improvements will accommodate the Plan’s long-term residential and non-residential development. The Plan does not propose adding additional through lanes or additional right-of-way (ROW). The existing ROW widths allow for intersection improvements for safety and circulation purposes.

IMPLEMENTATION

Commercial Residential Neighborhood Zoning (CRN)

Testimony: Testimony supported the Village Core rezoning from C-2 Zone, C-1 Zone, R-60, and O-M Zone to the CRN Zone. (Sandy Spring Civic Association, David Ager, Housing Opportunities Commission, Steve Young, Miche Booz, and the County Executive, including MCDOT).

Staff Response: *No change to the zoning recommendations (to implement the CRN Zone and remove the overlay zone).*

Single-use zoning currently dominates the village. The existing C-1, C-2, and O-M Zones do not allow a flexible response to the growing residential and retail market. In addition, the existing office and commercial zones does not provide a mix of uses or any public space, nor do they support infill development. The development standards in these existing zones create a significant limitation to the existing local businesses and future commercial development. The Sandy Spring-Ashton Overlay (SSA) Zone provides some use protections, but its height limitation constrains development potential in the village.

The standards in the existing non-residential zones provide significant limitations to the existing local businesses and future commercial development in Sandy Spring as follows:

- C-1 zone, Convenience Commercial - The limited mix of uses, which do not permit housing, and low building heights, and limits the ability of the Village to respond to market changes.
- C-2 zone, General Commercial - This commercial zone has limited, high intensity commercial uses, which do not permit housing, foster the creation of the open spaces needed to serve the community, promote infill development critical to existing small businesses, and provide an appropriate transition to the adjacent neighborhoods.
- O-M zone, Office Building, Moderate Intensity - The properties in this office zone have substantial vacancies. Widening the range of permitted uses, including housing, and providing the opportunity for street-oriented retail would improve the revitalization potential for these existing properties.

The CRN Zone allows for additional uses and provides more flexible development standards at the village scale as outlined in the Plan's vision. This flexibility gives small businesses a chance to respond to current and future market conditions as they are allowed small expansions without optional method requirements. The proposed zoning provides a mechanism for road dedications, public use space and improvements to MD 108.

The CRN Zone is appropriate for small, low-density areas, and it is designed to provide:

- Opportunities for adaptive reuse and revitalization single-use areas and surface parking lots with a mix of uses
- Reduces dependence on the automobile by encouraging development that integrates a combination of housing types, commercial services, and public facilities and amenities
- Allows a mix of uses, a variety of densities, and building heights appropriate to a rural context
- Ensures compatible relationships with adjoining neighborhoods
- Allows an appropriate balance of employment and housing opportunities

Capital Improvements Program (CIP)

Staff Response: No change to Plan's CIP recommendations.

The CIP section of the Plan is designed to support the transformation of Sandy Spring, specifically MD 108, into a connected Village center. Public investment in sidewalks, shared-use paths, and the approval of the Sectional Map Amendment to allow a greater variety of uses will encourage property owners to reinvest in the Sandy Spring Village.

SECTION NO. 2: SPECIFIC PLAN CHANGES

Section No. 2 of this memorandum summarizes the specific verbal and written testimony and offers a staff response. The following list identifies the primary concerns identified in the testimony and staff response:

1. **History** – Community residents (Miche Booz and Robin Ziek) requested the Plan have more language about history, specifically the importance of the architecture in the historic district and cultural heritage of the area that helps support the recommendations of the Plan.

Staff Response: Include a short history section in the Introduction Chapter. Staff will develop a history section and provide it to the Planning Board at Worksession #2.

2. **Design** - Community resident (Miche Booz) requested the Plan have clear design guidelines that will be used to review future projects. The 1998 Master Plan had guidelines on pages 31 and 32; the intent of this request is for this Plan to have a "go to" list for prospective projects and their owners and designers, Planning staff, as well as the residents of Sandy Spring. The CRN Zone includes some of the necessary language; the desire for guidelines for appropriate scale and character, use of architectural elements and materials give useful suggestions. The Design Checklist summarizes the Plan's design recommendations.

Staff Response: Include a design checklist in the Implementation Chapter (insert on page 56).

3. **Zoning Along MD 108** – The Housing Opportunities Commission of Montgomery County (HOC) (Jay Shepherd and David Ager) requested to rezone 617 Olney-Sandy Spring Road from R-200 to R-60 and amend the zoning map. HOC is proposing to infill market rate housing into the Sandy Spring Meadow community and requested that the R-200 property at the entrance of Skymeadow Way be rezoned to the same zone as the rest of the subdivision so they can submit a site plan amendment without split zoning.

Staff Response: Rezone 617 Olney-Sandy Spring Road from R-200 to R-60 and amend the zoning map.

4. **Buildings West of Brooke Road** - Community residents (Miche Booz and Robin Ziek) requested that the Plan have language about retaining the National Register Eligible buildings on the north side of MD 108, west of Brooke Road.

Staff Response: *Modify first bullet on page 22 to include adaptive reuse as part of redevelopment.*

5. **Bikeway** – Developers in the Village Core Neighborhood, HOC (Jay Shepherd and David Ager) requested separating the bike and pedestrian traffic in the Village Core Neighborhood to maintain safe travel for bicyclists through the area, provide appropriately sized sidewalks for pedestrians, and create suitable café spaces.

Staff Response: *Retain the off-road shared use bikeway along the northern portion of MD 108 and eliminate the on-street bikeway through the Village Core.*

6. **Bentley Road** – MCDOT supports the Rustic Road designation of Bentley Road north of the Museum Property. MCDOT requests maintaining the existing classification of Bentley Road closer to MD 108 to support potential roadway and intersection improvements associated with potential expansion of the Sandy Spring Museum or land uses on the west side of Bentley Road.

Staff Response: *Retain the designation for the full length of Bentley Road as Rustic. The Rustic Road classification does not preclude future roadway and intersection improvements.*

7. **Minor modifications** – residents, property owners, and representatives of the County Executive have proposed a limited number of modifications to the Plan.
 - MCDOT- transportation edits
 - HOC – Housing Opportunities Commission of Montgomery County edits
 - Other Stakeholders

Staff Response: *Edits are attached in the summary of testimony and will be incorporated into the Sandy Spring Rural Village Plan.*

The summary of the Public Testimony and Executive Comments with staff response are attached. Staff will review the items during the October 2 worksession with the Planning Board.

PLANNING STEPS

Worksession No. 2 is scheduled to be held on October 23, 2014. At that time, the remaining issues and a wrap-up will be discussed. Below is a schedule for the Plan:

- | | |
|---|-------------------|
| • Approval of the Staff Draft as a Public Hearing Draft | July 17, 2014 |
| • Planning Board Public Hearing | September 4, 2014 |
| • Worksession No. 1 | October 2, 2014 |
| • Worksession No. 2 | October 23, 2014 |
| • Worksession No. 3 (if necessary) | November 6, 2014 |
| • County Council Hearing and Work Sessions | January 2015 |

Attachments

- A. Summary of Public Testimony
- B. Transcript from Public Hearing
- C. Correspondence
 - Sandy Spring Civic Association Letter, dated September 11, 2014
 - Allison Weiss, Executive Director, Sandy Spring Museum, dated September 4, 2014
 - Summary of Comments from the County Executive
 - Jay Shepherd, Housing Opportunities Commission of Montgomery County, dated September 4, 2014
 - David Ager, Townscape Design LLC Letter dated September 4, 2014
 - Miche Booz/Sandy Spring JH, dated July 21, 2014
 - Robin Ziek/SSRV JH, dated September 2, 2014
 - Yogi Batheja, New Era Letter, dated September 18, 2014
- D. Design Checklist

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Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 1

WORKSESSION DISCUSSION TOPICS

The following table identifies the primary concerns (History, Design, Zoning along MD 108, Buildings West of Brooke Road, Bikeway in Village Core, and Bentley Road) identified in the testimony and the staff responses.

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
History	<p>CTRACK #2014-0475 - Booz/Sandy Spring JH, dated July 21, 2014; supports the Plan; wants more historic and design language</p> <p>CTRACK #2014-0544 - Ziek/ SSRV JH, dated September 2, 2014 More historic preservation and concerned with zoning (density, scale); Historical significance of the village is lost; more history</p>	<p>Staff Response: Include a short history section into the Introduction Chapter. Staff will develop a history section to be included in the Plan Framework section and provide it to the Planning Board at Worksession #2</p>	
Design	<p>Miche Booz Testimony, Local Architect and Historian; Consensus for the Plan</p> <p>Allowing 1-3 stories allows for flexibility; Provide for a variety of roof tops; Insert Design Guidelines (similar to the 1998 Plan</p>	<p>Staff Response: Include a design checklist in the Implementation Chapter (inserted on page 56).</p>	
Zoning Along MD 108	<p>Jay Shepherd, Housing Opportunities Commission of Montgomery County (HOC)</p> <p>Improve Sandy Spring Meadow community by replacing several single-family houses, constructing new townhouses</p> <p>Request R-60 Zoning on Parcel 338 (currently R-200) to fulfill the Plan's recommendation on Page 27: "Provide infill opportunities for additional residential units through the subdivision process"</p> <ul style="list-style-type: none"> Request: Rezone 617 Olney-Sandy 	<p>Staff Response: Amend the zoning map on page 51 to change 617 Olney-Sandy Spring Road from the R-200 to the R-60 Zone. This rezoning will allow this parcel and the adjacent HOC parcel to be combined under one zone (R-60) with one set of development standards.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 2

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	Spring Road from R-200 to R-60 and amend zoning map on page 51 to change 617 Olney-Sandy Spring Road from R-200 to R-60 zone		
Buildings west of Brooke Road	<p>CTRACK #2014-0544 - Ziek/SSRV JH, dated September 2, 2014 Retain the two houses to the east of the Post Office as they provide historical significance and early 20th century residential architecture.</p> <p>Miche Booz, Local Architect and Historian; supports preservation and agree that the buildings provide vernacular architectural interested in the Village Core Neighborhood</p>	<p>Staff Response: The two houses are “National Register Eligible” and the Plan states that the buildings “add to the vernacular architectural interested in the Village Core Neighborhood” (p. 22).</p> <p>Staff Response: Modify first bullet on page 22 to include adaptive reuse as part of redevelopment.</p>	
Bikeway in Village Core	<p>Jay Shepherd, Housing Opportunities Commission of Montgomery County (HOC)</p> <p>Since a bicycle lane is required (see footnote 3, page 36), a 10-foot shared use path at the Village Core would be redundant, and inconsistent with other stated goals.</p> <p>Request to separate the bike and pedestrian traffic in this short area, utilizing the required bike lane and new sidewalk.</p> <p>David Ager, Townscape Design LLC</p> <p>North side of MD 108 in the Village Core; On pages 35-36, the draft Plan states: "From the new buildings on the north, the right-of-way will contain a sidewalk, a 10-foot wide shared use path with a buffer between the path, and on street parking.</p>	<p>Staff Response: Remove the on-street bikeway and keep an 8 feet wide shared use path in the Village Core between Sky Meadow Way and Brooke Road, Page 39, 2nd Bullet Village Core.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 3

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>The footnote on the bottom of page 36 states: "Per SHA requirements, a bicycle lane will be provided on both side of the road. All off-road facilities are discussed in the bikeways section."</p> <p>It appears from these statements that the Plan recommends an exceedingly wide sidewalk and pedestrian system, out of character with a typical village center and contrary to other stated goals in the draft Plan.</p> <p>Since a bicycle lane is required on MD 108 (footnote 3), a 10-foot shared use path at the Village Core would be redundant, and inconsistent with this Village Core context. The bike lane, in combination with a properly scaled sidewalk will provide the needed movements, and in a manner that is contextual with the character of the Village Core.</p>		
Bentley Road	<p>CTRACK #2014-0540 - County Executive Comments; MCDOT</p> <p>Page 40, Rustic Roads, Bentley Road</p> <p>MCDOT staff supports designation of Bentley Road north of the Sandy Spring Museum Property but would like consideration for maintaining the existing classification of Bentley Road closer to MD 108 to support potential roadway and intersection improvements associated with potential expansion of the Museum or land uses on the west side of Bentley Road.</p>	<p>Staff Response: Staff supports the Plan's recommendation for Rustic Road designation for the full length of Bentley Road from MD 108 to the end. The Rustic Road classification does not preclude future roadway and intersection improvements.</p> <p>Staff Response: Add Text on page 40, Bentley Road, Justification – Safety improvements may be needed along Bentley Road near the MD 108.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

MINOR MODIFICATIONS

The following table identifies the minor concerns from MCDOT, HOC, identified in the testimony and the staff responses to be incorporated in the Planning Board Draft.

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
Minor Modifications: MCDOT, Transportation	<p>CTRACK #2014-0540 - Ossont/SSRV JH, dated September 2, 2014; –County Executive Comments; Supports the Plan, MCDOT</p> <ul style="list-style-type: none"> The plan should include a safety component in all transportation recommendations involving County roadways. Consider greater use of cross-section examples (or references to standard Context Sensitive Road Design Standards) to improve ease of reading the document, both for laypersons as well as for DOT review in implementation feasibility. Note that ensuring implementation of master planned public facilities (roadways, bikeways, and sidewalks) will take priority over private uses in the public space (such as café seating). Sidewalks and off-road shared-use paths along the County roadway network should meet the requirements stated in the Americans with Disabilities Act of 1990 (ADA) for compliance. The draft Master Plan is located within the Northwest Branch (Use IV) watershed. The draft Master Plan recommends closed section streets. Yet closed section streets are generally precluded in such watersheds per Section 49-33(I) of the County Code – unless an applicant obtains a waiver 	<p>Staff Response: Revise text to state that “all safety measures will be taken into consideration at road design”.</p> <p>Staff Response: Add cross-section for MD 108 and add a footnote to Road Classifications Table on page 36 with a reference to the road design standards.</p> <p>Staff Response: Change footnote #3 on page 19 to “Enhance crosswalks to improve visibility and safety” and add to the first paragraph of the Transportation Section on page 34 to include the following sentence: “Sidewalks and off-road shared-use paths along the County roadway network should meet ADA requirements.”</p> <p>Staff Response: No text changes needed; Precedence for closed section roadways exist in the Plan area. Also, the 1998 Approved and Adopted Sandy Spring/Ashton Plan highlights closed sections on page 50 and on page 51. Page 50 states: “The closed section is recommended within the village</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 5

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>from DPS for such installations. We recommend the next draft Master Plan address how any proposed closed section roadways are impacted by this code requirement, as well as any differences between application to County owned roadways versus SHA owned roadways.</p> <p>Chapter 3. Plan Recommendations</p> <p>Sandy Spring Rural Village Concept</p> <ul style="list-style-type: none"> “Sandy Spring Rural Village Concept” Graphics Page 15, Page 16 and Page 17 – These graphics show a driveway / street access point from Brooke Road to the proposed land uses with an entry off of Brooke Road between MD 108 and the existing Fire Station entrance. Full-movement access may not be feasible or appropriate here due to intersection design spacing criteria. Specific site access points from County roadways are subject to review and approval by MCDOT. <p>Village Core Recommendations</p> <p>Buildings</p> <ul style="list-style-type: none"> Page 17-18, Buildings – Build-to areas should be mindful of potential impacts to sight distance, particularly at uncontrolled intersections and with the awareness that at signalized intersections: restrictions on turns (such as right-turns on red or permissive left-turns) may be enacted where sight distance is not adequate. 	<p>centers....”</p> <p>Staff Response: Remove the 3rd bullet. A driveway exists today in this location. A decision to retain, modify, or eliminate the access will be made with a preliminary and site plan and when intersection improvements at Brooke Road and MD 108 are designed and funded.</p> <p>Staff Response: Add language in the Plan to retain the 80 right of way on pages 17-18.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>Connections</p> <ul style="list-style-type: none"> • Add “safety” for all roadway users reference to this section. • Page 19, Connections bullet three – During a proper plan review, our engineering staff may question the definition of “enhance” and whether it is a technical operational element. <p>Specific Property Recommendations</p> <ul style="list-style-type: none"> • Page 23, North Side of MD 108, bullet 3 “Provide access from a driveway off of Brooke Road, MD 108 and Skymeadow Way” – Consider deleting “from a driveway” from the specific recommendation above would address this issue. Full-movement access may not be feasible or appropriate here due to intersection design spacing criteria. Specific site access points from County roadways are subject to review and approval by MCDOT. <p>Area-Wide Recommendations</p> <ul style="list-style-type: none"> • Page 35, Capacity – The plan should reference available roadway capacity and how it relates to the Transportation Policy Area Review guidelines (While the TPAR analysis/test was not applied to Rural east, LATR intersection standards and transit adequacy still exist for these areas) 	<p>Staff Response: Add “safety” for all roadway users.</p> <p>Staff Response: Change bullet #3 on page 19 to “Enhance crosswalks to improve visibility and safety.”</p> <p>Staff Response: Delete “Bullet #3.</p> <p>Staff Response: M-NCPPC understands that the LATR intersection standard and transit adequacy still apply to this area. The plan currently allows approximately 98 residential dwelling units and 253,400 square feet of non-residential square feet. The proposed plan increases the residential dwelling units by 52 (approximately 50/50 split between townhomes and multifamily) and decreases the non-residential square feet by 22,100 (approximately a 40/60 split office and retail). Based on the</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 7

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<ul style="list-style-type: none"> • Page 35, Circulation - the Plan recommends providing “pedestrian crosswalks and signals” to facilitate pedestrian movements within this plan area. These measures, particularly traffic signals, are operational issues, implemented upon satisfaction of necessary warrants and/or engineering analyses, and may not be appropriate for inclusion in a long-term planning document. • Page 36, Circulation, Road Classifications Table; Use DOT design standard numbers (an example is MC-2003.03). <ul style="list-style-type: none"> o Use design standard MC-2003.10 (modified to reflect the proposed shared use path) on Brooke Road and MC-2005.01 for Skymeadow Way. o MD 108 is proposed as a 2 lane Arterial road within an 80 foot right-of-way. MCDOT recommends that it be classified as a Minor Arterial. o The target speed proposed for 	<p>development potential and using the ITE trip generation book, there is a 40 trip reduction in the AM peak hour and a 190 trip reduction in the PM peak hour from the current plan to the proposed plan. The existing intersections are operating within the level of service standards.</p> <p>Based on the trip reduction, the capacity of the roadway network is increased when moving from the current plan to the proposed plan.</p> <p>Staff Response: The plan is a general guide stating the intent to improve pedestrian and bicycle circulation in the Sandy Spring Village Center. No specific recommendations about additional crosswalks or signals are included in the plan. A decision about whether to improve crosswalks, add crosswalks, or add signals will be made with specific preliminary plan or site plan or in coordination with SHA and MCDOT.</p> <p>Staff Response: Add MC-2003.10 on Brooke Road and MC-2005.01 for Skymeadow Way.</p> <p>Staff Response: Keep MD 108 as an Arterial. May need to state that this is a state road and thus reclassifying to a Minor Arterial would not be appropriate.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 8

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>Skymeadow Way is 20 mph. The lowest target speed in the Executive Regulation for Context Sensitive Road Design Standards (ER 31-08AM) is 25 mph. Please add a note to change the Target Speed to 25 mph for this road.</p> <p>o The target speed proposed for Bentley and Meeting House Roads is a also 20 mph. However, due to the Rustic and Exceptional Rustic classification, there should not be a target speed recommendation for these streets.</p> <ul style="list-style-type: none"> For the concepts that are shown on pages 39 and 46, we recommend the following statement “the concept is for illustrative purposes and specific locations of access points will be determined during Preliminary Plan stage.” Page 42, Rustic Roads - Meetinghouse Road provides access to the Underground Railroad Trail. The document recommends classifying Meeting House Road as an Exceptional Rustic road, which we do not object to. However, the County only maintains the first 0.40 miles of this road south of its intersection with MD 108; the remaining roadway segments are privately maintained. Page 44-45, Bikeways/Sidewalks/Transit – While references to the existing Metrobus Z2 and “bus stops within this plan (area)”. The plan should note adequacy of existing stops in the plan area and add 	<p>Staff Response: Change target speed proposed for Skymeadow Way to 25 mph, page 36</p> <p>Staff Response: Change target speeds on both rustic roads to 25 mph, page 36</p> <p>Staff Response: Insert Language on page 39 to the title <u>Proposed “Concept” for Olney Sandy Spring Road (MD 108)</u>. Page 46 will have added language to the title of Parks and Open Space “Concepts”.</p> <p>Staff Response: None. The Table on page 36 identifies the road as 0.40 miles.</p> <p>Staff Response: Add language to page 45 in the last paragraph of Bikeways/Sidewalks/Transit to add: This Plan supports the continuation of Metrobus service within the planning area and sidewalk, bicycle, and road</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 9

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	<p>a reference to bicycle and pedestrian improvements (not just “road improvements”) as improving access to and accommodating existing transit.</p> <ul style="list-style-type: none"> Page 45, Trail Connections – the master plan should be updated to reflect the already (developer) built shared use path on Brooke Road. <p>Capital Improvements Program</p> <ul style="list-style-type: none"> Page 54, Street and Intersection improvements – Add Safety to MD 108 Project – “Sidewalk, Safety and Resurfacing Project” Page 54, Sidewalks and signage improvements - Private participation should be added as a separate bullet as a potential source for funding these types of projects <p>Other Technical Comments</p> <ul style="list-style-type: none"> Page 49, sidebar – The sidebar “The Sandy Spring Museum” cites the Sandy Spring Volunteer Fire Department website (www.ssvfd.com) as a source. 	<p>improvements that need to be made to accommodate bus service.</p> <p>Staff Response: Update map on page 44 to add a solid segment identifying the existing shared use path section on Brooke Road.</p> <p>Staff Response: Add Safety to MD 108 Project – “Sidewalk, Safety and Resurfacing Project”</p> <p>Staff Response: Add another bullet “Property Owners Participation”</p> <p>Staff Response: Change the source to www.sandyspringmuseum.org/</p>	
Minor Modifications: HOC	<p>Jay Shepherd, Housing Opportunities Commission of Montgomery County (HOC)</p> <p>Page 23: "Provide a tree canopy goal of 45 percent within the Plan area, and a goal of 75 percent coverage goal for parking lots". Requests to change the recommendation to 25 percent, the minimum requirement today for coverage for parking lots. The 45-75 % recommendations have countywide</p>	<p>Staff Response: Staff recognizes that the properties are within the Patuxent Watershed and will be held to a higher standard than the min requirement. Remove 75 percent and replace with a minimum 25 percent tree canopy coverage consistent with countywide minimum standards.</p> <p>Staff Response: Insert new language</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 10

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>implementations and should be considered in separate amendment to the parking code. HOC recognizes that the properties are within the Patuxent Watershed and will be held to a higher standard than the min requirement to be determined at site plan.</p> <p>Page 23: "Provide a central village green, near the intersection of Brooke Road and MD 108 with new retail uses facing onto it". Requests to insert "and residential uses" after "new retail" to allow HOC to provide residential uses in that area.</p> <p>Page 26: "This subdivision consists of 56 residential units (25 single-family detached and 31 attached units)." Requests to change "56" to "61" and "25" to "30" to accurately reflect the actual number of units in the subdivision.</p> <p>Page 26: "This Plan envisions that any new residential units built within the neighborhood will meet the street in the a same similar manner as the existing buildings." Requests to change "the same" to a similar" to allow some flexibility in the placement of new residential units.</p> <p>Page 26: "Site any new residential in this area to match the front setback of existing buildings" . Requests to change "match" to "be compatible with" to allow some flexibility in the placement of new residential units and for some slight variations.</p>	<p>on p. 23: "Provide a central village green, near the intersection of Brooke Road and MD 108 with new retail <u>and other commercial or residential uses</u> facing onto it"</p> <p>Staff Response: Insert new language: "This subdivision consists of <u>61</u> residential units (<u>30</u> single-family and 31 attached units").</p> <p>Staff Response: Insert new language: "This Plan envisions that any new residential units built within the neighborhood will meet the street <u>in a similar</u> manner as the existing buildings."</p> <p>Staff Response: Insert new language: "Site any new residential in this area to <u>be compatible with the front setback</u> of existing buildings".</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 11

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>Page 26: "Maintain the setbacks along Olney Sandy Spring Road (MD 108). Requests to replace "Maintain" to "Provide compatibility between" and insert "of existing and proposed homes" to allow some flexibility in the placement of new residential units and for some slight variations.</p>	<p>Staff Response: Insert: "<u>Provide compatibility between the setbacks of existing and proposed homes</u> along Sandy Spring Road (MD 108)".</p>	
	<p>Page 35: In the table titled 'Development Potential' Requests to delete the words "Including Existing Development" in the last column to make the table consistent with the calculation for school capacity for 150 new units on page 48.</p>	<p>Staff Response: delete the words "Including Existing Development" in the last column of the Table on pg 35</p>	
	<p>Page 36: Show table titled "Road Classifications" with with Skymeadow Way measured from MD 108 to "Proposed Local Road" and on page 40, first paragraph : "From MD 108 to a new local road, this section...." Change "local road" to internal connector" so that the proposed road is not misinterpreted to be built to public road standards.</p>	<p>Staff Response: Change "local road" to internal connector" in Table on pg 36 and on pg 40 in first paragraph.</p>	
	<p>Since a bicycle lane is required (see footnote 3, page 36), a 10-foot shared use path at the Village Core would be redundant, and inconsistent with other stated goals. Requests a separate the bike and pedestrian traffic in this short area, utilizing the required bike lane and new sidewalk.</p>	<p>Staff Response: Provide the shared use path in this short area and include language in the Plan on page 35, last paragraph: "From the new buildings on the north, the right-of-way will contain a sidewalk, an 8-foot wide shared use path, a 5-foot bike lane with a buffer between the sidewalk, and on-street parking." Page 39, second bullet: Instead of "Add minimum 8' shared use path use change it to: <u>Accommodate bicycle and</u></p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 12

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
		<p><u>pedestrian movement</u> on north side MD 108"</p> <p>Page 44, second paragraph: "The Plan supports the recommendation for a 8-foot wide share use path, <u>with modifications allowed at the Village Core, on the north side of MD 108</u> connecting the elementary school to the high school."</p>	
Minor Modifications	<p>CTRACK #2014-0544 - Ziek/ SSRV JH, dated September 2, 2014</p> <p>Neighborhood serving and keep parking requirements low</p> <p>No off-street parking along Bentley and Meetinghouse Road</p> <p>Supports the park area in front of the new Fire Station and supports replanting trees along the street and in the HOA open spaces to maintain a forested edge that defines the village</p> <p>Restrict signage to the building faces for all buildings</p> <p>Three stories in the commercial area is not supported without building variation</p> <p>No sidewalk along the west side of Brooke (along the horse farm); it would be unnecessary</p> <p>The new church should share parking and access to Sherwood HS's parking lot.</p>	<p>Staff Response: The new zoning ordinance has lower parking requirements than the previous ordinance.</p> <p>Staff Response: Parking will be reviewed by the Rustic Roads Committee on a case by case basis.</p> <p>Staff Response: Tree canopy coverage will add new trees in the area (Plan supports the Shades of Green Program).</p> <p>Staff Response: Insert language to say no monumental signage in com. area</p> <p>Staff Response: Parking and uses will limit the size and scale of buildings.</p> <p>Staff Response: Recommend sidewalks only on the east side</p> <p>Staff Response: Add opportunities for shared parking in Cultural Neighborhood Recs under connections (p. 29). Note: A Shared Parking agreement between SHS and the church was ratified and recorded in the land records prior to the certification of the site plan.</p>	

Sandy Spring Rural Village Plan - Summary of Public Testimony

As of September 24, 2014

Page | 13

Topic	Summary of the Testimony (Commenter, Summary, and Plan page)	Staff Response	Planning Board Decision/Action
	<p>Yogi Batheja, New Era Owns Parcels P333, P334, P22; On Parcel P333, , Don't remove the Post Office Portion of the building (in ROW); it would be a hardship</p> <p>Requests flexibility and higher density; Wide sidewalks and bikepaths takes a lot of land as does the local road; Wants the village core to be a destination and for local residents</p>	<p>Staff Response: Two of New Era's buildings are in the ROW for Brooke Rd Staff Response: Plan already increases the height from 24' to 45'</p> <p>Staff Response: Remove the dual bikeway from MD 108 and keep the 8' shared use path on the north side; Staff Response: Need local road to access property, share parking, and make connections</p>	
	<p>Miche Booz, Local Architect and Historian Supports shared parking at Sherwood and Fire Station Supports the use of the fire station driveway to get a larger village green</p>	<p>Staff Response: Plan recommends shared parking Staff Response: Volunteer Fire Department is not in support of sharing their driveway. The Plan allows for flexibility in the future.</p>	
	<p>Tom Christopher, Christopher's Hardware Store, Sandy Spring Supports the Plan; Sandy Spring should be a destination; should provide goods and services for residents Requests that traffic moves with a continuous turn lane from Museum to Brooke Road</p>	<p>Staff Response: None Required</p>	
	<p>Steve Young, Young Electric, Sandy Spring Owns Parcel P318, renovated house; Supports the Plan and supports CRN Zoning for his property</p>	<p>Staff Response: None Required</p>	
	<p>Letter from Allison Weiss, Executive Director, Sandy Spring Museum, dated September 4, 2014 Supports the Plan's recommendation for a ZTA</p>	<p>Staff Response: None Required</p>	

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

+ + + + +

MONTGOMERY COUNTY PLANNING DEPARTMENT

+ + + + +

SANDY SPRING RURAL VILLAGE PLAN

PUBLIC HEARING

+ + + + +

THURSDAY,
SEPTEMBER 4, 2014

+ + + + +

The hearing convened in the
Conference Room, 8787 Georgia Avenue, Silver
Spring, Maryland, at 7:00 p.m., Casey
Anderson, Chair, presiding.

PRESENT

CASEY ANDERSON, Chair
MARYE WELLS-HARLEY, Vice Chair
AMY PRESLEY, Commissioner

STAFF PRESENT

JOHN CARTER, Chief, Area 3
ROBERTO DUKE, Urban Designer, Area 3

ARNITA JACKSON

KRISTIN O'CONNOR, Project Coordinator, Area 3

1 P-R-O-C-E-E-D-I-N-G-S

2 (7:05 p.m.)

3 CHAIR ANDERSON: Introduce you.

4 MR. CARTER: Okay. I'm John

5 Carter from the Planning Department.

6 CHAIR ANDERSON: Okay. We're back

7 on the record for the public hearing on the

8 Aspen Hill Plan.

9 MR. CARTER: On the --

10 CHAIR ANDERSON: Take it away.

11 MR. CARTER: Okay.

12 CHAIR ANDERSON: Or not Aspen

13 Hill. Sandy Spring.

14 MR. CARTER: Sandy Spring. Yes.

15 CHAIR ANDERSON: Sorry. I'm --

16 MR. CARTER: Aspen Hill is next

17 week.

18 CHAIR ANDERSON: -- having a

19 Freudian slip.

20 MR. CARTER: Coming up.

21 CHAIR ANDERSON: Thank you.

22 MR. CARTER: Yes, you probably

1 already have the staffing for it.

2 CHAIR ANDERSON: Sandy Spring.

3 MR. CARTER: Yes. With me here,
4 you know, Kristin O'Connor and Roberto Duke
5 are here, but also in the audience we have --
6 Fred Boyd is hiding somewhere. Where is that
7 guy? Fred Boyd is right in front. Yes. Yes.

8 We also have Jonathan Casey and
9 Leslie Seville and I wanted to take the
10 opportunity to introduce a new staff member
11 that we have for transportation who is Mike
12 Garcia sitting in the back and so, we're going
13 to pour him into this plan.

14 So, why don't we just get started.
15 I think we'll turn it over to Kristin.

16 MS. O'CONNOR: All right. Well,
17 we have like a brief PowerPoint, but it's just
18 like one slide. But, Arnita, when you get a
19 chance can you just drop it.

20 So, good evening. I'm Kristin
21 O'Connor, Lead Planner for the Sandy Spring
22 Rural Village Plan.

1 I would like to enter the
2 following into the record for this public
3 hearing: The notice of the public hearing
4 that was published in the Gazette paper on
5 July 30th, 2014; the public hearing draft of
6 the Sandy Spring Rural Village Plan dated
7 August 4th, 2014 and the approved, adopted and
8 -- approved and adopted Sandy Spring Ashton
9 Master Plan dated July 15th, 1998. Along with
10 that's the General Plan, the Master Plan of
11 Highways and the Countywide Bikeways
12 Functional Plan.

13 A couple of C tracks have come in
14 that you're aware of. We have Miche Booz
15 sending in a letter. Greg Ossont from the
16 County Executive's Office sending in a letter
17 that has MCDOT's comments as well as Health &
18 Human Services, HHS and Robin Ziek who sent in
19 a letter on the 2nd of September.

20 John Carter's going to pass out as
21 people speak -- we've received letters within
22 the last day and so, as the speakers come up,

1 their correspondence is going to come. They
2 realize that it's not -- it wasn't read
3 before, but we do have copies of it for you to
4 have.

5 This plan has been transmitted to
6 the Executive and the County Council. We are
7 scheduled to be back to you on October 2nd for
8 our first work session.

9 We recommend that you leave the
10 record for this hearing open until September
11 18th, a full two weeks, to allow us to get the
12 staff report ready for the October 2nd work
13 session.

14 And with that, I'm going to put a
15 map up. So, if you have questions about
16 parcels, when the speakers get up, they can
17 refer to the map.

18 Otherwise, I believe the speakers
19 are ready to go. Thank you.

20 CHAIR ANDERSON: Do we have a
21 speaker's list?

22 So, when your name's called, come

1 up and you can all sit around the table. It
2 doesn't matter if you're testifying on
3 different aspects of the plan. That's fine.
4 You can all sit together and just take turns
5 and that speeds up the process of getting
6 everybody up to the table and back and we
7 don't have to have a big production with
8 everybody, you know, individually going back
9 and forth. Okay.

10 So, take it away. Our first four
11 speakers are?

12 MS. JACKSON: Jay Shepherd, David
13 Ager, Robin Ziek and Yogi Batheja.

14 CHAIR ANDERSON: Yes. Who are we
15 missing?

16 MS. JACKSON: Robin Ziek.

17 CHAIR ANDERSON: Okay. You know,
18 and I guess we'll just go left-right and I'll
19 ask each of you just press the red button when
20 it's your turn to speak. Introduce yourself
21 for the record. Just give us your name and
22 then you'll each get three minutes. Okay.

1 And if you, sir, could go first
2 that would be great and I'm sorry. I still
3 don't have the list. I don't know one you
4 are.

5 MR. AGER: For the record, I'm
6 Dave Ager. Second on the list.

7 CHAIR ANDERSON: Seven minutes.
8 Sorry.

9 MR. AGER: I'm with Townscape
10 Design. I'm a landscape architect, town
11 planner and I'm representing HOC and I'm
12 actually going to speak on only one item and
13 that is the design of the 108 and some
14 elements that are in the -- recommendations
15 that are in the master plan on pages 35 and
16 36.

17 Essentially, if we could go to --
18 anyway, while they're setting that up, if you
19 add up some of the recommendations for the
20 sidewalk, side streetscape elements along 108
21 on the north side, it's excessive in some ways
22 and it's not only excessive. But, it's out of

1 character with the visions of the plan stated
2 earlier in the plan.

3 And so, in my written testimony
4 which is going to be handed in, I try to
5 interpret graphically that section and I've
6 offered an alternative section and I based it
7 upon the ITE's recommended design standards
8 for walkable thoroughfares and also utilized
9 the -- when Maryland -- I mean When Main
10 Street Is A State Highway, a published
11 document from the State Highway
12 Administration.

13 And essentially, the bottom line
14 is it appears that the sidewalk is somewhere
15 in the neighborhood of 30-feet wide which is
16 more like, you know, a wide sidewalk in an
17 urban condition when you add up all the
18 elements.

19 If you look at the IT standards in
20 my recommendations, it should be somewhere
21 between 16 and 20 feet to have the right
22 scale, have the right elements in the plan.

1 So, without taking up any more
2 time, it's in the written testimony. I wanted
3 to reserve as much of the time as possible for
4 Mr. Shepherd. But, that's in the testimony
5 and that's my only, you know, comment at this
6 point.

7 Thank you.

8 CHAIR ANDERSON: Mr. Shepherd.

9 MR. SHEPHERD: Hi. Good evening,
10 Chairman Anderson and Members of the Planning
11 Board.

12 For the record, I am Jay Shepherd.
13 I'm Project Manager and Senior Analyst at
14 Housing Opportunity Commission for Montgomery
15 County.

16 Here with me tonight is Dave Ager.
17 He's with Townscape Design. Perry Berman with
18 Scheer Partners and Yum Yu Cheng with Linowes
19 & Blocher.

20 They are HOC's consultants for
21 this project. You will see this team and
22 myself at future work sessions for the Board

1 and so, I just want to introduce ourselves.

2 As the Board is aware, HOC is
3 charged with the mission to provide affordable
4 housing and supportive services that enhance
5 the lives of low income and moderate income
6 folks in the county.

7 As part of every master plan
8 review, HOC takes the opportunity to
9 reevaluate all its properties and further its
10 mission.

11 HOC owns several properties in the
12 Sandy Spring Rural Village Plan and is seeking
13 to acquire additional properties and/or enter
14 into joint ventures with owners of the Village
15 Center to redevelop their properties with a
16 mixed-use project containing retail and
17 affordable housing for a variety of income
18 levels.

19 Tonight, I want to present our
20 major redevelopment objectives and discuss the
21 important role HOC could play in the
22 implementation of the master plan, in the most

1 flexible way possible achieve the goals of the
2 master plan.

3 Before I begin, HOC compliments
4 the community and Planning Staff on the
5 process which has led to the draft of the plan
6 that sets out these goals and objectives and
7 HOC is supportive of those.

8 Among those goals and objectives
9 are creating a new village center for the
10 current and future residents of the area and
11 providing in-fill housing for all ages and
12 income levels.

13 In particular, the Planning Staff
14 has been very helpful and responsive to HOC's
15 interests and with their assistance, we've
16 been able to resolve a series of technical
17 issues.

18 Tonight, we request some
19 additional changes I'm going to discuss here.

20 To give the Board some background,
21 HOC is the owner of Sandy Spring Meadow and
22 Sandy Spring Meadow is 56 units of the 61

1 units in the Sandy Spring Meadow community
2 located on the northeast quadrant of Olney
3 Sandy Spring Road and Brook Road. Our
4 driveway is basically off Sky Meadow Way and
5 so, Sandy Spring Meadow on this map is
6 basically the 14 acres in the center of the
7 map.

8 The properties are currently all
9 zoned R60. The majority of the properties
10 will remain in the R60 zone and a portion of
11 the properties located on the west side of Sky
12 Meadow effectively Parcel A. Parcels 27, 28,
13 29 and 30 are within the village core and
14 recommended for rezoning to the CRN zone.
15 Which HOC is in support of.

16 The lots were recorded in 1983 and
17 construction followed soon thereafter. The
18 community consists of 100 percent public
19 housing currently and it's a mixture of single
20 family homes and townhomes.

21 The current approved preliminary
22 plan created a community that's isolated from

1 the village core with many more acres of open
2 space than needed and under-utilizes this
3 county resource.

4 It is HOC's objective to provide a
5 balanced community made up of affordable
6 housing with a variety of income levels as we
7 stated which links to a larger community
8 through roads and pathways and HOC plans to
9 improve the Sandy Spring Meadow community by
10 replacing several single-family homes,
11 constructing new townhouses and relocating the
12 existing recreational facilities in order to
13 provide the needed space for some of the new
14 units.

15 Altogether, HOC could have up to
16 20 new units in the Sandy Spring Meadow area
17 and on the land we will add when we purchase
18 a parcel that abuts HOC's property. So, HOC
19 is in the process of purchasing a property
20 located adjacent to its boundary. Effectively
21 Parcel 338. That's located at 617 Olney Sandy
22 Spring Road and that's to implement several of

1 the master plan objectives that HOC wishes to
2 pursue. Which is to subdivide the HOC land
3 which is effectively known as Parcel B and
4 allow for the construction of additional
5 housing units in this location.

6 In order to achieve the additional
7 units on Parcel 338 in the most flexible,
8 appropriate and compatible manner, we request
9 that the zoning for Parcel 338 be changed from
10 R200 to R60 so that it'll be the same zoning
11 category as the adjacent HOC owned land.

12 The requested rezoning would
13 further the master plan objectives by
14 providing in-fill opportunities for additional
15 residential units through the subdivision
16 process and provide housing for all ages and
17 income levels. That's actually on page 27.

18 In addition, the requested
19 rezoning would provide an appropriate
20 transition from the village core and Sky
21 Meadow Way which will be upgraded as a new
22 business district road to the R200 single-

1 family zone.

2 CHAIR ANDERSON: I can't give you
3 more time, but I --

4 MR. SHEPHERD: Okay.

5 CHAIR ANDERSON: Yes, I'm sorry.
6 I can't give you more time, but I certainly
7 understand you have a lot more substantive
8 points to make. We've got your written
9 materials and I'll read this tonight.

10 And we'll have the -- by the way,
11 everybody should know we're going to keep the
12 record open. So, even if you've got things --
13 you know, ordinarily if it's a regulatory
14 item, we couldn't accept things that were
15 delivered less than 24 hours in advance. In
16 this case, we can continue to take written
17 input and keep the record open and the staff
18 will consider that.

19 And then we'll bring that back for
20 our work sessions and we'll look forward to
21 hearing from you --

22 MR. SHEPHERD: Okay.

1 CHAIR ANDERSON: -- in more detail
2 at some of those work sessions. As you said,
3 you're obviously going to be participating
4 going forward.

5 MR. SHEPHERD: Yes, and we also
6 have written testimony that we'll be
7 submitting.

8 CHAIR ANDERSON: Yes, and I've got
9 this right here.

10 MR. SHEPHERD: Okay. Thank you.

11 CHAIR ANDERSON: Yes. Thank you.

12 MR. SHEPHERD: Yes.

13 MR. BATHEJA: Good evening. Good
14 evening, Mr. Chairman and Members of the Board
15 and Planning Staff.

16 My name is Yogi Batheja and I'm
17 representing New Era Investment Group. We own
18 a parcel in the core center of the village.

19 Yes, Parcel B33, B34, B260, 281 in the village
20 core area, the Sandy Spring village core area.

21 I have few recommendations from
22 New Era. One of them was that on the draft

1 plan it states on page 22 that properties be
2 removed, addressing 901, 907 Olney Spring
3 Road. We humbly request that it not be
4 removed because the post office is the focal
5 point in the Sandy Spring Village core.

6 And also we have long-term
7 residents living and we provide low to
8 moderate income housing.

9 And other things I wanted to
10 recommend that this plan draft will not work
11 as in the '98 plan. It was very restricted to
12 develop because of the overlay zone. We
13 believe that we should be given flexibility,
14 high density and to make this village to be
15 developed in the near future.

16 Just to let you know, New Era has
17 been in Sandy Spring for the last 25 years.
18 So, we do have interest in the community and
19 in the whole process in which Planning Staff
20 has worked very hard and diligently.

21 We ask the Planning Board to
22 listen to the experts as they mentioned that

1 land use for the -- which suggests that we
2 have wider sidewalks, bike paths, which will
3 take a lot of land for a small scale village
4 center and won't be conducive to the
5 development and services being given to the
6 residents in Sandy Spring itself.

7 And there was a mention in the
8 plan about the local road. We will like to
9 see as mentioned as a private road because
10 that's going to again cause us to take a lot
11 of piece of the land area for use for this
12 infrastructure.

13 Secondly, as I said that we are
14 pretty much listening to the community members
15 and we do have interest for our neighbors and
16 we want to see this village to become a
17 destining for the community as the local
18 residents.

19 But, again, I'd like to reiterate
20 that the buildings not be removed because
21 that's going to create a lot of hardship for
22 New Era which is producing good income at this

1 point.

2 Thank you, Mr. Chairman.

3 CHAIR ANDERSON: Thank you. Our
4 next three speakers.

5 MS. JACKSON: Miche Booz, Steven
6 Young and Tom Christopher.

7 CHAIR ANDERSON: And has anybody
8 else signed up to speak whose name has not
9 been called? Okay. So, this is our last
10 group.

11 And once again, if we could start
12 at my left, your right. Sir, if you could
13 introduce yourself after pressing the button.
14 There you go.

15 MR. BOOZ: Can you hear me?

16 CHAIR ANDERSON: Yes.

17 MR. BOOZ: Good evening. I'm
18 Miche Booz and I'm a local architect and I'm
19 a member of the Sandy Spring Monthly Meeting
20 Sandy Spring-Ashton Rural Preservation
21 Consortium and I've participated in all of the
22 SSARPC sessions.

1 I have a few comments about the
2 draft plan as you know is the result of a
3 collaborative design effort between property
4 owners and residents and neighbors and
5 planners. They all worked together and
6 arrived at a kind of consensus that the staff
7 has turned into this nice plan.

8 I support the process, the
9 recommendations of the plan including the
10 density and building height guidelines.

11 The FAR .75 has not been raised.
12 It's the same as the previous overlay zone for
13 the village and allowing three-story buildings
14 also allows design flexibility and variety.
15 The fear that all the buildings will be three
16 stories I think is unfounded. It would be
17 impossible to park for one thing and would be
18 -- and the plan recommends a variety of roof
19 heights. Excuse me.

20 In the village core recommendation
21 section, I would go one step further and
22 include design guidelines and call them that.

1 They're on page 18 and they roughly mirror the
2 previous plan's recommended development
3 guidelines.

4 For instance, parking behind or
5 beside buildings, not in front of them and
6 that I would put a variety of roof heights
7 with a maximum of three stories in those
8 guidelines.

9 Finally, a plug for shared parking
10 on drives. Why can't the Olive Branch
11 Community Church share Sherwood's parking?
12 It's empty every Sunday morning. And why
13 can't the fire department share their driveway
14 so this plan can have a proper village green.

15 Thank you very much.

16 CHAIR ANDERSON: Thank you.

17 MR. CHRISTOPHER: My name is Tom
18 Christopher. I represent Christopher's
19 Hardware Stores and Amicus, LLC.

20 I have the property that I don't
21 think is on here, but anyway, we are to the
22 east of the village core.

1 Taken a lot of time and effort to
2 get to this point and they were -- there you
3 go.

4 CHAIR ANDERSON: Could you speak a
5 little closer to the microphone? I can hear
6 you, but I doubt that people back there can
7 hear.

8 MR. CHRISTOPHER: All right.

9 CHAIR ANDERSON: Thank you.

10 MR. CHRISTOPHER: It's taken a
11 long time and a lot of work to get to this
12 point and I'd like to thank everybody involved
13 for their activities and efforts.

14 I'm in support of this plan. I
15 think that it will make Sandy Spring a more
16 cohesive and vibrant place. Making a
17 statement and it will hopefully become a
18 destination rather than a place, you know,
19 that you pass through.

20 It will provide more needed goods
21 and services to the residents of Sandy Spring
22 and hopefully bring people in from the nearby

1 areas of Olney and Ashton and other
2 surrounding, you know, communities. It will
3 be a most needed boost. I am just very
4 excited about the prospects of it.

5 The one thing that I think we need
6 to have to really make sure that traffic moves
7 through the town is we have to have a
8 continuous turning lane with some sort of, you
9 know, traffic abatement in it that runs from
10 the museum all the way down to the light at
11 Brook Road. Much as we have now.

12 And beyond that, I think that a
13 lot of the different textures architecturally
14 that are, you know, in the proposed plan are
15 fabulous and really be a welcome, you know,
16 change to the area.

17 Thank you.

18 CHAIR ANDERSON: That's great.

19 We're excited, too.

20 Yes, sir.

21 MR. YOUNG: Hi. My name is Steve

22 Young and we have the Parcel 318913 and my

1 wife and I bought it back in 1995 which was an
2 old dumpy house and we renovated it ourselves
3 and fixed it up and moved Young Electric into
4 there back then. Since then, we've moved out
5 and moved back.

6 You know, we support the new
7 revitalization of Sandy Spring. We've seen it
8 from the old, old past and see the
9 possibilities that have been discussed in all
10 the meetings and the new that can come.

11 The new life in Sandy Spring with
12 the new choices of the community is what we
13 think is what's needed. The opportunity to
14 improve our property and our right as a
15 taxpayer and resident and business owner of
16 Montgomery County and Sandy Spring is also
17 something that want to make aware to everybody
18 because we do participate, we do pay our taxes
19 and we do have a business there and we do live
20 right there.

21 You know, ten years ago, there was
22 discussions taking place to improve the Sandy

1 Spring town and community with no results.

2 You know, so, we waited a long time. We
3 wanted to come up with ideas.

4 We waited for the county to show
5 some interest. They were busy with the
6 Kentlands. They were busy with the Rio. All
7 that's done. So, now, we feel that it's Sandy
8 Spring's turn to come to age and to revitalize
9 the area so that people want to come to where
10 we are.

11 You know, any delay to the
12 revitalization of Sandy Spring would only push
13 it back to the days of past and, you know, we
14 feel that it's a much newer and brighter place
15 now and can be a wonderful place where people
16 will come and want to spend time and want to
17 spend their money and eat and you know and
18 participate in the small stores. We have a
19 small store there, too.

20 Our property is zoned C2 and with
21 the new CRN zoning will allow for improvements
22 and opportunity for the community and

1 businesses because then that allows for us and
2 properties adjacent to us to have restaurants
3 and retail with, you know, multifamily
4 dwellings maybe incorporated with it.

5 My wife and I have lived in
6 Montgomery County for 40 years and have been
7 involved in Sandy Spring for 19. We would
8 like to have our Sandy Spring become a new and
9 fun place for people to visit and, you know,
10 I think we're there now and it's just a little
11 aggravating that you work so hard to get to
12 this point to bring it up to where it should
13 be and you still have some of the naysayers
14 that want to keep it in the '50s.

15 So, that's all I have to say and I
16 just hope the Board makes the right decision
17 and moves forward with what we have proposed
18 so far.

19 Thank you.

20 CHAIR ANDERSON: Thank you.

21 Thanks to everyone for coming out to testify.

22 Do any of you have anything to add

1 or do you want to discuss the schedule and
2 those sorts of issues?

3 MS. O'CONNOR: So, yes. Thank
4 you. Thank you all.

5 I just want to wrap up by saying
6 that staff's recommending leaving the public
7 hearing which has already been alluded to for
8 two weeks. So, September 18th.

9 So, it's not been C tracked or
10 what's come in today or yesterday will
11 definitely get into the record or what comes
12 in tomorrow.

13 We are scheduled to be before you
14 on October 2nd. We're scheduled to transmit
15 to the County Council and the Executive by the
16 first week of November right after the
17 elections.

18 So, as we progress through the
19 work session on the 2nd, we'll figure out if
20 we need one more or how we will wrap this up
21 so that we can stay on track to transmit to
22 the County Council for the November deadline.

1 And then I just wanted to let --to
2 ask you if you had anything that we need to
3 put into our notice to prepare for our work
4 sessions. If you had any concerns or
5 questions regarding the correspondence that's
6 come in thus far. So, we'd be happy to hear
7 -- to write it down and include it in our work
8 sessions.

9 So, with that, then.

10 CHAIR ANDERSON: Anybody have any
11 comments or questions for the staff to
12 consider? Okay.

13 So, just so everybody understands
14 that if you heard something you liked or
15 didn't like tonight that you want to comment
16 on, you've got two weeks to get that into the
17 record this work session.

18 We do allow people to come and
19 participate in our work sessions and one of
20 our folks who testified from HOC is talking
21 about they're going to come in and
22 participate. So, if you want to do that, you

1 can do it.

2 It's probably going to be
3 scheduled during the day. So, it won't be at
4 night like it is now.

5 If you want to weigh in on those
6 issues, I encourage you to communicate
7 directly with our staff not just by sending us
8 a letter or an email. But, you can call them
9 up and talk to them and I'm sure they're happy
10 to hear from you.

11 So, thanks for coming out.

12 (Whereupon, the above-entitled
13 matter went off the record at 7:33 p.m.)

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A	10:8,10 16:2,5 17:1,8,11 20:3,7 20:16 22:16 23:4 23:9 24:18 27:20 29:10	17:13,16 believe 6:18 18:13 Berman 10:17 beyond 24:12 big 7:7 bike 19:2 Bikeways 5:11 Blocher 10:19 Board 10:11,22 11:2 12:20 17:14 18:21 27:16 boost 24:3 Booz 2:11 5:14 20:5,15,17,18 bottom 9:13 bought 25:1 boundary 14:20 Boyd 4:6,7 Branch 22:10 brief 4:17 brighter 26:14 bring 16:19 23:22 27:12 Brook 13:3 24:11 building 21:10 buildings 19:20 21:13,15 22:5 business 15:22 25:15,19 businesses 27:1 busy 26:5,6 button 7:19 20:13	center 11:15 12:9 13:6 17:18 19:4 certainly 16:6 Chair 1:13,15,16 2:2,19 3:3,6,10,12 3:15,18,21 4:2 6:20 7:14,17 8:7 10:8 16:2,5 17:1,8 17:11 20:3,7,16 22:16 23:4,9 24:18 27:20 29:10 Chairman 10:10 17:14 20:2 chance 4:19 change 24:16 changed 15:9 changes 12:19 character 9:1 charged 11:3 Cheng 10:18 Chief 1:18 choices 25:12 Christopher 2:13 20:6 22:17,18 23:8,10 Christopher's 22:18 Church 22:11 closer 23:5 cohesive 23:16 collaborative 21:3 come 5:13,22 6:1 6:22 25:10 26:3,8 26:9,16 28:10 29:6,18,21 comes 28:11 coming 3:20 27:21 30:11 comment 10:5 29:15 comments 5:17 21:1 29:11 Commission 1:1 10:14 Commissioner 1:16 communicate 30:6 communities 24:2	community 12:4 13:1,18,22 14:5,7 14:9 18:18 19:14 19:17 22:11 25:12 26:1,22 compatible 15:8 compliments 12:3 concerns 29:4 Conclusion 2:17 condition 9:17 conductive 19:4 Conference 1:12 consensus 21:6 consider 16:18 29:12 consists 13:18 Consortium 20:21 constructing 14:11 construction 13:17 15:4 consultants 10:20 containing 11:16 CONTENTS 2:1 continue 16:16 continuous 24:8 convened 1:12 Coordinator 1:21 copies 6:3 core 13:13 14:1 15:20 17:18,20,20 18:5 21:20 22:22 correspondence 6:1 29:5 Council 6:6 28:15 28:22 county 1:3 5:16 6:6 10:15 11:6 14:3 25:16 26:4 27:6 28:15,22 Countywide 5:11 couple 5:13 create 19:21 created 13:22 creating 12:9 CRN 13:14 26:21 current 12:10 13:21
	B	C		
abatement 24:9 able 12:16 above-entitled 30:12 abuts 14:18 accept 16:14 achieve 12:1 15:6 acquire 11:13 acres 13:6 14:1 activities 23:13 add 8:19 9:17 14:17 27:22 addition 15:18 additional 11:13 12:19 15:4,6,14 addressing 18:2 adjacent 14:20 15:11 27:2 Adjourn 2:19 Administration 9:12 adopted 5:7,8 advance 16:15 affordable 11:3,17 14:5 age 26:8 Ager 2:6 7:13 8:5,6 8:9 10:16 ages 12:11 15:16 aggravating 27:11 ago 25:21 allow 6:11 15:4 26:21 29:18 allowing 21:13 allows 21:14 27:1 alluded 28:7 alternative 9:6 Altogether 14:15 Amicus 22:19 AMY 1:16 Analyst 10:13 and/or 11:13 Anderson 1:13,15 2:2,19 3:3,6,10,12 3:15,18,21 4:2 6:20 7:14,17 8:7	20:8,10 16:2,5 17:1,8,11 20:3,7 20:16 22:16 23:4 23:9 24:18 27:20 29:10 anybody 20:7 29:10 anyway 8:18 22:21 appears 9:14 appropriate 15:8 15:19 approved 5:7,8 13:21 architect 8:10 20:18 architecturally 24:13 area 1:18,19,21 12:10 14:16 17:20 17:20 19:11 24:16 26:9 areas 24:1 Arnita 1:20 4:18 arrived 21:6 Ashton 5:8 24:1 aspects 7:3 Aspen 3:8,12,16 assistance 12:15 audience 4:5 August 5:7 Avenue 1:12 aware 5:14 11:2 25:17	C 5:13 28:9 C2 26:20 call 21:22 30:8 called 6:22 20:9 CAPITAL 1:1 Carter 1:18 2:3 3:4 3:5,9,11,14,16,20 3:22 4:3 Carter's 5:20 case 16:16 Casey 1:13,15 4:8 category 15:11 cause 19:10		

currently 13:8,19	earlier 9:2	first 6:8 7:10 8:1 28:16	great 8:2 24:18	Human 5:18
<hr/> D <hr/>	east 22:22	fixed 25:3	green 22:14	humbly 18:3
dated 5:6,9	eat 26:17	flexibility 18:13 21:14	Greg 5:15	<hr/> I <hr/>
Dave 2:6 8:6 10:16	effectively 13:12 14:20 15:3	flexible 12:1 15:7	group 17:17 20:10	ideas 26:3
David 7:12	effort 21:3 23:1	focal 18:4	guess 7:18	implement 14:22
day 5:22 30:3	efforts 23:13	folks 11:6 29:20	guidelines 21:10,22 22:3,8	implementation 11:22
days 26:13	elections 28:17	followed 13:17	guy 4:7	important 11:21
deadline 28:22	Electric 25:3	following 5:2	<hr/> H <hr/>	impossible 21:17
decision 27:16	elements 8:14,20 9:18,22	forth 7:9	handed 9:4	improve 14:9 25:14 25:22
definitely 28:11	email 30:8	forward 16:20 17:4 27:17	happy 29:6 30:9	improvements 26:21
delay 26:11	empty 22:12	four 7:10	hard 18:20 27:11	in-fill 12:11 15:14
delivered 16:15	encourage 30:6	Fred 4:6,7	hardship 19:21	include 21:22 29:7
density 18:14 21:10	enhance 11:4	Freudian 3:19	Hardware 22:19	including 21:9
department 1:3 3:5 22:13	enter 5:1 11:13	front 4:7 22:5	Health 5:17	income 11:5,5,17 12:12 14:6 15:17 18:8 19:22
design 8:10,13 9:7 10:17 21:3,14,22	Era 17:17,22 18:16 19:22	full 6:11	hear 20:15 23:5,7 29:6 30:10	incorporated 27:4
Designer 1:19	essentially 8:17 9:13	fun 27:9	heard 29:14	individually 7:8
destination 23:18	evening 4:20 10:9 17:13,14 20:17	Functional 5:12	hearing 1:6,12 3:7 5:3,3,5 6:10 16:21 28:7	infrastructure 19:12
destining 19:17	everybody 7:6,8 16:11 23:12 25:17 29:13	further 11:9 15:13 21:21	height 21:10	input 16:17
detail 17:1	excessive 8:21,22	future 10:22 12:10 18:15	heights 21:19 22:6	instance 22:4
develop 18:12	excited 24:4,19	<hr/> G <hr/>	helpful 12:14	interest 18:18 19:15 26:5
developed 18:15	Excuse 21:19	Garcia 4:12	HHS 5:18	interests 12:15
development 19:5 22:2	Executive 6:6 28:15	Gazette 5:4	Hi 10:9 24:21	interpret 9:5
different 7:3 24:13	Executive's 5:16	General 5:10	hiding 4:6	introduce 3:3 4:10 7:20 11:1 20:13
diligently 18:20	existing 14:12	Georgia 1:12	high 18:14	Introduction 2:3
directly 30:7	experts 18:22	getting 7:5	Highway 9:10,11	Investment 17:17
discuss 11:20 12:19 28:1	<hr/> F <hr/>	give 7:21 12:20 16:2,6	Highways 5:11	involved 23:12 27:7
discussed 25:9	fabulous 24:15	given 18:13 19:5	Hill 3:8,13,16	isolated 13:22
discussions 25:22	facilities 14:12	go 6:19 7:18 8:1,17 20:14 21:21 23:3	HOC 8:11 11:2,8 11:11,21 12:3,7 12:21 13:15 14:8 14:15,18 15:1,2 15:11 29:20	issues 12:17 28:2 30:6
district 15:22	family 13:20 16:1	goals 12:1,6,8	HOC's 10:20 12:14 14:4,18	it'll 15:10
document 9:11	far 21:11 27:18 29:6	going 4:12 5:20 6:1 6:14 7:8 8:12 9:4 12:19 16:11 17:3 17:4 19:10,21 29:21 30:2	homes 13:20 14:10	ITE's 9:7
doubt 23:6	fear 21:15	good 4:20 10:9 17:13,13 19:22 20:17	hope 27:16	item 8:12 16:14
draft 5:5 12:5 17:22 18:10 21:2	feel 26:7,14	goods 23:20	hopefully 23:17,22	<hr/> J <hr/>
drives 22:10	feet 9:21	graphically 9:5	hours 16:15	JACKSON 1:20 7:12,16 20:5
driveway 13:4 22:13	figure 28:19		house 25:2	Jay 2:7 7:12 10:12
drop 4:19	Finally 22:9		housing 10:14 11:4 11:17 12:11 13:19 14:6 15:5,16 18:8	John 1:18 3:4 5:20
Duke 1:19 4:4	fine 7:3			
dumpy 25:2	fire 22:13			
dwellings 27:4				
<hr/> E <hr/>				

joint 11:14	little 23:5 27:10	mentioned 18:22	notice 5:3 29:3	22:1
Jonathan 4:8	live 25:19	19:9	November 28:16	pages 8:15
July 5:5,9	lived 27:5	Miche 2:11 5:14	28:22	paper 5:4
<hr/> K <hr/>	lives 11:5	20:5,18	<hr/> O <hr/>	parcel 13:12 14:18
keep 16:11,17	living 18:7	microphone 23:5	O'Connor 1:21 2:4	14:21 15:3,7,9
27:14	LLC 22:19	Mike 4:11	2:17 4:4,16,21	17:18,19 24:22
Kentlands 26:6	local 19:8,17 20:18	minutes 7:22 8:7	28:3	parcels 6:16 13:12
kind 21:6	located 13:2,11	mirror 22:1	objective 14:4	park 1:1 21:17
know 4:4 7:8,17	14:20,21	missing 7:15	objectives 11:20	parking 22:4,9,11
8:3 9:16 10:5	location 15:5	mission 11:3,10	12:6,8 15:1,13	part 11:7
16:11,13 18:16	long 23:11 26:2	mixed-use 11:16	obviously 17:3	participate 25:18
21:2 23:18 24:2,9	long-term 18:6	mixture 13:19	October 6:7,12	26:18 29:19,22
24:14,15 25:6,21	look 9:19 16:20	moderate 11:5 18:8	28:14	participated 20:21
26:2,11,13,17	lot 16:7 19:3,10,21	money 26:17	offered 9:6	participating 17:3
27:3,9	23:1,11 24:13	Montgomery 1:3	office 5:16 18:4	particular 12:13
known 15:3	lots 13:16	10:14 25:16 27:6	Okay 3:4,6,11 7:9	Partners 10:18
Kristin 1:21 4:4,15	low 11:5 18:7	Monthly 20:19	7:17,22 16:4,22	pass 5:20 23:19
4:20	<hr/> M <hr/>	morning 22:12	17:10 20:9 29:12	paths 19:2
<hr/> L <hr/>	Main 9:9	moved 25:3,4,5	old 25:2,8,8	pathways 14:8
land 14:17 15:2,11	major 11:20	moves 24:6 27:17	Olive 22:10	pay 25:18
19:1,3,11	majority 13:9	multifamily 27:3	Olney 13:2 14:21	people 5:21 23:6,22
landscape 8:10	Making 23:16	museum 24:10	18:2 24:1	26:9,15 27:9
lane 24:8	Manager 10:13	<hr/> N <hr/>	once 20:11	29:18
larger 14:7	manner 15:8	name 7:21 17:16	open 6:10 14:1	percent 13:18
Lead 4:21	map 6:15,17 13:5,7	20:8 22:17 24:21	16:12,17	Perry 10:17
leave 6:9	MARYE 1:16	name's 6:22	Opening 2:2	piece 19:11
leaving 28:6	Maryland 1:13 9:9	naysayers 27:13	opportunities	place 23:16,18
led 12:5	MARYLAND-N...	near 18:15	15:14	25:22 26:14,15
left 20:12	1:1	nearby 23:22	opportunity 4:10	27:9
left-right 7:18	master 5:9,10 8:15	need 24:5 28:20	10:14 11:8 25:13	plan 1:5 3:8 4:13
Leslie 4:9	11:7,22 12:2 15:1	29:2	26:22	4:22 5:6,9,10,10
letter 5:15,16,19	15:13	needed 14:2,13	order 14:12 15:6	5:12 6:5 7:3 8:15
30:8	materials 16:9	23:20 24:3 25:13	ordinarily 16:13	9:1,2,22 11:7,12
letters 5:21	matter 7:2 30:13	neighborhood 9:15	Ossont 5:15	11:22 12:2,5
levels 11:18 12:12	maximum 22:7	neighbors 19:15	overlay 18:12	13:22 15:1,13
14:6 15:17	MCDOT's 5:17	21:4	21:12	18:1,10,11 19:8
life 25:11	Meadow 12:21,22	new 4:10 12:9	owned 15:11	21:2,7,9,18 22:14
light 24:10	13:1,4,5,12 14:9	14:11,13,16 15:21	owner 12:21 25:15	23:14 24:14
liked 29:14	14:16 15:21	17:17,22 18:16	owners 11:14 21:4	plan's 22:2
line 9:13	mean 9:9	19:22 25:6,10,11	owns 11:11	planner 4:21 8:11
links 14:7	Meeting 20:19	25:12 26:21 27:8	<hr/> P <hr/>	planners 21:5
Linowes 10:18	meetings 25:10	newer 26:14	P-R-O-C-E-E-D-...	Planning 1:1,3 3:5
list 6:21 8:3,6	member 4:10 20:19	nice 21:7	3:1	10:10 12:4,13
listen 18:22	members 10:10	night 30:4	p.m 1:13 3:2 30:13	17:15 18:19,21
listening 19:14	17:14 19:14	north 8:21	page 15:17 18:1	plans 14:8
	mention 19:7	northeast 13:2		play 11:21
				plug 22:9

<p>point 10:6 18:5 20:1 23:2,12 27:12</p> <p>points 16:8</p> <p>portion 13:10</p> <p>possibilities 25:9</p> <p>possible 10:3 12:1</p> <p>post 18:4</p> <p>pour 4:13</p> <p>PowerPoint 4:17</p> <p>preliminary 13:21</p> <p>prepare 29:3</p> <p>present 1:15,18 11:19</p> <p>Presentation 2:4</p> <p>Preservation 20:20</p> <p>presiding 1:13</p> <p>PRESLEY 1:16</p> <p>press 7:19</p> <p>pressing 20:13</p> <p>pretty 19:14</p> <p>previous 21:12 22:2</p> <p>private 19:9</p> <p>probably 3:22 30:2</p> <p>process 7:5 12:5 14:19 15:16 18:19 21:8</p> <p>producing 19:22</p> <p>production 7:7</p> <p>progress 28:18</p> <p>project 1:21 10:13 10:21 11:16</p> <p>proper 22:14</p> <p>properties 11:9,11 11:13,15 13:8,9 13:11 18:1 27:2</p> <p>property 14:18,19 21:3 22:20 25:14 26:20</p> <p>proposed 24:14 27:17</p> <p>prospects 24:4</p> <p>provide 11:3 14:4 14:13 15:16,19 18:7 23:20</p> <p>providing 12:11</p>	<p>15:14</p> <p>public 1:6 3:7 5:2,3 5:5 13:18 28:6</p> <p>published 5:4 9:10</p> <p>purchase 14:17</p> <p>purchasing 14:19</p> <p>pursue 15:2</p> <p>push 26:12</p> <p>put 6:14 22:6 29:3</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quadrant 13:2</p> <p>questions 6:15 29:5 29:11</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>R200 15:10,22</p> <p>R60 13:9,10 15:10</p> <p>raised 21:11</p> <p>read 6:2 16:9</p> <p>ready 6:12,19</p> <p>realize 6:2</p> <p>really 24:6,15</p> <p>received 5:21</p> <p>recommend 6:9 18:10</p> <p>recommendation 21:20</p> <p>recommendations 8:14,19 9:20 17:21 21:9</p> <p>recommended 9:7 13:14 22:2</p> <p>recommending 28:6</p> <p>recommends 21:18</p> <p>record 3:7 5:2 6:10 7:21 8:5 10:12 16:12,17 28:11 29:17 30:13</p> <p>recorded 13:16</p> <p>recreational 14:12</p> <p>red 7:19</p> <p>redevelop 11:15</p> <p>redevelopment 11:20</p> <p>reevaluate 11:9</p>	<p>refer 6:17</p> <p>regarding 29:5</p> <p>regulatory 16:13</p> <p>reiterate 19:19</p> <p>relocating 14:11</p> <p>remain 13:10</p> <p>removed 18:2,4 19:20</p> <p>renovated 25:2</p> <p>replacing 14:10</p> <p>report 6:12</p> <p>represent 22:18</p> <p>representing 8:11 17:17</p> <p>request 12:18 15:8 18:3</p> <p>requested 15:12,18</p> <p>reserve 10:3</p> <p>resident 25:15</p> <p>residential 15:15</p> <p>residents 12:10 18:7 19:6,18 21:4 23:21</p> <p>resolve 12:16</p> <p>resource 14:3</p> <p>responsive 12:14</p> <p>restaurants 27:2</p> <p>restricted 18:11</p> <p>result 21:2</p> <p>results 26:1</p> <p>retail 11:16 27:3</p> <p>review 11:8</p> <p>revitalization 25:7 26:12</p> <p>revitalize 26:8</p> <p>rezoning 13:14 15:12,19</p> <p>right 4:7,16 9:21,22 17:9 20:12 23:8 25:14,20 27:16 28:16</p> <p>Rio 26:6</p> <p>road 13:3,3 14:22 15:22 18:3 19:8,9 24:11</p> <p>roads 14:8</p> <p>Roberto 1:19 4:4</p>	<p>Robin 5:18 7:13,16</p> <p>role 11:21</p> <p>roof 21:18 22:6</p> <p>Room 1:12</p> <p>roughly 22:1</p> <p>runs 24:9</p> <p>Rural 1:5 4:22 5:6 11:12 20:20</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>Sandy 1:5 3:13,14 4:2,21 5:6,8 11:12 12:21,22 13:1,3,5 14:9,16,21 17:20 18:5,17 19:6 20:19,20 23:15,21 25:7,11,16,22 26:7,12 27:7,8</p> <p>saying 28:5</p> <p>scale 9:22 19:3</p> <p>schedule 28:1</p> <p>scheduled 6:7 28:13,14 30:3</p> <p>Scheer 10:18</p> <p>Second 8:6</p> <p>Secondly 19:13</p> <p>section 9:5,6 21:21</p> <p>see 10:21 19:9,16 25:8</p> <p>seeking 11:12</p> <p>seen 25:7</p> <p>sending 5:15,16 30:7</p> <p>Senior 10:13</p> <p>sent 5:18</p> <p>September 1:9 5:19 6:10 28:8</p> <p>series 12:16</p> <p>services 5:18 11:4 19:5 23:21</p> <p>session 6:8,13 28:19 29:17</p> <p>sessions 10:22 16:20 17:2 20:22 29:4,8,19</p> <p>sets 12:6</p> <p>setting 8:18</p>	<p>Seven 8:7</p> <p>Seville 4:9</p> <p>share 22:11,13</p> <p>shared 22:9</p> <p>Shepherd 2:7 7:12 10:4,8,9,12 16:4 16:22 17:5,10,12</p> <p>Sherwood's 22:11</p> <p>show 26:4</p> <p>side 8:20,21 13:11</p> <p>sidewalk 8:20 9:14 9:16</p> <p>sidewalks 19:2</p> <p>signed 20:8</p> <p>Silver 1:12</p> <p>single 13:19 15:22</p> <p>single-family 14:10</p> <p>sir 8:1 20:12 24:20</p> <p>sit 7:1,4</p> <p>sitting 4:12</p> <p>Sky 13:4,11 15:20</p> <p>slide 4:18</p> <p>slip 3:19</p> <p>small 19:3 26:18,19</p> <p>soon 13:17</p> <p>sorry 3:15 8:2,8 16:5</p> <p>sort 24:8</p> <p>sorts 28:2</p> <p>space 14:2,13</p> <p>speak 5:21 7:20 8:12 20:8 23:4</p> <p>speaker's 6:21</p> <p>speakers 2:5 5:22 6:16,18 7:11 20:4</p> <p>speeds 7:5</p> <p>spend 26:16,17</p> <p>Spring 1:5,13 3:13 3:14 4:2,21 5:6,8 11:12 12:21,22 13:1,3,5 14:9,16 14:22 17:20 18:2 18:5,17 19:6 20:19 23:15,21 25:7,11,16 26:1 26:12 27:7,8</p> <p>Spring's 26:8</p>
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C E R T I F I C A T E

This is to certify that the foregoing transcript

In the matter of: Public Hearing

Before: Montgomery County Planning Department

Date: September 04, 2014

Place: Washington, D.C.

was duly recorded and accurately transcribed under
my direction; further, that said transcript is a
true and accurate record of the proceedings.



Court Reporter

NEAL R. GROSS

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Sandy Spring Civic Association

Serving the Community for More Than 50 Years

P.O. Box 205, Sandy Spring, Maryland 20860

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sscacomunications@sandyspringcivic.com

September 11, 2014

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910
Dear Mr. Anderson:

RECEIVED
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SEP 12 2014

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

On September 8th the Sandy Spring Civic Association had its regularly scheduled meeting at the Slave Museum, opposite Ross Boddy Community Center, at 6:30 p.m. Seventeen people were in attendance. After a presentation by Roberto Duke of the Planning Department, the Association members voted unanimously to support the draft Plan for the Sandy Spring Rural Village Plan.

The Association appreciated the extensive involvement the Planning Department gave to the community in developing the plan.

Sincerely yours,

John Salzberg, President

The Sandy Spring Civic Association is a 501 c 3 Non-Profit Organization



September 4, 2014

Montgomery County Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Chair Anderson and Commission Members:

Sandy Spring Museum is grateful to Planning staff for working with us to support the vision for the Museum in the Master Plan. While we think that having artists in residence demonstrating their wares is a common feature in museums such as ours, we want to make sure the Zoning Ordinance clearly supports it.

The Plan appears to do just that by allowing artisan and living history demonstrations at the Sandy Spring Museum as a limited use. We request you approve the recommendation for a text amendment that would clarify the sale of such demonstrations and artist manufactured items on a museum property located in the RC Zone.

Sincerely,

A handwritten signature in black ink, appearing to read "Allison Weiss".

Allison Weiss
Executive Director



DEPARTMENT OF GENERAL SERVICES

Isiah Leggett
County Executive

David E. Disc
Director

August 29, 2014

Mr. John Carter, Area 3 Supervisor
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Sandy Spring Rural Village Plan Planning Board Public Hearing Draft

Dear Mr. Carter:

Thank you for the opportunity to review and comment on the Planning Board Public Hearing Draft of the Sandy Spring Rural Village Plan.

The Plan is consistent with Executive branch objectives including creating new housing opportunities, preserving Sandy Spring's village center, and creating new open spaces and other community amenities. Attached are technical and editorial comments from Executive departments.

Please contact me directly at 240-777-6192 or greg.ossont@montgomerycountymd.gov if you have any questions.

Sincerely,

Greg Ossont
Deputy Director
Department of General Services

cc: Ana Lopez Van Balen, RSC
Kristin O'Connor, M-NCPPC

**Sandy Spring Rural Village Plan
Planning Board Public Hearing Draft**

**Executive Branch Comments
August 29, 2014**

Department of Health and Human Services:

The Department of Health and Human Services has no concerns to raise about the Sandy Spring Rural Village plan. We do wish to strongly endorse the following aspects of the plan that we believe promote our mission and County residents' health and safety.

1. Inclusion of sidewalks and off-road shared-use pathways for safe bicycle and pedestrian use. The Department encourages the developers to make these pathways sufficiently wide to allow for safe passage of pedestrians and bicyclists.
2. Provisions for planting trees between the road and shared-use pathways to create a buffer for pedestrians and cyclists.
3. ADA sidewalks to allow ease of mobility for all citizens with pedestrian appropriate lighting.
4. Creation of open spaces with an increase in the number of trees lining streets and walkways to promote healthier living. These spaces will provide increased opportunities for physical activity and both active and passive recreation.
5. Inclusion of housing for all ages and income levels. Availability of safe and affordable housing continues to be a significant concern to the citizens of the County. It is the hope of the Department that any new residential dwellings in this plan area continue to be affordable to all County citizens.

Department of Transportation

The following comments are offered for consideration in the Montgomery County response to the September 2014 Sandy Spring Rural Village Plan Public Hearing Draft.

General Comments:

- The plan should include a safety component in all transportation recommendations involving County roadways.
- Consider greater use of cross-section examples (or references to standard Context Sensitive Road Design Standards) to improve ease of reading the document, both for laypersons as well as for DOT review in implementation feasibility. Note that ensuring implementation of master planned public facilities (roadways, bikeways, and sidewalks) will take priority over private uses in the public space (such as café seating).

- Sidewalks and off-road shared-use paths along the County roadway network should meet the requirements stated in the Americans with Disabilities Act of 1990 (ADA) for compliance.
- The draft Master Plan is located within the Northwest Branch (Use IV) watershed. The draft Master Plan recommends closed section streets. Yet closed section streets are generally precluded in such watersheds per Section 49-33(I) of the County Code – unless an applicant obtains a waiver from DPS for such installations. We recommend the next draft Master Plan address how any proposed closed section roadways are impacted by this code requirement, as well as any differences between application to County owned roadways versus SHA owned roadways.

Element/Page Specific Comments:

Chapter 3. Plan Recommendations

Sandy Spring Rural Village Concept

- “Sandy Spring Rural Village Concept” Graphics Page 15, Page 16 and Page 17 – These graphics show a driveway / street access point from Brooke Road to the proposed land uses with an entry off of Brooke Road between MD 108 and the existing Fire Station entrance. Full-movement access may not be feasible or appropriate here due to intersection design spacing criteria. Specific site access points from County roadways are subject to review and approval by MCDOT.

Village Core Recommendations

Buildings

- Page 17-18, Buildings – Build-to areas should be mindful of potential impacts to sight distance, particularly at uncontrolled intersections and with the awareness that at signalized intersections: restrictions on turns (such as right-turns on red or permissive left-turns) may be enacted where sight distance is not adequate.

Connections

- Add “safety” for all roadway users reference to this section.
- Page 19, Connections bullet three – During a proper plan review, our engineering staff may question the definition of “enhance” and whether it is a technical operational element.

Specific Property Recommendations

- Page 23, North Side of MD 108, bullet 3 “Provide access *from a driveway* off of Brooke Road, MD 108 and Skymeadow Way” – Consider deleting “*from a driveway*” from the specific recommendation above would address this issue. Full-movement access may not be feasible or appropriate here due to intersection design spacing criteria. Specific site access points from County roadways are subject to review and approval by MCDOT.

Area-Wide Recommendations

- Page 35, Capacity – The plan should reference available roadway capacity and how it relates to the Transportation Policy Area Review guidelines (While the TPAR analysis/test was not applied to Rural east, LATR intersection standards and transit adequacy still exist for these areas)
- Page 35, Circulation - the Plan recommends providing “pedestrian crosswalks and signals” to facilitate pedestrian movements within this plan area. These measures, particularly traffic signals, are operational issues, implemented upon satisfaction of necessary warrants and/or engineering analyses, and may not be appropriate for inclusion in a long-term planning document.
- Page 36, Circulation, Road Classifications Table
 - Use DOT design standard numbers (an example is MC-2003.03).
 - Use design standard MC-2003.10 (modified to reflect the proposed shared use path) on Brooke Road and MC-2005.01 for Skymeadow Way.
 - MD 108 is proposed as a 2 lane Arterial road within an 80 foot right-of-way. MCDOT recommends that it be classified as a Minor Arterial.
 - The target speed proposed for Skymeadow Way is 20 mph. The lowest target speed in the Executive Regulation for Context Sensitive Road Design Standards (ER 31-08AM) is 25 mph. Please add a note to change the Target Speed to 25 mph for this road.
 - The target speed proposed for Bentley and Meeting House Roads is also 20 mph. However, due to the Rustic and Exceptional Rustic classification, there should not be a target speed recommendation for these streets.
- For the concepts that are shown on pages 39 and 46, we recommend the following statement “the concept is for illustrative purposes and specific locations of access points will be determined during Preliminary Plan stage.”
- Page 40, Rustic Roads, Bentley Road – MCDOT staff supports designation of Bentley Road north of the Museum Property but would like consideration for maintaining the existing classification of Bentley Road closer to MD 108 to support potential roadway and intersection improvements associated with potential expansion of the Museum or land uses on the west side of Bentley Road. (this may affect the Road Classifications table on page 36)
- Page 42, Rustic Roads
 - Meetinghouse Road provides access to the Underground Railroad Trail.
 - The document recommends classifying Meeting House Road as an Exceptional Rustic road, which we do not object to. However, the County only maintains the first 0.40 miles of this road south of its intersection with MD 108; the remaining roadway segments are privately maintained.
- Page 44-45, Bikeways/Sidewalks/Transit – While references to the existing Metrobus Z2 and “bus stops within this plan (area)”. The plan should note adequacy of existing stops in the plan area and add a reference to bicycle and pedestrian improvements (not just “road improvements”) as improving access to and accommodating existing transit.
- Page 45, Trail Connections – the master plan should be updated to reflect the already (developer) built shared use path on Brooke Road.

Capital Improvements Program

- Page 54, Street and Intersection improvements – Add Safety to MD 108 Project – “Sidewalk, Safety and Resurfacing Project”
- Page 54, Sidewalks and signage improvements - Private participation should be added as a separate bullet as a potential source for funding these types of projects

Other Technical Comments

- Page 49, sidebar – The sidebar “The Sandy Spring Museum” cites the Sandy Spring Volunteer Fire Department website (www.ssvfd.com) as a source.



**Outline of Testimony for the Public Hearing before the Planning Board
on the Public Hearing Draft of the Sandy Spring Rural Village Plan
September 4, 2014 at 7 pm (7 minutes)**

Good evening, Chairman Anderson and Members of the Planning Board

- For the record, I am Jay Shepherd, Project Manager and Senior Financial Analyst for the Housing Opportunities Commission of Montgomery County (known as “HOC”).
- Here with me tonight are HOC’s consultants, Perry Berman with Scheer Partners, David Ager with Townscape Design, and Yum Yu Cheng with Linowes and Blocher. You will see this team at future Board worksessions on the master plan and they will be available to answer any questions that the Board may have regarding HOC’s project.
- As the Board is aware, HOC is charged with the mission to provide affordable housing and supportive services that enhance the lives of low- and moderate-income families and individuals throughout Montgomery County.
- As part of every master plan review, HOC takes the opportunity to reevaluate all its properties to further its mission. HOC owns several properties in the Sandy Spring Rural Village Plan and is seeking to acquire additional properties and/or enter into a joint venture with owners of the Village Center to redevelop their properties with a mixed-use project containing retail and affordable housing for a variety of income levels.
- Tonight I want to present our major redevelopment objectives and discuss the important role HOC could play in the implementation of this master plan in the most flexible way possible in order to achieve the goals and objectives set forth in the master plan.
- Before I begin, HOC compliments the community and Planning Staff on the process, which has led to this draft of the Plan that sets out goals and objectives HOC is supportive of. Among those goals and objectives are creating a new village center for the current and future residents of the area and providing infill housing for all ages and income levels.
- In particular, the Planning Staff has been very helpful and responsive to HOC’s interests and with their assistance; we have been able to resolve a series of technical issues. Tonight, we request some additional changes discussed in more detail later in my testimony.

Sandy Spring Meadow

- To give the Board some background, HOC is the owner of 56 of the 61 units in the Sandy Spring Meadow community located in the northeast quadrant of Olney-Sandy Spring Road (MD 108) and Brooke Road (*see tax map of the area*).
 - The original subdivision consists of approximately 14.2 acres, of which HOC controls approximately 12.5 acres.
 - The properties are currently all zoned R-60. The majority of the properties will remain in the R-60 Zone and a portion of the properties located west of Skymeadow Way and within the Village Core is recommended for rezoning to the CRN Zone, which HOC is in support of.
 - The lots were recorded in 1983 with construction following soon thereafter.
 - The community consists of 100% public housing with a mixture of single-family houses and townhouses.
 - The current approved preliminary plan created a community isolated from the village core with many more acres of open space than needed and underutilizes this County resource.
- It is HOC's objective to provide a balanced community made up of affordable housing for a variety of income levels, with all the units linked to the larger community and Village Center through a new road and pathways.
- HOC plans to improve the Sandy Spring Meadow community by replacing several single family houses, constructing new townhouses, and relocating the existing recreational facilities in order to provide the needed space for some of the new units.
- Altogether HOC could have up to 20 new units in the Sandy Spring Meadow area and on the land we will add when we purchase the parcel that abuts HOC's property.
- HOC is in the process of purchasing the property located adjacent to its property (identified as Parcel 338 located at 617 Olney-Sandy Spring Road) to implement several of the master plan objectives and to better link our community to the Village Center. HOC wishes to resubdivide the HOC-owned land in the Sandy Spring Meadow subdivision and Parcel 338 to allow for the construction of additional housing units (*see concept plan*).

- **In order to achieve the additional units on Parcel 338 in the most flexible, appropriate and compatible manner, we request that the zoning for Parcel 338 be changed from R-200 to R-60 so that it will be in the same zoning category as the adjacent HOC-owned land.**
- **The requested rezoning would further the master plan objectives to:**
 - *Provide infill opportunities for additional residential units through the subdivision process; and*
 - *Provide housing for all ages and income levels (Page 27)]*
- **In addition, the requested rezoning would:**
 - Provide an appropriate transition from the Village Core and Skymeadow Way, which will be upgraded as a new Business District road, to the R-200 single family zone;
 - Compliment the new Village Core redevelopment that will front on Skymeadow Way;
 - Provide substantial setback along the existing R-200 and R-60 properties adjacent to the proposal; and
 - Provide additional open space (40% for R-60 instead of 20% for R-200).
- **While both the R-60 Zone and R-200 Zone will permit small single-family units to be built on this property, and front on Skymeadow Way and MD 108, attempting to meet split zoning standards (R-60/R-200) would be challenging, and processing a re-subdivision application for a property with uniform zoning (R-60) would be more financeable.**
- After the master plan and the SMA are adopted by the County Council, HOC will file a resubdivision application to implement the plan's recommendations.

Village Core

- As the Board may be aware, the Village Center ownership is divided and many of the development ideas recommended by this plan are unique.
- As mentioned earlier, HOC is interested in working with the other Village Center property owners to implement the Village Center vision. We have been in discussion with a few of the property owners and working on entering into a development agreement with as many of the properties owners as possible.
- We ask that you make the master plan as flexible as possible while keeping the goals.

Request

- In several places, we believe the text can be modified so that development can proceed and the vision can be achieved in a practical manner. Some of the recommended text allow more flexibility and other recommended text provide clarification. We have provided to the Board and Staff a list of those requested changes, many of which Staff are in agreement. We hope the board will also be in agreement with these changes and we can discuss them in more detail during the worksessions.
- The main request that HOC has is to rezone Parcel 338 to the R-60 Zone.
- Thank you for the opportunity to speak to you tonight. Our team looks forward to working with the Board and Staff during the worksessions. We would be happy to answer any questions that the Board may have at this time.

**MEMO**

Date: September 4, 2014

To: Montgomery County Planning Board

From: David Ager

Cc: Area 3 Staff

Re: Preliminary Draft Plan
Sandy Spring Rural Village Plan
MD 108 Context Sensitive Road and Sidewalk Design

Members of the Board:

Thank you for the opportunity to offer comments on your draft Plan. My name is David Ager and I am a Principal at Townscape Design, located in nearby Clarksville. I'm a Landscape Architect, Town Planner and LEED-ND professional.

I'm testifying tonight on behalf of the Housing Opportunities Commission of Montgomery County, which owns land within the proposed Village Core.

My comments are limited to the Plan's recommendation relative to the public space on the north side of MD 108 in the Village Core.

- On pages 35-36, the draft Plan states: "From the new buildings on the north, the right-of-way will contain a sidewalk, a 10-foot wide shared use path with a buffer between the path, and on-street parking."
- The footnote on the bottom of page 36 states: "Per SHA requirements, a bicycle lane will be provided on both side of the road. All off-road facilities are discussed in the bikeways section."

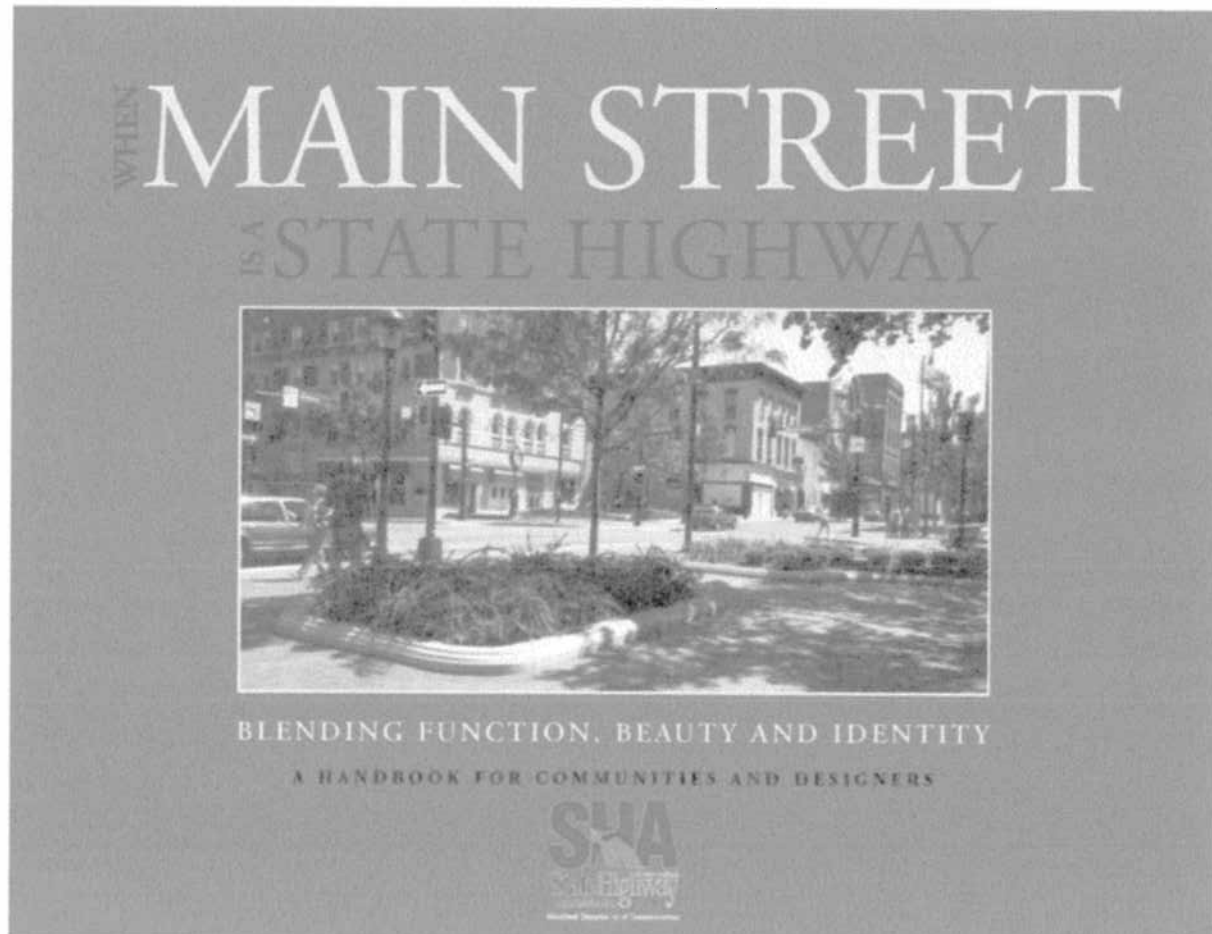
It appears from these statements that the Plan recommends an exceedingly wide sidewalk and pedestrian system, out of character with a typical village center and contrary to other stated goals in the draft Plan.

I respectfully suggest that, since a bicycle lane is required on MD 108 (footnote 3), a 10-foot shared use path at the Village Core would be redundant, and inconsistent with this Village Core context. The bike lane, in combination with a properly scaled sidewalk will provide the needed movements, and in a manner that is contextual with the character of the Village Core.

I have attached two sections. The first section, interprets the narrative on pages 35-36. The second section is a suggested alternative that achieves the goals of the draft Plan, but in a way that is in scale with the Village Core.

A few photos of other village center sidewalks, all of which have higher densities and greater pedestrian traffic; none of which have a sidewalk section as large as proposed in the draft Plan.

Finally, I have provided an excerpt from the adopted ITE's "Designing for Walkable Urban Throughfares - A Context Sensitive Approach", which recommends a 'Streetside' dimension of 16' for Main Streets with up to 30,000 ADT in General Urban or 'C-4' zones. Although this is much denser than Sandy Spring, my recommendations follow this approach with the exception that I have provided an additional 4' feet to the recommended Furnishing Zone width in order to provide ESD's, greater landscaping and cafe seating where appropriate. It should also be noted that MD SHA is sympathetic to this approach, as outlined in their publication "When Main Street is a State Highway - Blending Function, Beauty and Identity".



Request:

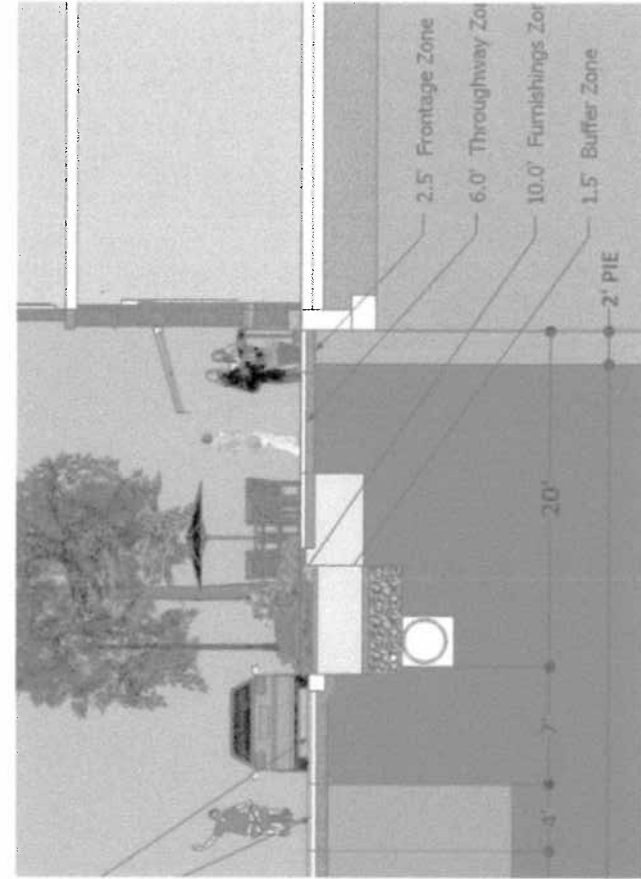
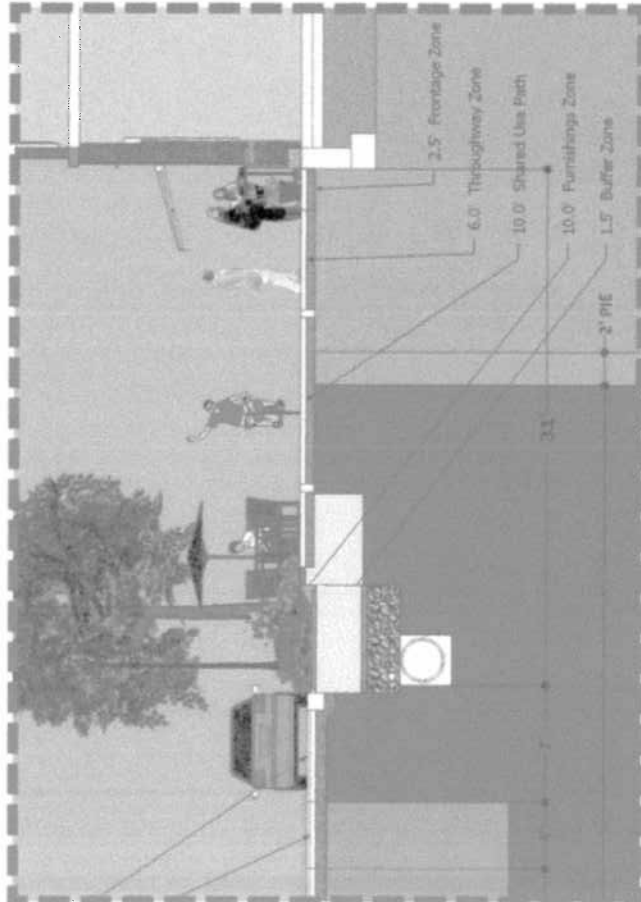
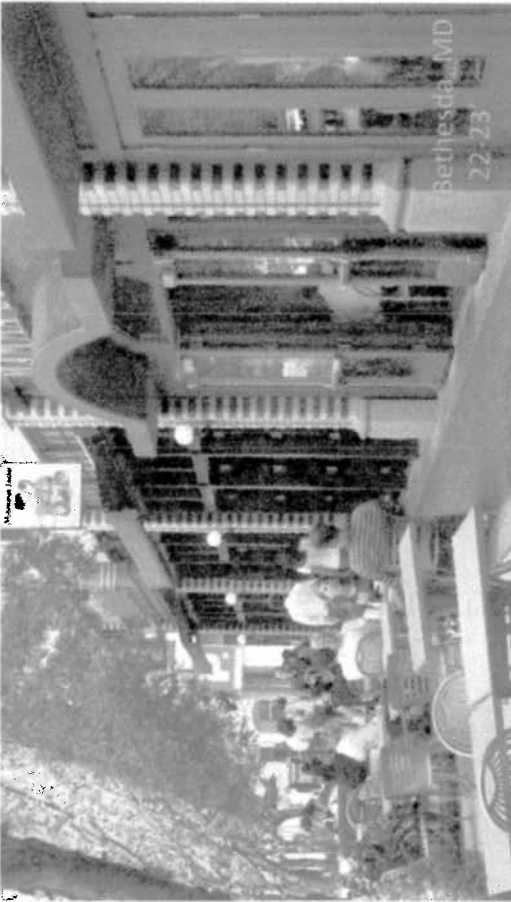
Provide a context-sensitive solution for the Village Core (from Brooke Road to Skymeadow) that separates the bike and pedestrian traffic in this short area, utilizing the required bike lane and new sidewalk.

If you agree with this approach, we offer the following text changes to the draft Plan:

- Page 35, last paragraph: "From the new buildings on the north, the right-of-way will contain a sidewalk, a 5-foot bike lane with a buffer between the sidewalk, and on-street parking."
- Page 39, second bullet: "Accommodate bicycle and pedestrian movement on north side MD 108"
- Page 44, second paragraph: "The Plan supports the recommendation for a 10-foot wide share use path, with modifications allowed at the Village Core, on the north side of MD 108 connecting the elementary school to the high school."

I believe that this offered alternative is in the 'spirit' of the draft Plan and consistent with the Plan's stated vision. A more context-sensitive approach will benefit the community and therefore I suggest that you consider this change during your work-session process.

Thank you for the opportunity to offer these suggestions. If needed, I will be available during the work-session process.



Draft Plan

Suggested Alternative

Sidewalk Section - Village Core

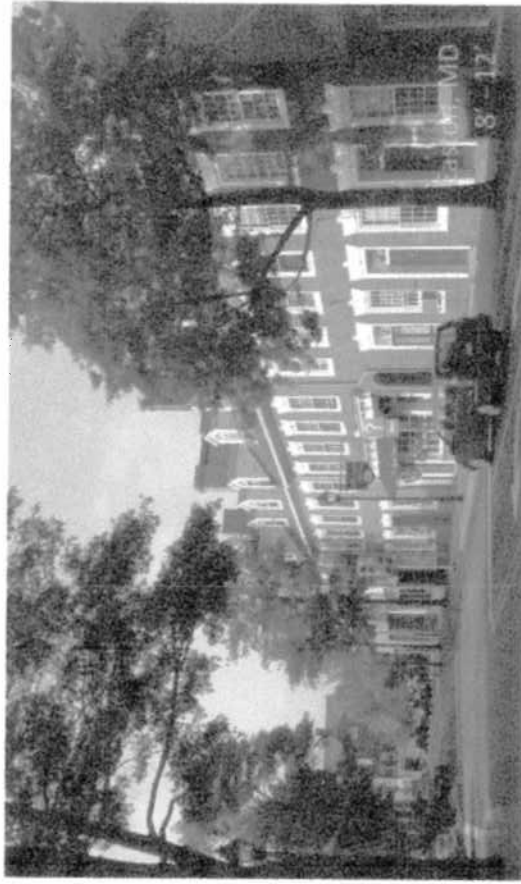
Sandy Spring Meadows and Parcel 338

Prepared for: The Montgomery County Housing Opportunities Commission

Date: September 3, 2014

Scale: 1" = NTS

Prepared by: Townscape Design



Sidewalks similar in scale to draft Plan in dense city context (Alexandria and Princeton)
Smaller sidewalks with greater pedestrian density (Frederick and Easton)

Sidewalk Section - Village Core

Sandy Spring Meadows and Parcel 338

Prepared for: The Montgomery County Housing Opportunities Commission

Date: September 3, 2014

Scale: 1" = NTS

Prepared by: Townscape Design

Table 6.4 (Modified) Design Parameters for Walkable Urban Thoroughfares

	General Urban [C-4]				Urban Center/Corridor [C-5,6]				
	Residential		Commercial		Residential		Commercial		
	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street
Context									
Building Orientation (entrance orientation)	front, side	front, side	front, side	front, side	front, side	front, side	front, side	front, side	front, side
Maximum Setback [2]	20 ft.	5 ft.	5 ft.	5 ft.	5 ft.	0 ft.	10 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side
Streetside									
Recommended Streetside Width [3]	14.5-16.5 ft.	14.5 ft.	11.5 ft.	16 ft.	16 ft.	16 ft.	19.5 ft.	19.5 ft.	16 ft.
Recommended Streetside Width Main Street	9 ft.	9 ft.	9 ft.	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.
Minimum Streetside Width (Constrained)	0 feet [13]	0 feet [13]	0 feet [13]	2.5 ft.	2.5 ft.	2.5 ft.	3 ft.	3 ft.	2.5 ft.
Recommended Frontage Zone Width	5 ft.	5 ft.	5 ft.	6 ft.	6 ft.	6 ft.	10 ft.	10 ft.	9 ft.
Recommended Thoroughfare (Sidewalk) Width [14]	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	7 ft. tree well	7 ft. tree well	6 ft. tree well
Recommended Furnishing Zone Width (Pedestrian Buffer Zone)	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft. [15]	1.5 ft. [15]	1.5 ft. [15]
Recommended Edge Zone Width									
Street Lighting	For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).								
Traveled Way									
Target Speed (mph)	25-35	25-30	25	25-35	25-30	25	25-35	25-30	25
Number of Through Lanes [5]	4 to 6	2 to 4	2	4 to 6	2 to 4	2	4 to 6	2 to 4	2 to 4
Lane Width [6]	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width [7]	7 ft.	7 ft.	7 ft.	7 ft.	7 ft.	7 ft.	7 ft.	7 ft.	7 ft.
Min. Combined Parking/Bike Lane Width	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.								
Medians [9]	4-18 ft.	Optional 4-16 ft.	None	4-18 ft.	Optional 4-18 ft.	None	4-18 ft.	Optional 4-18 ft.	None
Bike Lanes (min./preferred width)	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.
Access Management [10]	Moderate	Low	Low	High	Low	Low	Moderate	Low	Low
Typical Traffic Volume Range (ADT) [11]	20,000-35,000	1,500-25,000	500-5,000	20,000-50,000	1,500-35,000	1,000-10,000	1,500-35,000	1,000-15,000	1,000-15,000
Typ. Traffic Volume Range (ADT) Main Street									
Intersections									
Foundation [12]-A1	Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.								
Curb Return Radii/Curb Extensions and other Design Elements	Refer to Chapter 10 (Intersection Design Guidelines).								
Curb Extensions - Main Streets									
Curb Return Radii with no Extensions - Main Streets									

Table 6.4 Notes:

- Multilane boulevards are a special form of boulevards. Generally they add one-way, 16-20 foot wide access lanes adjacent to the outer curb and separated from the through traffic lanes by a longitudinal island at least 6 ft. wide (10 ft. if accommodating transit stops). Access lanes have curbside parking plus one moving traffic lane with a target speed of 15-20 mph. All vehicular traffic on the access lanes is local. See Chapter 6 section on multilane boulevards for additional information.
- For all context zones with predominantly commercial frontage, this table shows the maximum setback for buildings with ground floor retail. In suburban contexts, office buildings are typically set back 5 ft. further than retail buildings to provide a privacy buffer. In general urban and urban center/core areas, office buildings are set back 0-5 ft. Setback exceptions may be granted for important civic buildings or unique designs.
- Streetside width includes edge, furnishing, planting strip, clear throughway, and frontage zones. Refer to Chapter 8 (Streetside Design Guidelines) for detailed description of sidewalk zones and widths in different context zones and on different thoroughfare types. Dimensions in this table reflect widths in unconstrained conditions. In constrained conditions, streetside width can be reduced to 12 ft. in commercial areas and 9 ft. in residential areas. (See Chapter 5 on different thoroughfare types.)
- Desired target speeds on avenues serving C-4 and C-5/6 commercial main streets with high pedestrian activity should be 25 mph.
- Six lane facilities are generally undesirable for residential streets because of concerns of neighborhood livability (i.e., noise, speeds, traffic volume) and perceptions as a barrier to crossing. Consider a maximum of 4 lanes in a residential neighborhood.
- Lane width (including through and curb) can vary. Most thoroughfare types can effectively operate with 10-11 ft. wide lanes, with 12 ft. lanes desirable on higher speed transit and freight facilities. Chapter 9 (Tweeled Way Design Guidelines - lane width section) identifies the considerations used in selecting lane widths. Curb lane width in this report is measured to curb face. Unless gutter pan (catch basins) do not accommodate borders, then it is measured from the edge of the travel lane. If light rail transit or streetcars are to be accommodated in a lane with motor vehicles, the minimum lane width should be the width of the transit vehicle plus 4 ft. clearance on either side. Most modern streetcars or light rail vehicles (LRT) can be accommodated in an 11 or 12 ft. wide lane but designers need to consider the LRT vehicle's "dynamic envelope" when designing horizontal curves and intersections.
- An 8 ft. wide parking lane is recommended in any commercial area with a high turnover of parking.
- For guidance on horizontal radius - see AASHTO's Green Book section on "Minimum Radii for Low Speed Urban Streets - Sharpest Curve Without Superlevation". Dimensions shown above are for noted target speeds and are found on Exhibit 3.16 (Page 153) in A Policy on Geometric Design of Highways and Streets (2004), assuming a superlevation of 2.0 percent (reflecting typical cross slope). Depending on design vehicle, horizontal curves may require lane widening to accommodate large vehicle off-tracking. See AASHTO's section on "Traveled Way Widening on Horizontal Curves" for guidance.
- See also Chapter 9 for additional detail on medians. For curbs to curb intersection crossing distances of 60 ft. or more, medians should be at least 6 ft. wide to serve as a pedestrian refuge; otherwise the median should be at least 4 ft. wide. Where left-turn lanes are to be provided, median widths should be increased by the width of the turn lanes. Where left-turn lanes are not needed (e.g., long blocks) median widths may be as little as 4 ft.
- Access management involves providing (i.e., managing) access to land development in such a way as to preserve safety and reasonable traffic flow on public streets. Low, moderate and high designations are used for the level of access restrictions. A high level of access management uses medians to restrict mid-block turns, consolidate driveways and control the spacing of intersections. A low level of access management limits full access at some intersections, but generally uses minimal efforts to restrict access. Limit access on Main Street ranges of typical traffic volumes are intended to help determine the characteristics of thoroughfares. Volumes can fluctuate widely on all thoroughfare types. These ranges are not intended to establish guidelines or upper bounds for designing thoroughfares.
- Double lane roundabouts are not recommended in urban areas with high levels of pedestrians and bicycles.
- 0 feet along lawn and groundcover; 1 foot along low walls, fences and hedges; 1.5 feet along facades, tall walls and fences.
- 2.5 feet along diagonal parking.



HOC's Requested Changes to the Public Hearing Draft
of the Sandy Spring Rural Village Plan

September 4, 2014

- Page 27: "Provide infill opportunities for additional residential units through the subdivision process"

Request: In order to provide greater flexibility to meet the goal, we request adding the following bullet:

- "Rezone 617 Olney-Sandy Spring Road from R-200 to R-60"

and amend the zoning map on page 51 to change the zoning of 617 Olney-Sandy Spring Road from R-200 to R-60.

- Page 23: "Provide a tree canopy goal of 45 percent within the Plan area, and a goal of 75 percent coverage goal for parking lots".

Request: The new minimum requirement is 25% coverage for parking lots, which is higher than the current requirement. The 45-75 % recommendations have countywide implications and should be considered in a separate amendment to the parking code. HOC recognizes that the properties are within the Patuxent Watershed and will be held to a higher standard than the minimum requirement to be determined at site plan. However, the "75 percent" goal is too high and should be changed to a goal that is reasonable and achievable (e.g., exceed the County minimum requirement by 50 percent).

- Page 23: "Provide a central village green, near the intersection of Brooke Road and MD 108 with new retail facing onto it"

Request: Insert "and residential uses" after "new retail" to allow HOC to provide residential uses in that area. The statement reads as follows:

"Provide a central village green, near the intersection of Brooke Road and MD 108 with new retail and residential uses facing onto it".

- Page 26: "This subdivision consists of 56 residential units (25 single-family detached and 31 attached units)."

Request: Change "56" to "61" and "25" to "30" to accurately reflect the actual number of units in the subdivision. The statement should read as follows:

"This subdivision consists of 61 residential units (30 single-family detached and 31 attached units)."

- Page 26: "This Plan envisions that any new residential units built within the neighborhood will meet the street in the same manner as the existing buildings."

Request: Change "the same" to "a similar" to allow some flexibility in the placement of new residential units. The statement should read as follows:

"This Plan envisions that any new residential units built within the neighborhood will meet the street in a similar manner as the existing buildings."

- Page 26: "Site any new residential in this area to match the front setback of existing buildings".

Request: Change "match" to "be compatible with" to allow some flexibility in the placement of new residential units and for some slight variations. The statement should read as follows:

"Site any new residential in this area to be compatible with the front setback of existing buildings".

- Page 26: "Maintain the setbacks along Olney Sandy Spring Road (MD 108)."

Request: Replace "Maintain" to "Provide compatibility between" and insert "of existing and proposed homes" to allow some flexibility in the placement of new residential units and for some slight variations. The statement should read as follows:

"Provide compatibility between the setbacks of existing and proposed homes along Olney Sandy Spring Road (MD 108)."

- Page 35: Shows table titled 'Development Potential' with four columns and the last column is titled "2014-15 Plan Maximum Potential (Including Existing Development) Potential".

Request: Delete "(Including Existing Development)" in the last column to make the table consistent with the calculation for school capacity for 150 new units on page 48.

- Page 36: Shows table titled "Road Classifications" with Skymeadow Way measured from MD 108 to "Proposed Local Road"; and page 40, first paragraph: "From MD 108 to a new local road, this section ..."

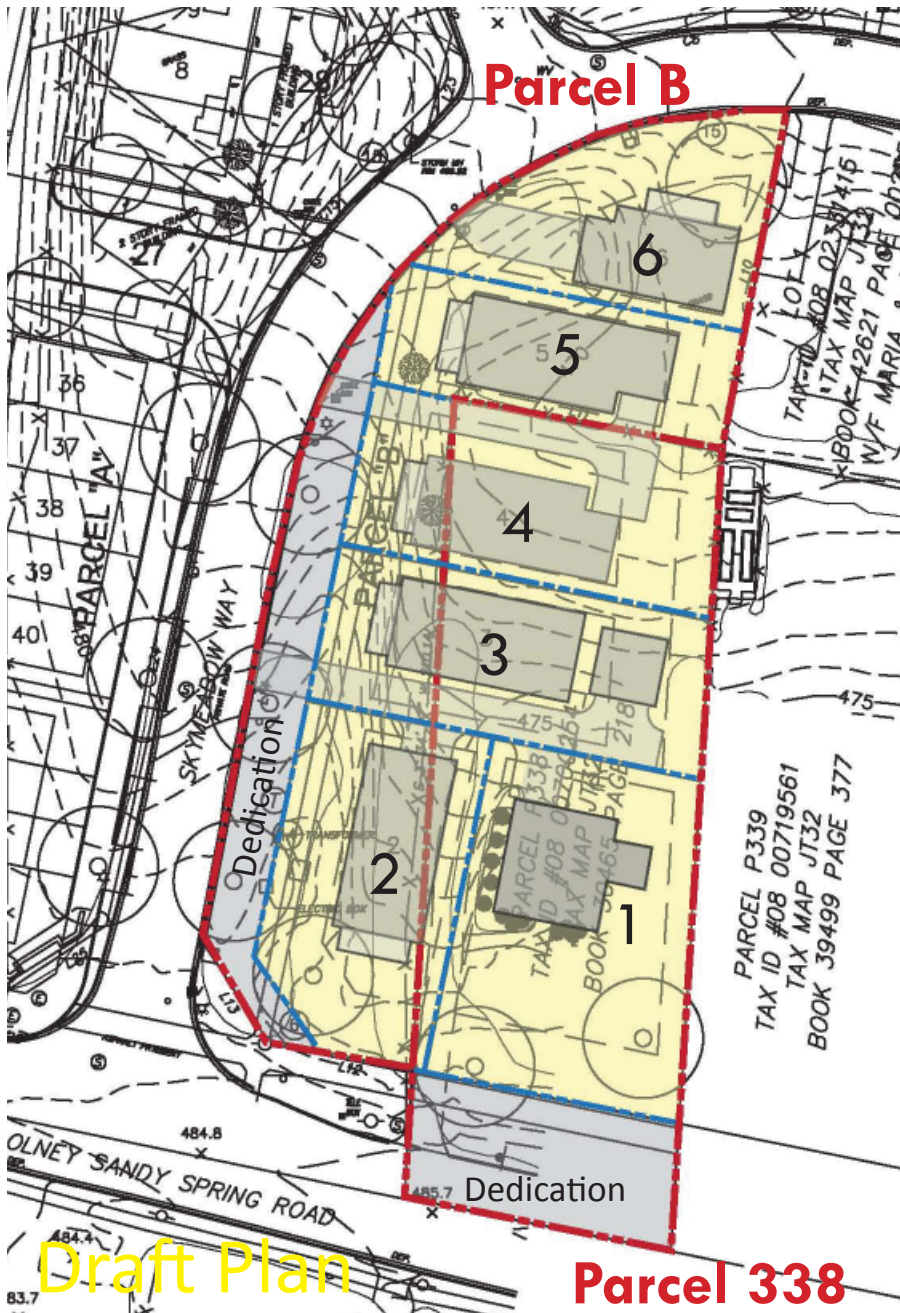
Request: Change "local road" to "internal connector" so that the proposed road is not misinterpreted to be built to public road standards.

- Since a bicycle lane is required on MD 108 (see footnote 3, page 36), a 10-foot shared use path at the Village Core would be redundant and inconsistent with other stated goals.

Request: Separate the bike and pedestrian traffic in this short area, utilizing the required bike lane and new sidewalk. Also make the following text changes:

- Page 35, last paragraph: "From the new buildings on the north, the right-of-way will contain a sidewalk, a 5-foot bike lane with a buffer between the sidewalk, and on-street parking."
- Page 39, second bullet: "Accommodate bicycle and pedestrian movement on north side MD 108"
- Page 44, second paragraph: "The Plan supports the recommendation for a 10-foot wide share use path, with modifications allowed at the Village Core, on the north side of MD 108 connecting the elementary school to the high school."

##



Concept Plan

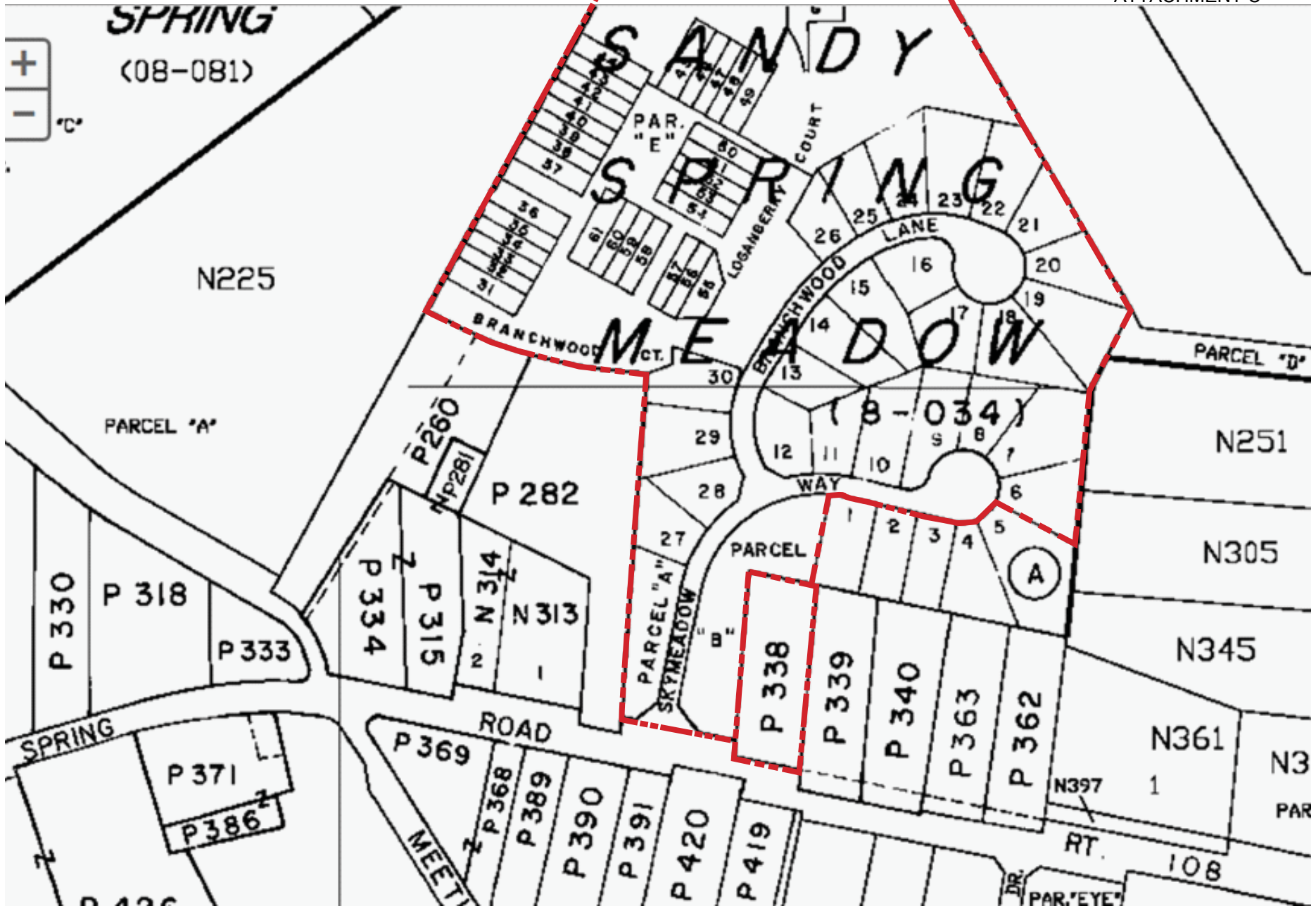
Sandy Spring Meadow and Parcel 338

Prepared for: The Montgomery County Housing Opportunities Commission

Date: September 3, 2014

Scale: 1" = NTS

Prepared by: Townscape Design



Concept Plan

Sandy Spring Meadow and Parcel 338

Prepared for: The Montgomery County Housing Opportunities Commission

Date: September 3, 2014

Scale: 1" = NTS

Prepared by: Townscape Design

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MCP-Chair

From: Miche Booz <mbooz@michebooz.com>
Sent: Friday, July 18, 2014 12:08 PM
To: MCP-Chair
Cc: Wright, Gwen Wright; Oconnor, Kristin; Boyd, Fred; Carter, John; Duke, Roberto; Youla, Sandra
Subject: Testimony for the Sandy Spring Rural Village Plan

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

To the Planning Chair:

I am sending you here two brief comments about the Sandy Spring Rural Village Plan:

I feel the history of the Sandy Spring Area is mentioned in several places, but is treated without much depth. I believe a little more language about that history would be helpful. I say this because it is the extant architecture and cultural heritage that will be providing direction for us to move forward--designing new buildings and commenting on plans that others will bring forward for approval. After all, Sandy Spring is a Heritage area and although not designated as a historic district, save the part that is, should be understood in that context.

With regards to that history which underpins some of the design guideline language that will be used to judge and comment on future designs, it should be clear in the plan where the key descriptive phrases are and what they mean. After discussions with the planning staff during the charrette and more recently, it was suggested that there be a short list or chapter of Design Guidelines. In the previous 1998 Master Plan this appeared on pages 31 and 32 and worked quite well--the only complaint is that it was buried in the plan.

It should be clear that it is the "go to" list--both for prospective projects and their owners and designers, as well as the citizenry of Sandy Spring; it should be not too specific and not too vague. The new zoning will supplant some of the necessary language that was in the 1998 Master Plan guidelines, however guidelines for appropriate scale and character, use of architectural elements and materials and so forth will give all useful direction.

Thank you,

Miche Booz
AIA, LEED AP, CNU

Miche Booz Architect
208 Market Street
Brookeville, MD 20833
p. 301 774 6911
f. 301 774 1908
www.michebooz.com

MCP-CTRACK

From: Robin Ziek <ziebraz1@verizon.net>
Sent: Tuesday, September 02, 2014 1:06 PM
To: MCP-Chair
Subject: Testimony on Agenda Item #13, September 4, 2014

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 SEP 02 2014

OFFICE OF THE CHAIRMAN
 THE MARYLAND NATIONAL CAPITAL
 PARKLAND PLANNING COMMISSION

Dear Chair Anderson,

Thank you for the opportunity to comment on this Staff Draft Master Plan Amendment for the Sandy Spring Village Center.

1) I think it's played down to the point of being lost that the reason the county and state have spend a lot of money (staff time, grants, etc) on Sandy Spring is because it is historically significant, and not because it is a rural village. I note that the county has other fine rural villages (Boyd's, Hyattstown, etc). Your Historic Preservation staff can document this admirably for the Plan Amendment. The public should not have to scramble to find the 1998 Plan and review that to get an understanding of the need for this plan amendment. More than a sidebar commenting on the historic significance should be provided at the very beginning of the Staff Draft. This should be followed by a section/chapter in the document to expand on this by noting historic character (road alignments), historic buildings, and the current utilization of the historic sites (i.e., the old Fire Station as a successful retail center). In other words, this is not just a design problem common in the county, but one undertaken for very important reasons (historic significance to the county).

The struggle with Sandy Spring is that its rural village character is endangered by the surrounding development that approaches over-development of a rural area. How to balance that is the theme of the proposed document, but the original reason for why we bother in the first place needs to be emphasized. As your plan notes, there are many new residents in Sandy Spring, and they can embrace (as I did) the local history because it has such an important story to tell.

On page 27, you refer to the 19th century homes in your "residential neighborhood #2" as "adding vernacular interest." In fact, the 19th century homes have been determined to be National Register eligible, and are included in mid-19th century maps with the names of the property owners! These homes are historically significant and every effort should be made to support the owners to help them maintain these buildings. Construction of new "compatible" houses will NOT support the historic significance of Sandy Spring. It's amazing, and part of the larger story, that these buildings remain to help tell the history of the area. Being able to talk about historic significance depends on having historically authentic buildings to show!

2) Development of commercial properties in Sandy Spring has lagged because the property owners want additional density to make it worth their while to invest to the extent of re-development. I am concerned that what will be lost is the idea that the village center serves a local population and is not meant to compete with larger suburban shopping nodes like Olney. This means that the commercial and retail businesses are accessible via pedestrian, bike and bus (we need more of this), and not just by automobile. While transportation issues are central to every Master Plan, I have concerns that the parking requirements do not reflect this local focus and will be set too high. This will negate the quality and character of a historic rural village, and work against increasing pedestrian and bicycle users.

3) Concerns about over-parking requirements especially apply to both Meeting House Road and Bentley Road. Meeting House Road is an Exceptional Rustic Road, but is a public road between MD 1108 and the Sandy Spring Friends' property. Currently there is no parking along the street, and this encourages the many pedestrians who hike down to the Sandy Spring. Adding any parking along this roadway will destroy the rural character provided by the green edges of the street.

Bentley Road is recommended for Rustic Road designation, with the support from the Bentley Road residents (see the petition signed by residents when this idea was first proposed). The Rustic Roads Advisory Board is just that, advisory. The Rustic Road designation should extend all the way to MD 108, to assure consideration of the rustic character of the street during Site Plan review. If, however, only a portion of the street is designated (starting halfway down the street, after the end of the open field across from the Museum), there will be no consideration of its rustic character. This may lead to a jarring disjunction in our experience of the street, when issues common and dear to transportation planning are examined (road width, sidewalks, addition of lollypop trees, etc.). At least let there be discussion of any new proposals at the beginning of the street at MD 108, and assure public input and adequate consideration in these decisions. Again, a Rustic Road designation is not designed to stop development, but to shape it with consideration for road character as well as health and safety. All of this serves the public interest.

4) I support the proposed park area in front of the new Fire Station, as it will help integrate this new building into the community life, and provide additional Open Space in a public area. This may compensate a little for the loss of forest along the south side of MD 108 through new development. I note, however, that there are community gathering spaces now within the village center: at the Sandy Spring Museum, and in front of the new Montgomery Mutual Insurance building. While these are both private lawns, they have served the community well for gathering spots, and this should be recognized and supported.

Additionally, it would be helpful if there was a requirement that overstory trees (oaks, maples, etc.) should be re-planted along the street and in HOA open space areas where they have been removed (either through storm loss, or age), to maintain the longtime forest edge

that helped define and embraced the village center. Today, the residential part of MD108 has lost numerous of these grand over-story and the smaller understory trees do not provide the same character.

5) There are too many signs along MD 108. Drive into Sandy Spring from the west, and there is a sign every few feet along the south side of MD 108 right up to Meeting House Road. This is visually distracting and certainly not compatible with rural character. The buildings should speak for themselves. I would like to see signage restricted to the building face for all businesses. Anything else is too suburban.

6) The plan proposes new retail/commercial development with 1-3 stories. I guarantee that all the buildings will be 3 stories and there will be no variation except for some design gimmicks (like material changes that purport to indicate varying building widths). Sometimes design can't do it all. I suggest that there be mandates for building height variation, remembering that over-development of this rural village will destroy the rural village character (see photograph on P 13, showing diverse heights).

7) I note that the plan (p. 22) seems to suggest that the two residential buildings to the west of the building with the Post Office, which are well maintained and well used, will be retained by their owners. One hopes so, because they are historically significant. Neither residence is designated under the county's historic preservation program, but they could be. Each one is an excellent example of early 20th century residential architecture in the county, with a long history that contributes to our story. While each building is now used for commercial/retail use, they illustrate the historic limitations to the village commercial development, and the overwhelming residential character of the village center. They are the last early 20th century residential buildings in the village along MD 108, and should be retained. Is there a way that this plan could be even more supportive? I note retaining the existing FAR may help, but is there any additional support to help the owners maintain this historic character?

8) RE: p. 20: there should be sidewalks only along one side of Brooke Road, to maintain the street character. Meadowsweet residents and others can cross over the street to the east side of Brooke Road. There is enough paving and it should be minimized wherever feasible. Adding sidewalks along the edge of the horse farm at the edge of the village will not be helpful to the farm owners or the horses, and simply isn't necessary. This is one location where a single sidewalk will work.

9) Regarding the redevelopment of the Lansdale property for the Olive Branch Church, the plan should note the public/private accommodation whereby the church can use the Sherwood High School parking lot when school is not in use. A public ROW should be established to permit local residents to walk through the property from the driveway through the fence to the Sherwood HS property for access as well. This currently occurs on an informal basis now, and this should be encouraged/formalized to facilitate pedestrian access through the community.

Thank you for your consideration of my comments.

Robin D. Ziek
18000 Bentley Road
Sandy Spring, MD 20860
301-570-6268

ATTACHMENT
RECEIVED
0620
SEP 19 2014

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

MCP-CTRACK

From: yogibatheja@aol.com
Sent: Thursday, September 18, 2014 10:56 PM
To: MCP-Chair
Cc: Oconnor, Kristin
Subject: Preliminary Draft Plan /Sandy Spring Rural Village plan

NEW ERA INVESTMENT GROUP INC.,
NEW ERA INVESTMENT GROUP LLC.,

MEMO
DATE: SEPTEMBER 18, 2014
TO: MONTGOMERY COUNTY PLANNING BOARD
FROM: THE BATHEJA'S

CC: AREA 3 STAFF
RE : PRELIMINARY DRAFT PLAN
SANDY SPRING RURAL VILLAGE PLAN

MEMBERS OF THE BOARD,

Thank you for the opportunity and the privilege to offer Comments on the MASTER PLAN TEXT AMENDMENT.

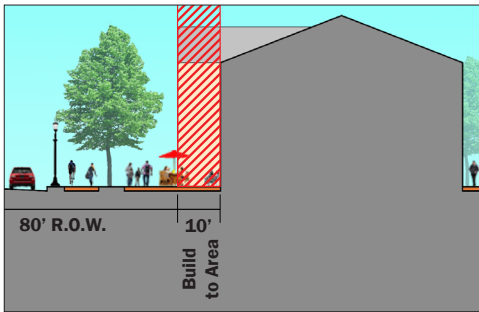
On behalf of the partners of New Era Investment Group we humbly request for submitting the staff with our forthcoming plan for our parcels in Sandy Spring Village core area.

Purpose of these Plans would be to create workable potential for the existing Parcels and will be more conducive to Creating a viable and vibrant Village Center, but it requires a Public/Private Partnership as done in other parts of Montgomery County Towncenters.

This plan does require higher Density, Flexibility and not create Redundancy for sidewalks / bike paths that achieves the goals Of the Draft Plan but in ways that is in scale with the village core .

Thank you again for giving this opportunity.

Sent from AOL Mobile Mail



MD 108 Build-to-Area



Garrett Park, MD: Adaptive reuse of an existing building into a retail use.



Laurel, MD: Retail/office building along main street that has traditional architectural elements, such as a front porch and gabled roofs.

DESIGN CHECKLIST

This Design Checklist is a summary of the Plan Recommendations that were developed through extensive community outreach process during the creation of the Sandy Spring Rural Village Plan. The checklist does not mandate the exact form and location of buildings, connections, and opens spaces. The checklist is intended to be a convenient resource for all stakeholders, including community members, property owners, and reviewers, to use to help create an attractive public realm that is compatible with and enhances the historic character of the Sandy Spring community. Stakeholders are encouraged to provide revitalization solutions that exceed the suggestions established in the checklist. The Design Checklist is divided into three areas.

Buildings

Buildings define the street with appropriate architectural elements. They provide visual interest for pedestrians. Any building renovations or new infill in the Sandy Spring Rural Village should consider the following:

- Adaptive reuse of historically significant structures that have maintained their historic integrity
- Placing new buildings within the build-to-area which extends ten feet behind the R.O.W. along MD 108 and 20 feet behind streets intersecting MD 108
- Providing new and renovated mixed-use buildings that define the street edges and create active street fronts
- Orienting primary building facades towards streets (secondary facades are located to the rear and sides of buildings)
- Locating primary entrances to building so that they face public streets. Ground floor should have active fronts that engage the public realm
- Providing entrances to upper story uses along public streets
- Encouraging architectural styles compatible with the existing buildings in the Sandy Spring Rural Village, including the Sandy Spring Historic District
- Including traditional architectural elements on buildings, such as porches, stoops, bay windows, dormer windows, and cupolas
- Varying building heights and massing to achieve visual interest and a distinct building character (buildings should reflect the scale and character of existing structures and be between one- and three-stories in height)
- Providing a signature building with architectural embellishment to any new development along the northeast corner of the intersection of Brooke Road and MD 108
- Providing greater window transparency at the street-level to any new mixed-use buildings
- Providing signage that is an integral part of a building façade, complements it, and does not obstruct key architectural features

Connections

Great streets have active and vibrant public spaces and storefronts, accommodate multiple users and connect to a larger street network. In order to create a true main street within the Sandy Spring Rural Village, the follow should be considered:

- ❑ Eliminating the parking between the R.O.W. and buildings with revitalization of properties
- ❑ Providing continuous sidewalks along both sides of MD 108
- ❑ Providing appropriate paving materials for sidewalks that complement the traditional architecture of the Sandy Spring Rural Village
- ❑ Providing a continuous shared use path on the north side of MD 108
- ❑ Encouraging a secondary connection on the north parallel to MD 108
- ❑ Providing shade trees in tree boxes in the Village Core Neighborhood and continuous tree planting strips in the Residential and Cultural Neighborhoods
- ❑ Encouraging additional crosswalks within the Sandy Spring Rural Village
- ❑ Providing appropriate pedestrian-scaled, coordinated lighting and wayfinding signage along the entire stretch of MD 108 within the Sandy Spring Rural Village Plan
- ❑ Allowing for areas with café seating/street furniture

Open Space

Open spaces provide places for community gatherings. The following should be considered within the community:

- ❑ Creating a small gateway open space that serves a transition from the rural western entry near the intersection of MD 108 and Norwood Road to the Sandy Spring Rural Village
- ❑ Incorporating a village green space of approximately 1/4 acres on the north side of MD 108 with a combination of landscape, hardscape, and ample space for large shade trees and seating areas
- ❑ Providing appropriate paving materials for sidewalks that complement the traditional architecture of the Sandy Spring Rural Village
- ❑ Providing appropriate pedestrian-scaled lighting for the open space



Kentlands, MD: The open space is a vibrant gathering area with a combination of landscape and hardscape.



Front in parking along MD 108



Special paving in front of the Sandy Spring National Bank



Shared use path in front of the Sandy Spring Museum