





Veirs Mill Corridor Master Plan: Briefing and Preliminary Staff Recommendations

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Completed: 1/4/18

Description

Staff will provide an update to the Planning Board on the Veirs Mill Corridor Master Plan, including the vision, framework and preliminary recommendations. The update will also include a presentation by Kittelson and Associates, a national transportation engineering and planning consultant hired by the Planning Department to provide background information that informs staff's recommendations. Kittelson and Associates will provide an overview of Vision Zero, including the reasons why this international strategy to eliminate traffic fatalities and severe injuries is being considered for Veirs Mill Road.

Staff Recommendation

Planning Board discussion and guidance to staff on the preliminary plan recommendations.

Summary

The Veirs Mill Corridor Master Plan extends approximately four linear miles from the City of Rockville to the Wheaton Central Business District. This memorandum presents the plan framework and vision; background and context; a summary of the outreach completed to date; and a summary of the preliminary staff recommendations. Attachment 1 includes the draft preliminary plan recommendations.

As discussed in greater detail in the following memorandum, the Veirs Mill Corridor Master Plan seeks to improve connectivity between transit and community uses, enhance safety in alignment with Montgomery County's recent adoption of Vision Zero, and support limited redevelopment of diverse housing prototypes that encourage a walkable lifestyle, such as those identified in the "missing middle" concept of low rise, high density residences.

INTRODUCTION

The Veirs Mill Corridor Master Plan, initiated in January 2017, is a unique master plan that develops recommendations to support the long-term vision of a major roadway. The focus of the plan is improved connectivity between transit and community uses and facilities, enhanced safety for all users of Veirs Mill Road, support of the existing residential scale and character, and limited redevelopment to strengthen the existing neighborhood centers and identity.

With a focus on safety and improved walkability, the preliminary plan recommendations build on the previously adopted master plans and the county's recently adopted Vision Zero Action Plan. The preliminary recommendations also identify opportunities to preserve and generate limited redevelopment, including the potential for new residential prototypes consistent with the “missing middle” concept that aims to diversify housing choices and provide appropriate transitions between single-family uses and higher density development.

PLAN FRAMEWORK

The Veirs Mill Corridor Master Plan area stretches approximately four linear miles between the City of Rockville and the 2012 *Wheaton Central Business District and Vicinity Sector Plan* boundary. As shown in Figure 1, the northern and southern limits of the Plan area include the quarter mile area around the bus rapid transit (BRT) stations identified in the 2013 *Countywide Transit Corridors Functional Master Plan*; properties adjacent to Veirs Mill Road; and sites requiring additional analysis, including the multi-family properties adjacent to Twinbrook Parkway.

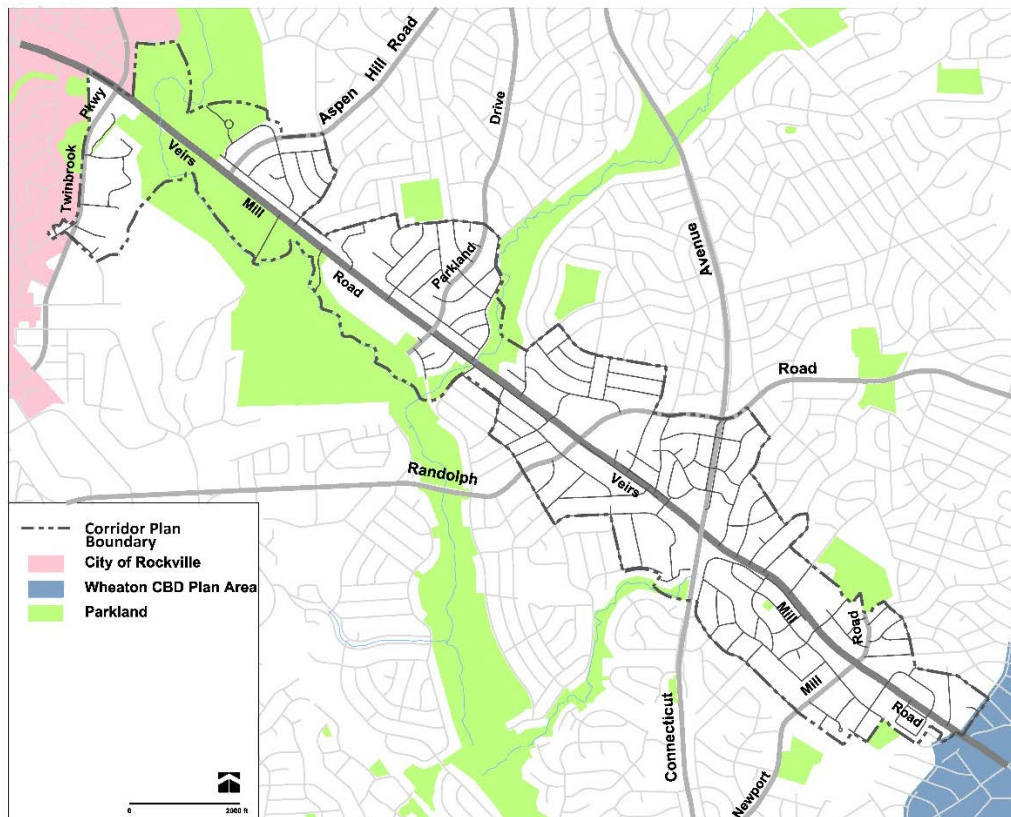


Figure 1: Veirs Mill Corridor Master Plan Boundary

The Veirs Mill Corridor extends through several previously adopted master plans, including the 1992 *North Bethesda/Garrett Park Master Plan*, the 1994 *Aspen Hill Master Plan* and the 1989 *Master Plan for the Communities of Kensington-Wheaton*. The *North Bethesda/Garrett Park Master Plan* focuses on specific areas including Twinbrook, White Flint, Grosvenor-Strathmore and Rock Spring, and does not identify specific recommendations for the Veirs Mill Road communities.

While the Aspen Hill and Kensington-Wheaton plans do not identify specific recommendations for Veirs Mill Road or the abutting properties, the plans recognize the value of the road as a major arterial connecting the commercial centers of Rockville and Wheaton. Both plans encourage the protection and preservation of the low-density residential communities adjacent to the corridor and seek to limit the encroachment of commercial development.

The Veirs Mill Corridor Master Plan builds on the Aspen Hill and Kensington-Wheaton plans, as it proposes to preserve and maintain the existing residential scale and character, but also recognizes the role of Veirs Mill Road in the overall transportation network. Rather than consider Veirs Mill Road as a major highway for motor vehicle travel, this master plan seeks to establish Veirs Mill Road as a multi-modal complete street for people that walk, bicycle, take transit and drive motor vehicles that connects communities to transit, neighborhood uses and community facilities.

BACKGROUND AND CONTEXT

The Veirs Mill Corridor Master Plan area encompasses several post-World War II neighborhoods. These neighborhoods are predominantly characterized by single-family residences, a connected and well-defined curvilinear street and block network, and proximity to neighborhood schools, civic institutions, parks and open space. These established residential neighborhoods are home to a diverse population, with nearly 75 percent of the residents identifying as African American, Asian or Hispanic.

Veirs Mill Road is an important corridor in the county, as it provides a direct connection between the commercial centers of Rockville and Wheaton, connects two ends of the Washington Metropolitan Area Transit Authority's (WMATA) Red Line Metrorail system and provides one of the few east-west connections in the southern part of the county. While it is classified as a major highway and carries 35,000 to 40,000 vehicles per day, it also functions as a residential street with a combination of residential service roads and direct driveway access for many single-family homes.

Veirs Mill Road also serves as a significant transit corridor, with bus service provided by WMATA's Metrobus and Montgomery County's Ride-On. WMATA considers Veirs Mill Road a high priority corridor, as the Veirs Mill routes (C4 and Q routes) have some of the highest ridership in the Metrobus system. Nearly 25 percent of employed residents within the plan area utilize public transportation to commute to work, compared to 16 percent of county residents, which demonstrates the significance of transit in the plan area. Based on the historic ridership volumes and the road's east-west connection, Veirs Mill Road is also identified as a future bus rapid transit corridor.

Veirs Mill Road presents unique challenges due to its multifaceted roles as a major highway, residential street and transit corridor. Veirs Mill Road severely lacks necessary infrastructure for people that walk, bike, and use transit. The corridor lacks continuous sidewalks, safe crosswalks, bike paths, and walking routes to transit.

OUTREACH

The Veirs Mill Corridor Master Plan area is racially and ethnically diverse. Nearly 75 percent of the residents are African American, Asian or Hispanic, with Hispanic and Latino residents representing approximately 41 percent of the population within the plan area. Considering this demographic composition, the Planning Department staff employed a variety of innovative engagement strategies to connect with diverse populations and encourage participation in the master plan process.

A kickoff meeting was held with the community on February 22, 2017. Staff organized five additional community meetings in 2017 and invited residents, property owners, commuters, pedestrians and bicyclists to participate. In the community meetings, staff described the planning process, learned about the strengths, challenges and opportunities in the community, presented strategies to address existing challenges, and requested feedback on preliminary recommendations.

Staff utilized a new type of engagement tool during the second community meeting, held on March 29, 2017. During the meeting, residents and stakeholders identified opportunities and constraints within their neighborhoods and along the Veirs Mill Road corridor. As participants shared their thoughts, the feedback was recorded in words and images by a graphic artist, Lucinda Levine of Crowley and Company. The graphic illustration, which captured strengths, challenges and ideas, became a foundational image for the plan, as it represented the community's interests and guided subsequent steps in the planning process. The graphic illustration was well received by the meeting attendees, with residents commenting that comments were heard.



Figure 2: Veirs Mill Corridor Master Plan Graphic Illustration

In addition to hosting our standard community meetings, staff also engaged in a series of events within the community, including the following:

- “Pop-up” outreach event at the Stoney Mill Square Shopping Center, so planners could meet with the community residents at their convenience and learn of priorities;
- The Taste of Wheaton;

- A neighborhood gathering sponsored by Montgomery Housing Partnership and the Connecticut Avenue Estates, Glenmont Forest, and Wheaton Hills Civic Associations at Highland Elementary School;
- The Viers Mill Baptist Church Summer Carnival;
- Wheaton Summer Concert at Wheaton Veterans Urban Park;
- Meet and greet to share information at the Holiday Park Multi-Service Senior Center;
- National Night Out at the Department of Recreation Administrative Office Building;
- Connecticut Avenue Estates Civic Association meeting; and
- The Wheaton Arts Parade.

Staff also met with property owners and civic institutions within the plan area to learn about their priorities and request their participation in the planning process. Prior to the Department's October 4th community meeting, the staff team hand delivered flyers to many homes along Veirs Mill Road to discuss the plan with residents and promote participation in the planning process. Likewise, individual meetings with St. Catherine Labouré Catholic Church, Viers Mill Baptist Church, Iglesia Bautista Hispana Veirs Mill and the Holiday Park Multi-Service Senior Center provided opportunities to engage with the diverse population representative of the plan area.

In addition to the direct engagement, staff also developed mailings, bus shelter advertisements and online tools to engage with a range of stakeholders in both English and Spanish. An online interactive feedback map provided stakeholders an opportunity to comment on a range of topics, from the features enjoyed by the community to areas that required improvement and suggestions for needed elements. Likewise, a questionnaire, released in English and Spanish, provided an online opportunity for community members to identify elements in the community to preserve, enhance or transform.

As the Veirs Mill Corridor Master Plan is unique for the Department, staff also utilized additional resources to evaluate existing conditions and develop suggestions for the future of the plan area. Early in the planning process, the Planning Department convened an Urban Land Institute (ULI) mini-Technical Assistance Panel (mTAP) to evaluate the plan area and provide guidance on market influences with the introduction of Bus Rapid Transit. The mTAP developed a series of recommendations to improve safety, security and accessibility; strengthen community cohesiveness; and leverage development opportunities. The staff team also organized a two-day internal charrette for the Planning Department to learn about the Veirs Mill Corridor Master Plan, assist in data collection through field visits and develop ideas for the team's consideration.

The feedback received through the community meetings, neighborhood events, online engagement, the ULI mTAP and the Planning Department charrette, helped staff to understand the existing challenges and concerns, as well as the priorities of the residents and community members. The feedback became the foundation of the plan vision and preliminary recommendations.

VISION

The Veirs Mill Corridor Master Plan is the first master plan to commence following the adoption of the Vision Zero policy by the County Council in 2016, a policy that seeks to eliminate traffic fatalities and severe injuries on county roads by 2030. The county's Vision Zero Action Plan, released in November 2017, identifies Veirs Mill Road as a high-risk roadway and a priority for engineering improvements. This master plan provides an excellent opportunity to develop solutions in alignment with the Vision Zero Action Plan for near-term implementation. While Veirs Mill Road is owned and primarily maintained by

the Maryland State Highway Administration, the master plan provides an opportunity to identify existing problems and develop a comprehensive, corridor-wide view of solutions to improve the safety of Veirs Mill Road and the surrounding communities. These solutions can facilitate collaboration between Montgomery County and the State Highway Administration to complete projects in the near term that immediately improve safety for all road users and further the goal of zero traffic fatalities and severe injuries by 2030.

The vision of the Veirs Mill Corridor Master Plan is to preserve and strengthen the communities of the Veirs Mill Corridor by enhancing existing community resources and commercial centers, and by increasing walkability, connectivity and safety. This vision supports the County Council’s Vision Zero resolution, which states: “embracing Vision Zero through a comprehensive, multidisciplinary approach will lead to safer communities, benefitting all users of the road. These calmer, safer streets will bring with them stronger senses of community and more vibrant economic centers.”

This vision is based on conversations with the community and an analysis of existing conditions, including field visits. When doing community planning, there is no substitute for real, on the ground experiences. Staff visited the plan area many times over the past year. These outings, particularly experiencing the corridor as pedestrians, left a profound impression on the team that the public sector can, should and must do better for those who live and work along Veirs Mill Road. A clear theme emerged during the community engagement and data collection process: the primary challenge in the plan area is inadequate infrastructure for pedestrians, bicyclists, and transit users. Improvement of the public realm is a cornerstone of this plan.

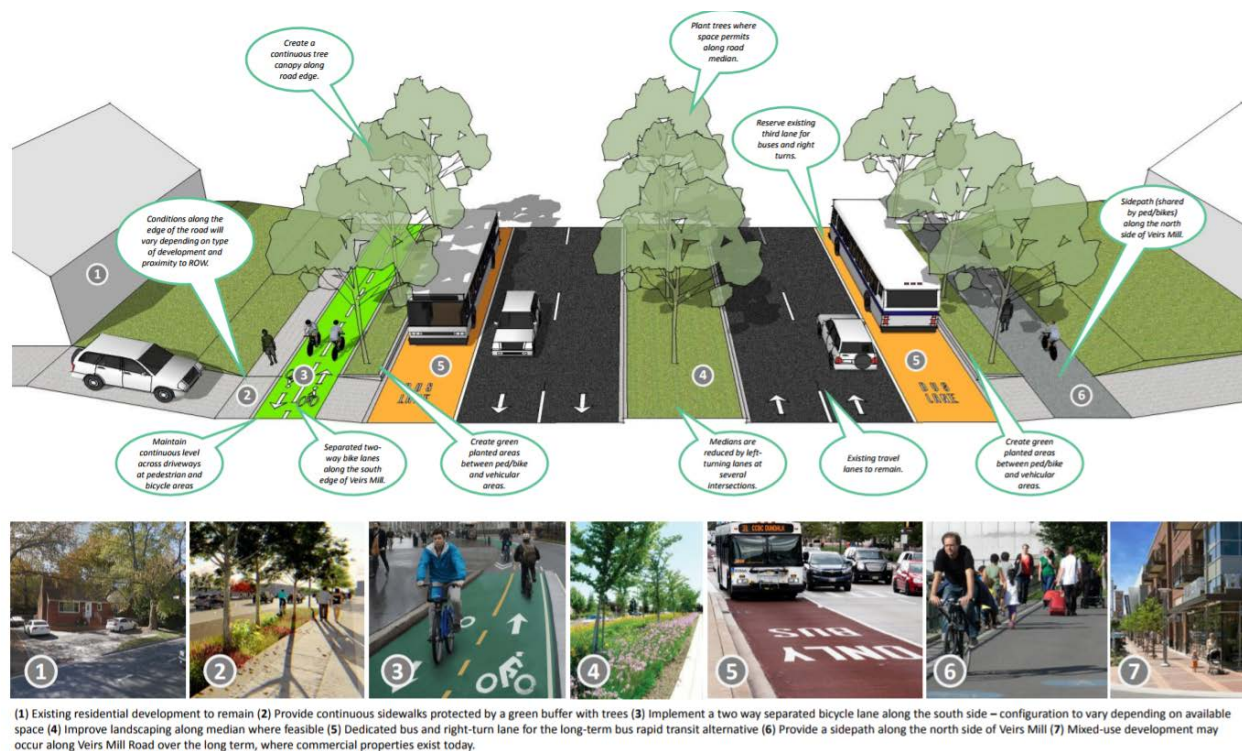


Figure 3: Conceptual Images of Vision for Increased Walkability, Connectivity and Safety

LAND USE, ZONING, AND DESIGN RECOMMENDATIONS

The land use, zoning and design recommendations support the plan vision, as they seek to preserve and maintain the existing residential scale and character. The recommendations propose to rezone select properties near existing and future transit, including the existing commercial uses at Veirs Mill Road and Randolph Road. The rezoning recommendations seek to balance preservation and limited redevelopment to enhance neighborhood serving centers, heighten neighborhood identity and promote walkability.

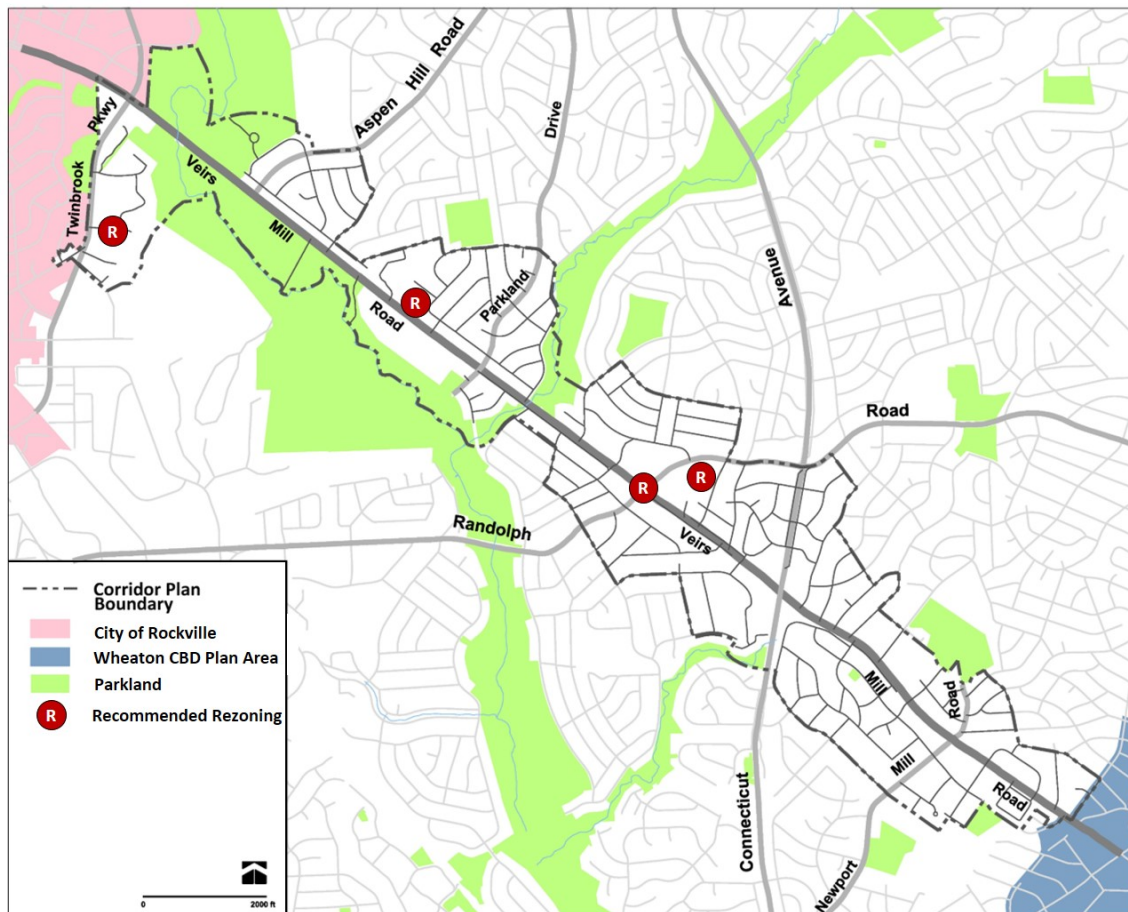


Figure 4: Preliminary Rezoning Recommendations



Figure 5: Short-Term and Long-Term Recommendations for Existing Commercial Center



Figure 6: Recommendations for Diverse Housing Prototypes

The plan also envisions an opportunity to introduce more diverse housing prototypes that encourage a walkable lifestyle, such as those considered by the “missing middle” concept of low rise, high density residences. The master plan will identify properties that could be considered as prototypes for the development of missing middle housing, including those located close to future bus rapid transit stations and the commercial center.

TRANSPORTATION RECOMMENDATIONS

The focus of the transportation recommendations is to enhance connectivity and improve safety for all users of the transportation network. The recommendations include short-term strategies to improve connectivity to transit and community facilities as well as increase safety through the introduction of infrastructure such as continuous sidewalks and sidepaths, high-visibility crosswalks and neighborhood greenways on streets parallel to Veirs Mill Road. The recommendations also include a long-term vision that introduces a complete streets approach to create a safe, walkable, transit-supportive and bicycle-friendly environment in the plan area.

The transportation recommendations include the use of education, enforcement and engineering strategies, consistent with Vision Zero, to improve safety in the plan area. The preliminary recommendations also include additional traffic signals to accommodate people walking, bicycling, and transit users. In addition, some recommendations include the elimination or modification of the channelized right-turn lanes and restrictions of other movements that are associated with increased crash risk for people that walk.

PARKS, TRAILS AND OPEN SPACE RECOMMENDATIONS

The Veirs Mill Corridor Master Plan area is well served by parks, trails and open space. However, many of the parks are embedded within the community and can be difficult to locate. A primary recommendation of the plan is to improve the visual presence of community destinations, including parks, trails and open space through enhanced connections and wayfinding.

The recommendations seek to improve the existing at-grade crossing of the Matthew Henson Trail on Veirs Mill Road, where two fatal crashes occurred over the last year and a half, and improve access to Matthew Henson State Park from the east. The recommendations also introduce Neighborhood Green Urban Parks with new development.

COMMUNITY FACILITIES RECOMMENDATIONS

The plan area is also well served by community facilities, including the new Wheaton Library and Recreation Center (scheduled to open in 2019), Holiday Park Senior Center, Aspen Hill Library, Twinbrook Library and Twinbrook Recreation Center. As the plan area is well served and limited redevelopment is anticipated, no new community facilities are proposed. Therefore, the recommendations focus on increasing connectivity between transit and existing community facilities as well as developing an improved gateway to the Holiday Park Senior Center.

The community also expressed a need for facilities and programming for youth. The plan’s recommendations will encourage the consideration of opportunities to integrate evening programming for youth, potentially at the Holiday Park Senior Center if long-term facility modernization plans are undertaken.

ENVIRONMENTAL RECOMMENDATIONS

The development in the plan area predates stormwater management requirements. To remedy the stormwater management challenges, the plan's recommendations will seek to retrofit underutilized right-of-way, private institutions and commercial properties with stormwater management and/or tree cover, as well as integrate innovative stormwater management into design of bus rapid transit lanes and stations.

The environmental recommendations, consistent with the land use and transportation recommendations, focus on improving air quality by promoting non-auto transportation through prioritizing safe pedestrian connections from existing neighborhoods to existing and proposed transit.

CONCLUSION AND NEXT STEPS

The Veirs Mill Corridor Master Plan team presented the preliminary recommendations to the community on December 13, 2017 and continues to discuss them with property owners and agencies, including the Montgomery County Department of Transportation and the Maryland State Highway Administration. To obtain further community input, staff is preparing to promote and release an interactive map that highlights key recommendations of the plan.

As staff obtains feedback from community members, property owners and interested agencies, we request guidance from the Planning Board on the preliminary recommendations presented in this memorandum and detailed in Attachment 1. As outlined in the below plan schedule, staff anticipates integrating the feedback and guidance received into the preliminary recommendations and returning to the Planning Board in March 2018 with a Working Draft of the Veirs Mill Corridor Master Plan.

PLAN SCHEDULE

Staff anticipates returning to the Planning Board with a Working Draft of the Veirs Mill Corridor Master Plan in March 2018. Significant milestones are outlined below:

March 2018:	Working Draft of Master Plan Presented to the Planning Board
March:	Public Hearing Draft Printed and Distributed
April:	Planning Board Public Hearing
April - May:	Planning Board Work Sessions
June:	Approval of Planning Board Draft Master Plan
July:	County Council Public Hearing

STAY CONNECTED

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ATTACHMENT 1: Draft Preliminary Staff Recommendations

ATTACHMENT 1: Draft Preliminary Staff Recommendations

Land Use and Zoning Recommendations

Corridor Wide

1. Preserve and maintain the existing residential scale and character by confirming the existing R-60 and R-90 zoning within the neighborhoods.
2. Retain majority of existing multi-family residential development as a continued source of market affordable housing.
3. Rezone select properties near the commercial center, Metrorail, or future Bus Rapid Transit stations to achieve variation in housing types and ensure appropriate transitions to the existing residential scale.
4. Encourage continued community partnerships with the Department of Housing and Community Affairs and the Montgomery Housing Partnership to advance neighborhood development and revitalization.

Newport Mill District

1. The Town and Country Townhouses, located at Schoolhouse Circle and Veirs Mill Road are zoned RT-10, a zone which was retained from the previous zoning ordinance but cannot be confirmed under a Sectional Map Amendment. Rezone the Town and Country Townhouses from RT-10 to the Townhouse Medium Density (TMD) zone.
2. The Montclair Manor Townhouses, located at 11739 – 11769 Veirs Mill Road, are zoned RT-12.5, a zone which was retained from the previous zoning ordinance but cannot be confirmed under a Sectional Map Amendment. Rezone the Montclair Manor Townhouses from RT-12.5 to the Townhouse Low Density (TLD) zone.

Connecticut / Randolph District

1. Rezone the Bushey Drive property (0 Bushey Drive and 4010 Randolph Road), which is currently occupied the by Department of Recreation Administrative Offices, from R-60 to a Commercial Residential Neighborhood zone with building heights to 45 feet to allow the construction of medium density residential uses near the commercial center. (CRN 1.0, C-0.0, R-1.0, H-45)
2. Rezone the properties at the northeast quadrant of the intersection of Veirs Mill and Randolph Roads (4100 Randolph Road, 12125 Veirs Mill Road, 0 Randolph Road and 12135 Veirs Mill Road) from Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to a higher density Commercial Residential Town zone to allow additional mixed-use development, including a greater number of housing units, to provide neighborhood serving amenities and additional housing options. (CRT 1.25, C-0.75, R-0.75, H-50)
3. Rezone the properties at the existing Stonemill Square from R-60 and Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to a higher density Commercial Residential Town zone to

allow additional mixed-use development, including a greater number of housing units to provide neighborhood serving amenities and additional housing options. (CRT 1.25, C-0.75, R-1.0, H-75)

4. Rezone the properties at the existing Veirs Mill Village from R-60 and Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to a higher density Commercial Residential Town zone to allow additional mixed-use development, including a greater number of housing units which provides neighborhood serving amenities and additional housing options. (CRT 1.25, C-0.75, R-1.0, H-75)

Robindale District

1. Existing parkland owned by the Maryland National Capital Park and Planning Commission (MNCPPC) on Gaynor Road is zoned R-H, a zone which was retained from the previous zoning ordinance but cannot be confirmed under a Sectional Map Amendment. Rezone the MNCPPC property from R-H to R-200, consistent with the zoning for the Rock Creek Regional Park.
2. The Rock Creek Terrace Apartments, located at 12630 Veirs Mill Road, are zoned R-H, a zone which was retained from the previous zoning ordinance but cannot be confirmed under a Sectional Map Amendment. Rezone the Rock Creek Terrace Apartments to R-10.
3. Rezone the existing properties between Robindale Drive and the Shrine of Saint Jude Church on Veirs Mill Road from R-60 to a Commercial Residential Neighborhood zone to permit higher density residential uses at this future potential bus rapid transit station location and to achieve greater variation in housing types. (CRN 1.0, C-0.0, R-1.0, H-30)

Twinbrook District

1. Support partial redevelopment within existing multifamily properties to add higher density residential uses at locations that can support existing and future mass transit alternatives.

Urban Design Recommendations

Corridor Wide

1. Implement a complete streets approach to create a safe, walkable and bicycle-friendly environment on Veirs Mill Road through the introduction of sidewalks with landscaped buffers, street trees and protected bicycle facilities along the length of the corridor.
2. Promote short and long-term improvements on commercial properties to create neighborhood serving centers that include open spaces for public use. Create connections to adjacent existing neighborhood streets to improve connectivity and walkability.
3. Utilize the future bus rapid transit station locations as opportunities to introduce elements to establish local neighborhood identity, and to build connections between the corridor and neighborhood amenities or public facilities.
4. Enhance local identity and safety at frontage road areas with landscape strategies such as enhanced tree canopy along residential fronts, improved pedestrian areas, and landscaped

medians that include native species and integrated stormwater management facilities where feasible.

5. Intensify single-family residential uses on key corridor-fronting properties to support bus rapid transit and overall walkability goals. Maintain prevailing residential scale when introducing additional density on predominantly single-family residential blocks.

Connecticut / Randolph District

The following short and long-term improvements on several properties at the intersection of Veirs Mill Road and Randolph Road have the potential to create a unique neighborhood center.

Northwest Corner (Block bound by Veirs Mill Road, Randolph Road and Havard Street)

1. Short-term improvements on the Stoneyhill Square property should:
 - a. Organize existing uses to clarify vehicular and pedestrian circulation through the property, to improve connectivity between the corridor and surrounding neighborhood;
 - b. Identify potential areas where future open spaces for public use could be established.
 - c. Create and enhance spaces visible to and used by the public, including improved streetscape; introduction of landscape islands, trees and stormwater management; and improved façade treatments.
2. Long-term redevelopment of the Stoneyhill Square property should:
 - a. Consider innovative types of development that incorporate distinctive local uses to create a recognizable neighborhood center.
 - b. Reduce the scale of this large block by creating a compact development pattern with short blocks and active streets.
 - c. Include through-block streets that connect to existing neighborhood streets.
 - d. Concentrate development intensity along major roads and transition to adjacent single-family uses within uses that are compatible in scale.
 - e. Provide a centrally located open space for public use, activated by surrounding uses.

Southwest Corner (Block bound by Veirs Mill Road, Randolph Road, Gridley Road and Selfridge Road)

1. Long-term redevelopment of this property should introduce a mix of uses, improved frontages along surrounding major roads and neighborhood streets, and public open space.
2. Create open space for public use that should be activated by surrounding uses and accessible from adjacent communities.
3. Focus development intensity along major roads, and transition to adjacent neighborhoods with development that is compatible in use and scale with single family uses.

Northeast Corner (Block bound by Veirs Mill Road, Randolph Road and Bushey Drive)

1. Redevelopment on this cluster should deliver a mix of uses near the corner of Veirs Mill Road and Randolph Road, and transition to residential uses compatible with single family residential scale towards the east.

2. Integrate proposed bus rapid transit stations in any redevelopment.
3. Provide a centralized open space for public use.
4. Include connections through this block to Gannon Road and if feasible, to Colie Drive to the north.

Robindale District

1. Improve Parklawn Local Park's frontage along Veirs Mill Road, in coordination with the pedestrian and bicycle facilities recommended by this plan.
 - a. Include areas for passive recreation and/or outdoor exercise, such as a multi-station fitness trail with stations able to accommodate cyclists, joggers, skaters and walkers.
2. Promote townhouse development at the NW corner of Veirs Mill Road and Robindale Drive, to intensify single-family uses near the bus rapid transit stop location recommended by this plan.

Twinbrook District

2. Support partial redevelopment within existing multifamily properties to add higher density multifamily at locations that can support existing mass transit alternatives.
 - a. Promote the integration of new development with existing multifamily structures to remain.
 - b. Incorporate existing landscape features such as significant tree canopy.
 - c. Explore connections to adjacent regional trails.
 - d. Long-term redevelopment should seek synergies with adjacent affordable complexes.

Transportation Recommendations

Street Network

1. Expand the Urban Road Code boundary to include Veirs Mill Road to reduce target speeds, reduce lane widths and accommodate improved pedestrian and bicycle facilities.
2. Reduce speeds on Veirs Mill Road to between 25 and 35 miles per hour to improve safety.
3. Improve the lane continuity on Veirs Mill Road to maintain consistency in the through travel lanes.
4. Eliminate or modify the existing right-turn and bus only lanes on Veirs Mill Road to reduce speed and improve safety for all road users.
5. Extend Gridley Road as a business street from its current terminus at Veirs Mill Road on the Stoney Mill Square property, when the property redevelops, to Colie Drive to provide greater connectivity through the property. In the interim, begin to introduce the concept of the Gridley Street extension to provide an organizing element for the existing retail and restaurant establishments and enhance connectivity to the shopping center.

6. Extend Gannon Road northwest as a primary residential street from its current terminus west of Bushey Drive, when the Department of Recreation Administrative Office building is redeveloped, to the Colie Drive intersection with Randolph Road.
7. Extend Halpine Place as a business street to align with Rock Creek Mill Road to provide an additional connection between Twinbrook Parkway and Fishers Lane.
8. Placeholder for recommendation on the overall right of way width for Veirs Mill Road, including typical cross sections.

Transit Network

1. Support the alignment of the MD 586 / Veirs Mill Road (Corridor 10) Bus Rapid Transit.
2. Improve access to and quality of existing bus stops and future Bus Rapid Transit stations.

Pedestrian and Bicycle Network

1. Improve pedestrian and bicycle infrastructure for the length of Veirs Mill Road and on residential streets which provide a connection between existing and proposed transit stations to schools, parks and community facilities.
 - a. Install continuous wide sidewalks and/or sidepaths on both sides of Veirs Mill Road, with landscape buffers between the curb and the sidewalk or sidepath.
 - b. Install continuous sidewalks on all residential streets which provide a connection between existing transit on Veirs Mill Road and schools, parks and community facilities.
 - c. Maintain a continuous, level sidewalk or sidepath over curb cuts and driveway access to prioritize the pedestrian or cyclist.
 - d. Improve existing controlled pedestrian crossings on Veirs Mill Road.
 - e. Convert existing unsignalized crossings on Veirs Mill Road at Pendleton Drive and Valleywood Drive to controlled pedestrian crossings.
 - f. Introduce new signalized pedestrian crossings on Veirs Mill Road reasonable intervals.
 - g. Install separated bike lanes on the south side and a sidepath on the north side of Veirs Mill Road for the entire length of the plan area with the completion of Bus Rapid Transit Alternative 3.
 - h. In the short-term, develop a continuous bicycle network along Veirs Mill Road with neighborhood greenways on parallel streets, sharrows and contraflow lanes on existing service roads, and integration of existing sidepaths and trails into the network.
 - i. Provide bicycle facilities on residential streets which provide a connection between existing and proposed transit and schools, parks and community facilities.
2. Expand the current Veirs Mill Road and Randolph Road Bicycle and Pedestrian Priority Area boundary to coincide with the plan boundary.
3. Rebuild the pedestrian and bicycle bridge over Joseph's Branch Creek between Valleywood Drive and Moline Road.
4. Revise the existing Matthew Henson Trail crossing on Veirs Mill Road.

- a. Install a full traffic signal to improve the safety of pedestrians, bicycles, transit users and motorists.
- b. Relocate the existing high-visibility crosswalk to provide a direct connection across Veirs Mill Road to reduce crossing distance and reduce delay for motorists.
- c. Introduce additional lighting to improve visibility at the crosswalk and within the pedestrian refuge island.
- d. Provide a grade-separated crossing in the long-term for users of the Matthew Henson Trail.

Intersections

1. Remove the channelized right-turn lanes at the intersection of Veirs Mill Road and Connecticut Avenue to improve safety for pedestrians, bicyclists, transit users and motorists.
2. Retrofit existing signalized intersections to improve safety.
3. Introduce additional traffic signals on Veirs Mill Road to improve safety.
4. Eliminate non-signalized left turns to improve safety of pedestrians and cyclists.
5. Left turn lanes should be limited to a single lane to improve safety of all road users.
6. Eliminate the proposed interchange at Veirs Mill and Randolph Roads from the Master Plan of Highways and Transitways.

Parks, Trails and Open Space

Corridor Wide

1. Improve the visual presence of community destinations such as parks, trails, open spaces and community facilities within and adjacent to the plan area through enhanced connections and wayfinding.

Connecticut / Randolph District

1. Create a minimum $\frac{1}{2}$ acre public open space consistent with a Neighborhood Green Urban Park at the Bushey Drive property when the Montgomery County Department of Recreation Administrative Offices are redeveloped. The park should include neighborhood amenities including play structures and shaded seating.
2. Create a public open space consistent with a Neighborhood Green Urban Park, a minimum of $\frac{3}{4}$ acre, at the Stonemill Square property when it redevelops. The public open space should include hardscape elements and lawn areas to serve as a gathering space and focal point for the Connecticut / Randolph District. It should be formally planned with visibility from Veirs Mill Road and the future Bus Rapid Transit station.

3. Create a minimum $\frac{1}{4}$ acre public open space consistent with a Neighborhood Green Urban Park at the Veirs Mill Village property when it redevelops. The park should offer a flexible lawn area, integrated play structures and shaded seating.

Robindale District

1. Redesign Parklawn Local Park when the Bus Rapid Transit and/or improved pedestrian and bicycle facilities are constructed to include an improved frontage along Veirs Mill Road, improved parking and ingress/egress, activation of the park with a playground or dog park, renovation of the fields to improve drainage and relocation of the Rock Creek Trail.

Twinbrook District

1. When the Halpine Apartments parcels are redeveloped:
 - a. Provide a paved trail connection to the new Twinbrook Trail connector to the Rock Creek Trail.
 - b. Provide a public open space consistent with a Neighborhood Green Urban Park, at least $\frac{1}{2}$ in size, to include play structures, shaded seating and a flexible lawn area.

Environment

Water Quality

1. Preserve and restore stream valley buffers in forest.
2. Minimize imperviousness through compact development.
3. Reduce sediment load by retrofitting existing development with stormwater management.
4. Incorporate stormwater management into the development of the Bus Rapid Transit lanes and stations in a site-specific, innovative fashion, which may include a combination of solutions. For example:
 - a. Decking over linear stormwater features.
 - b. Accommodate visually appealing, contextual stormwater management on private institutions / commercial properties with appropriate involvement of property owners and necessary easements.
 - c. Median stormwater management, integrated with the overall streetscape design, when space allows.
5. Retrofit unused right of way and private institutions / commercial properties with easements to slow runoff and eliminate storm surges with retention facilities.

Air Quality / Climate Protection

1. Promote non-auto transportation by prioritizing safe pedestrian connections from existing neighborhoods to existing and proposed transit.

2. Locate existing and proposed transit stops with safe access for communities on both sides of Veirs Mill Road.
3. Incorporate street trees along Veirs Mill Road to promote a pedestrian environment.
4. Work with private institutions / commercial properties to promote sharing of parking facilities.
5. Introduce advanced planting techniques such as constructed soil and interconnected tree pits to increase the soil area for tree roots for new or retrofitted paved areas.
6. Establishing a minimum of 30 percent tree canopy cover for new or retrofitted surface parking.

Resource Protection and Preservation

1. Avoid stream crossings and other impacts to natural resources as much as possible when altering or adding to the transportation network.
2. Where possible, use required forest and tree planting to enhance and expand existing resources in the Veirs Mill Corridor, especially in stream valley buffers.
3. Minimize grading and preserve areas of steep slopes and highly erodible soils.

Community Facilities

Corridor Wide

1. Improve connectivity between transit and community facilities, including schools, parks, senior centers, libraries and institutional uses.

Connecticut / Randolph District

1. Provide an improved gateway to the Holiday Park Senior Center from Veirs Mill Road to enhance its visibility and promote awareness of this community amenity.
2. Consider opportunities to integrate evening programming for youth, potentially at the Holiday Park Senior Center if long-term facility modernization plans are undertaken.