

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

**NOTICE OF PUBLIC HEARING**

**PUBLIC HEARING DRAFT OF THE SANDY SPRING RURAL VILLAGE PLAN  
AN AMENDMENT TO THE APPROVED AND ADOPTED 1998 SANDY SPRING/ASHTON MASTER  
PLAN**

Pursuant to the provisions of Article 28, the Annotated Code of Maryland and Chapters 24A and 33A of the Montgomery County Code, the Montgomery County Planning Board of THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION hereby gives notice that a public hearing will be held on the Public Hearing Draft of the Sandy Spring Rural Village Plan an Amendment to the Approved and Adopted 1998 Sandy Spring/Ashton Master Plan, the Master Plan of Highways, the Countywide Bikeways Functional Plan, and the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended.

**Thursday, September 4, 2014  
in the Auditorium of the Montgomery Regional Office Building  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue, Silver Spring, Maryland**

The Plan makes recommendations for land use and zoning within the Sandy Spring Rural Village. This Plan also makes transportation recommendations intended to improve circulation, pedestrian connections and the network of bikeways.

Copies of the Public Hearing Draft Plan are available online at [www.montgomeryplanning.org](http://www.montgomeryplanning.org), and at the Commission's Montgomery Regional Office Building, 8787 Georgia Avenue, Silver Spring, Maryland.

The purpose of the public hearing is to provide an opportunity for all interested persons to express their views. Persons wishing to testify in person at the public hearing are requested to notify the Commission's Office of Community Relations at 301-495-4600.

Services and facilities are accessible for persons with disabilities (TDD 301-495-1331). Arrangements for an interpreter for the hearing impaired should be made one week in advance of the public hearing.

Written testimony may be submitted to: Chair, Montgomery County Planning Board, 8787 Georgia Avenue, Silver Spring, Maryland 20910. E-mail testimony may be submitted to [mcp-chair@mncppc.org](mailto:mcp-chair@mncppc.org).

**THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Patricia Colihan Barney  
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](mailto: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](http://www.ssvfd.com)) as a source.



**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."

##



10400 Detrick Avenue  
Kensington, MD 20895-2484  
(240) 627-9400



**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.

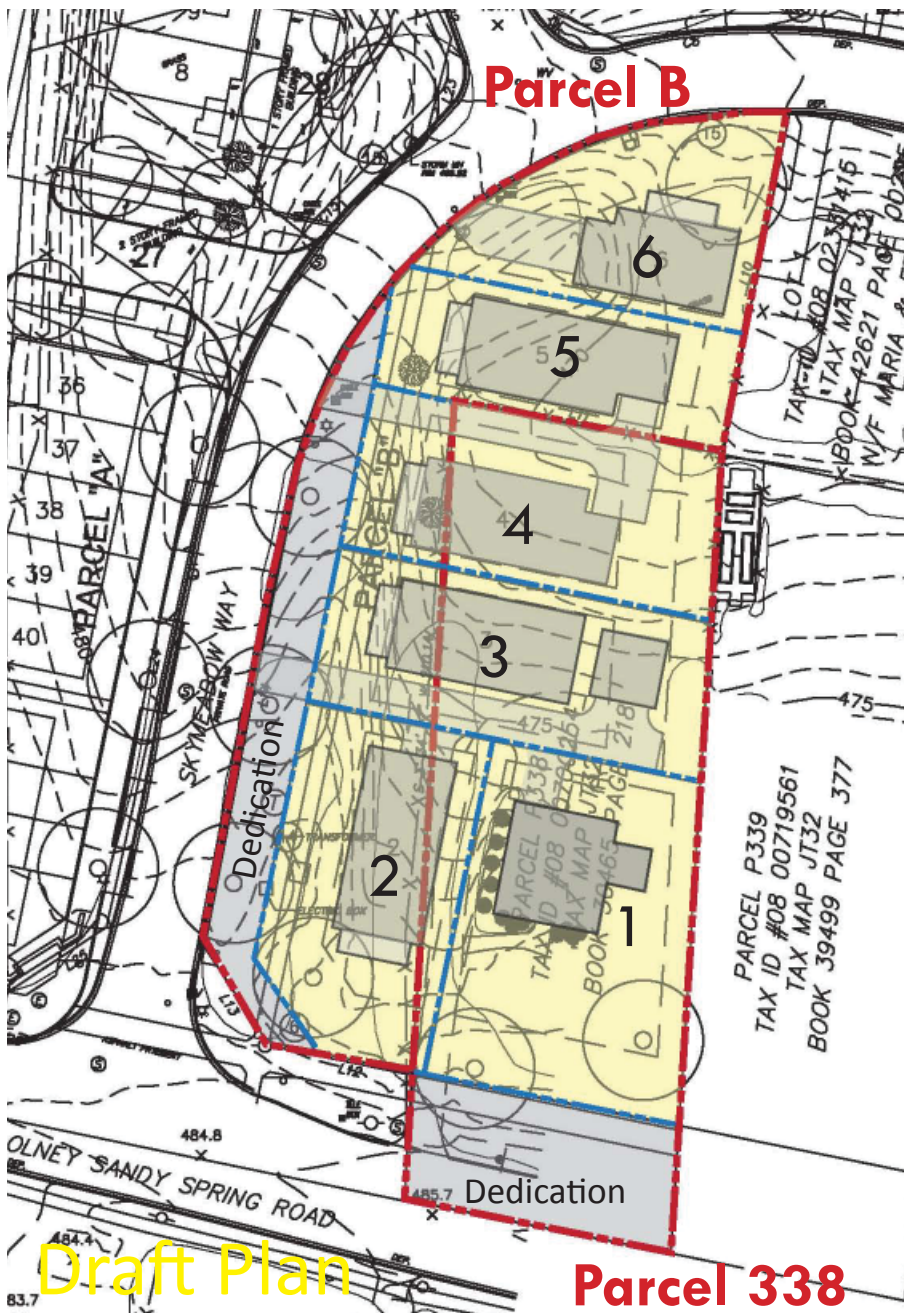
### Village Core

- 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.





## Concept Plan

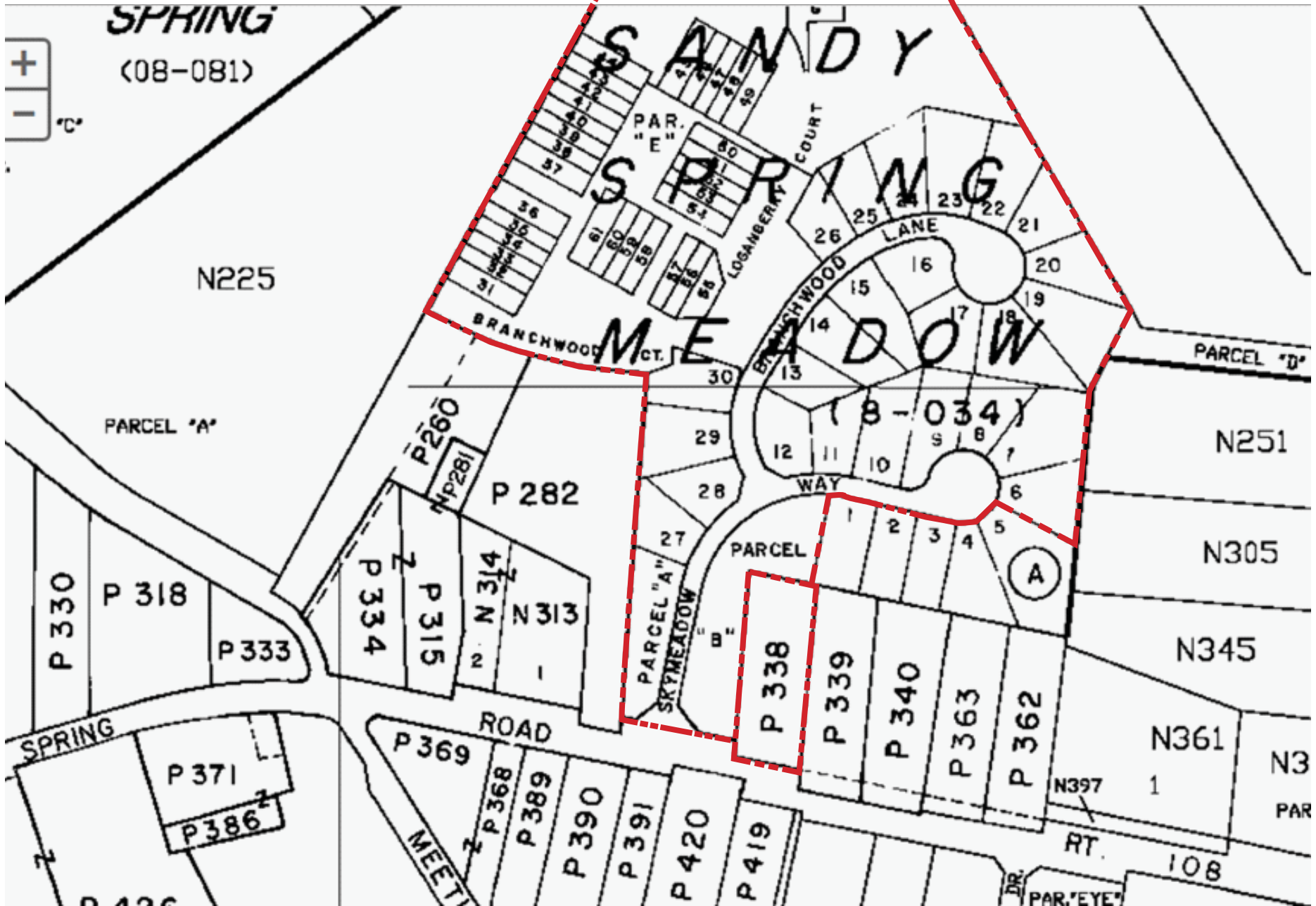
Sandy Spring Meadow and Parcel 338

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





**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

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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."

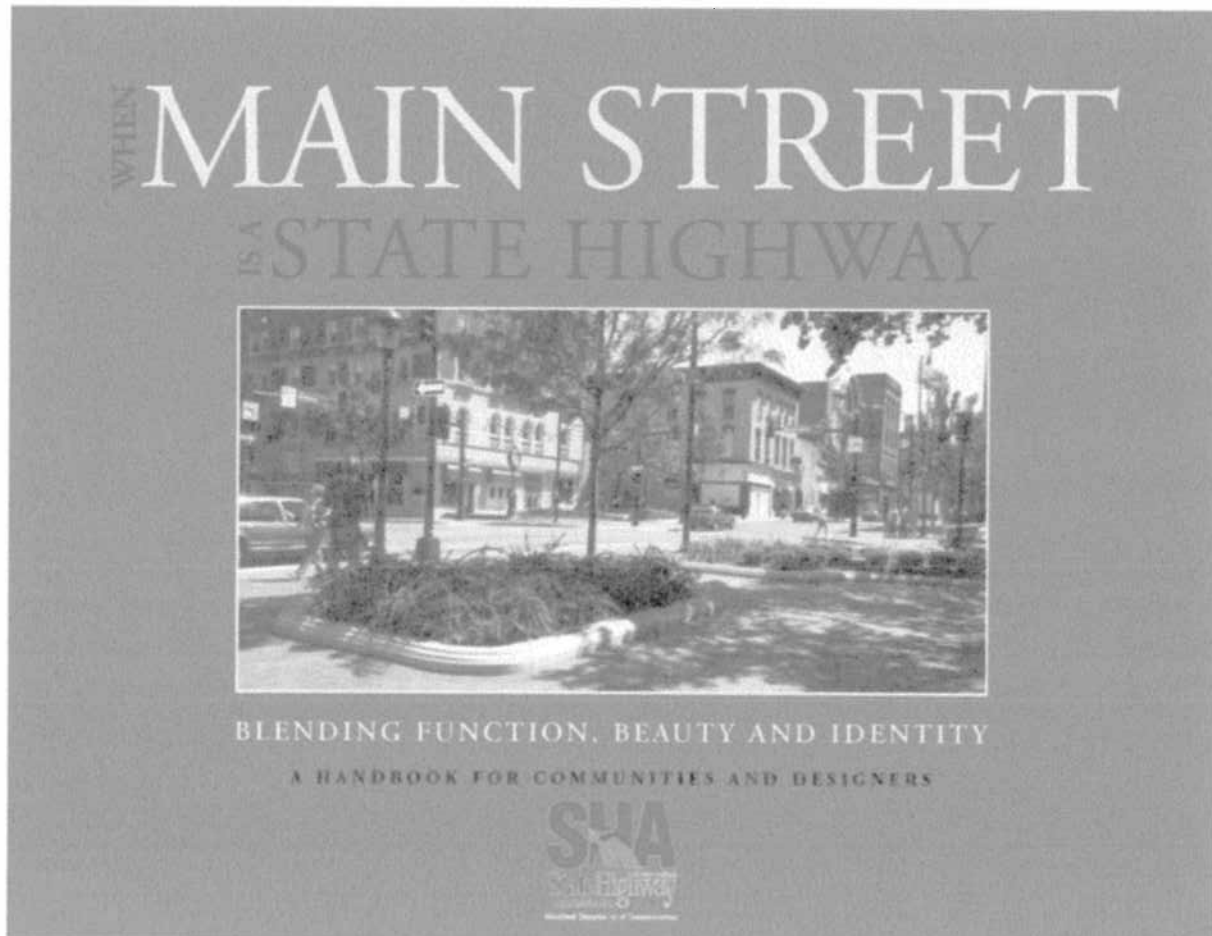
It appears from these statements that the Plan recommends an exceedingly wide sidewalk and pedestrian system, out of character with a typical village center and contrary to other stated goals in the draft Plan.

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:**

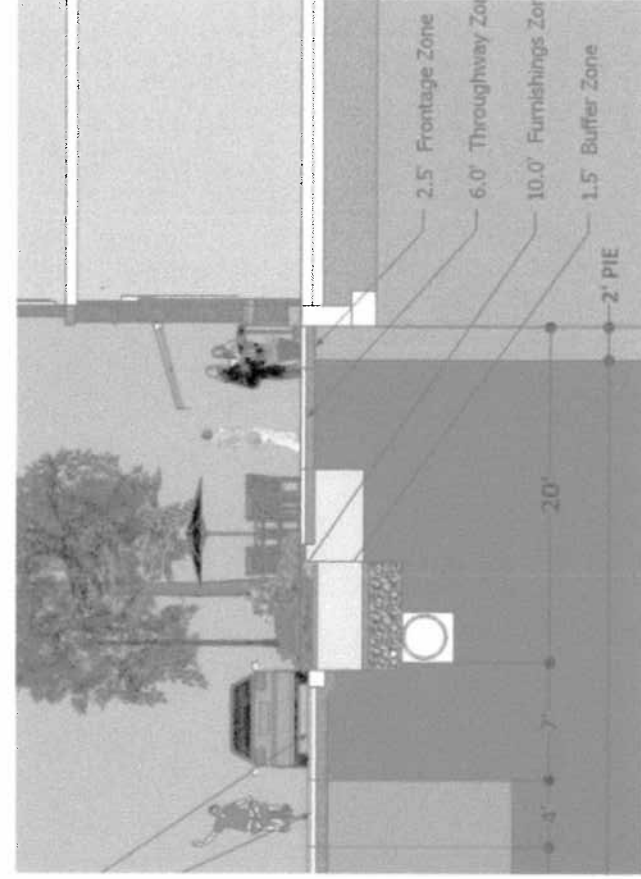
**Provide a context-sensitive solution for the Village Core (from Brooke Road to Skymeadow ) that separates the bike and pedestrian traffic in this short area, utilizing the required bike lane and new sidewalk.**

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**

	Residential [1]			Commercial			Residential [1]			Commercial			
	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	
<b>Context</b>													
Building Orientation (entrance orientation)	front, side	front, side	front, side	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.	5 ft.	10 ft.	10 ft.	10 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	rear, side	rear, side	rear, side	
<b>Streetside</b>													
Recommended Streetside Width [3]	14.5-16.5 ft.	14.5 ft.	11.5 ft.	16 ft.	16 ft.	15 ft.	16.5-18.5 ft.	14.5 ft.	11.5 ft.	16 ft.	16 ft.	16 ft.	
Recommended Streetside Width Main Street	9 ft.	9 ft.	9 ft.	12 ft.	12 ft.	12 ft.	9 ft.	9 ft.	9 ft.	12 ft.	12 ft.	12 ft.	
Minimum Streetside Width (Constrained)	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	0 feet [13]	
Recommended Frontage Zone Width	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	
Recommended Throughway (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	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	8 ft. planting strip	
Recommended Furnishing Zone Width (Pedestrian Buffer Zone)	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	
Recommended Edge Zone Width	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	1.5 ft.	
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).	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).	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).	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).	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).	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).	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).	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).	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).	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).	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).	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).	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).
<b>Travelled Way</b>													
Target Speed (mph)	25-35	25-30	25	25-35	25-35	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	4 to 6	2 to 4	2	
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.	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.	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.	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.	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.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.	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 4-16 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.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	
Access Management [10]	Moderate	Low	Low	High	Moderate	Low	Moderate	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	10,000-35,000	1,500-20,000	500-5,000	15,000-50,000	500-5,000	1,000-15,000	
Typ. Traffic Volume Range (ADT) Main Street	5,000-20,000	1,000-15,000	1,000-15,000	5,000-20,000	1,000-15,000	1,000-15,000	5,000-20,000	1,000-15,000	1,000-15,000	5,000-20,000	1,000-15,000	1,000-15,000	
<b>Intersections</b>													
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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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.	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)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	Refer to Chapter 10 (Intersection Design Guidelines)	
Curb Extensions - Main Streets	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Curb Return Radii with no extensions - Main Streets	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	10-15 ft.	

**Table 6.4 Notes:**

1. Multiway 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 multiway boulevards for additional information.
2. 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.
3. 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 defining in constrained rights of way.)
4. Desired target speeds on avenues serving C-4 and C-5/6 commercial main streets with high pedestrian activity should be 25 mph.
5. 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 (turning, 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 1 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.
6. An 8 ft. wide parking lane is recommended in any commercial area with a high turnover of parking.
7. 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 "Travelled Way Widening on Horizontal Curves" for guidance.
8. 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.
9. 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. Volumetric can fluctuate widely on all thoroughfare types. These ranges are not intended to establish guidelines or upper bounds for designing thoroughfares.
10. Double-lane roundabouts are not recommended in urban areas with high levels of pedestrians and bicycles.
11. 0 feet along lawn and groundcover; 1 foot along low walls, fences and hedges; 1.5 feet along facades, tall walls and fences.
12. Minimum sidewalk width is 5 feet per City and ADA standards; 6 feet recommended by ITE.
13. 2.5 feet along diagonal parking.
- 14.
- 15.



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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

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f. 301 774 1908  
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## 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

**RECEIVED**  
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OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND 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 (Boyds, 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



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