PRELIMINARY RECOMMENDATIONS

Corridor Wide
- Preserve and maintain the existing residential scale and character.
- Retain majority of existing multi-family residential development as a continued source of market affordable housing.
- 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.
- Encourage continued community partnerships with the Department of Housing and Community Affairs and the Montgomery Housing Partnership to advance neighborhood development and revitalization.
- Improve connectivity between transit and community facilities, including schools, parks, senior centers, libraries and institutional uses.

Newport Mill District
1. Rezone the Town and Country Townhouses from RT-10 to the Townhouse Medium Density (TMD) zone.
2. Rezone the Montclair Manor Townhouses from RT-12.5 to the Townhouse Low Density (TLD) zone.

Connecticut / Randolph District
3. Rezone the Bushey Drive property from R-60 to a Commercial Residential Neighborhood (CRN) zone to allow the construction of medium density residential uses near the commercial center.
4. Rezone the properties at the northeast quadrant of the Veirs Mill Road and Randolph Road intersection, Stoneymill Square and Veirs Mill Village to a Commercial Residential Town (CRT) zone to allow mixed-use development which provides neighborhood serving amenities and additional housing options.

- Provide an improved gateway to the Holiday Park Senior Center from Veirs Mill Road.
- Introduce activities for youth and other community members at the Holiday Park Senior Center during off-peak hours.

Robindale District
5. Rezone the MCNPPC property from R-H to R-200, consistent with the zoning for the Rock Creek Regional Park.
6. Rezone the Rock Creek Terrace Apartments from R-H to R-10.
7. 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 (CRN) zone.

Twinbrook District
8. Develop a zoning strategy for the Halpine Park LLC properties which preserves a portion of the existing market affordable housing and produces higher density housing consistent with the context of the neighborhood in closer proximity to Metrorail.

Images of the Holiday Park Senior Center (below left) and the site plan and renderings (below center and right) of the Future Wheaton Library and Recreation Center.
Implement “complete streets” along Veirs Mill Road

Implement a complete streets approach to create a safe, walkable and bicycle friendly environment on Veirs Mill road through the introduction of adequate sidewalks with landscaped buffers, street trees and protected bicycle facilities along the length of the corridor.

1. Existing residential development to remain
2. Provide continuous sidewalks protected by a green buffer with trees
3. Implement a two way separated bicycle lane along the south side – configuration to vary depending on available space
4. Improve landscaping along median where feasible
5. Dedicated bus and right-turn lane for the long-term bus rapid transit alternative
6. Provide a sidepath along the north side of Veirs Mill
7. Mixed-use development may occur along Veirs Mill Road over the long term, where commercial properties exist today.

(1) Existing residential development to remain (2) Provide continuous sidewalks protected by a green buffer with trees (3) Implement a two way separated bicycle lane along the south side – configuration to vary depending on available space (4) Improve landscaping along median where feasible (5) Dedicated bus and right-turn lane for the long-term bus rapid transit alternative (6) Provide a sidepath along the north side of Veirs Mill (7) Mixed-use development may occur along Veirs Mill Road over the long term, where commercial properties exist today.
Commercial Properties

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.

**Short Term**
Focus on surface parking lots to identify potential areas where open spaces for public use could be established. Improve streetscape, storm water management, and existing storefronts.

**Long Term**
Mixed-use redevelopment with residential uses, new internal street connections, and open spaces for public use.

Example of retrofitted parking lot to accommodate parking and occasional events.

1. Overall view
2. Overall view during event
3. Retriffs to add drainage, landscaping, and landscape panels between parking spaces
4. Seating area within new landscape.

(1) Mixed-use development (2) Open spaces for public use (3) Internal streets lined with active uses (4) Lower-scale residential uses (5) Integrated mobility alternatives
Diversity in residential alternatives
Support increasing single-family residential uses and redevelopment in multi-family complexes and key single-family properties to support bus rapid transit and overall walkability goals. Maintain prevailing residential scale when introducing additional density on predominantly single-family residential blocks.

Create Local Character
Promote partnerships to create local identity at frontage roads and future bus rapid transit station areas with strategies such as enhanced tree canopy, improved pedestrian areas, landscaped medians that include native species, and seeking opportunities for public art.

1. Higher density multi-family development closer to Twinbrook Metro
2. Existing units in park setting to be preserved
3. New development should engage adjacent Rock Creek Park and build connections where feasible
4. New multi-family should provide a centralized area for public use
5. Promote alternatives for higher-density low-rise housing prototypes on key properties along Veirs Mill Road.

1.Enhanced median landscape including native species and storm water management
2. Partner with utility company to enhance appearance of electrical poles in the short term
3. Plant street trees along residential sidewalks where missing
4. Introduce separated bicycle facilities
5. Explore opportunities for public art at bus shelters and bus rapid transit shelters
6. Promote creative temporary use of frontage road space for community events.
PRELIMINARY RECOMMENDATIONS

Corridor Wide
- 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
- Create a minimum ½ acre 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.
- Create a Neighborhood Green, a minimum of ¾ acre, at the Stoneymill Square property when it redevelops. The Neighborhood Green 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.
- Create a minimum ¼ acre 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.
- Identify opportunities to connect to Matthew Henson State Park from the east.

Robindale District
- 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
- With redevelopment of the Halpine Apartments:
  - Provide a paved trail connection to the new Twinbrook Trail connector to the Rock Creek Trail.
  - Provide a Neighborhood Green Urban Park, at least ½ in size, to include play structures, shaded seating and a flexible lawn area.

Examples of Neighborhood Green Include:
- "TAXI Development, Denver CO — Public Open Space — Converted Freight Yard (Left)
- "Mosaic District Central Green, Merrifield VA (Center and Right)"
Enhance median with stormwater management and/or street trees

Opportunities to add tree cover and/or stormwater management

Opportunities to retrofit existing parking areas with tree cover and/or stormwater management

Potential for stream enhancement and flood reduction
Transportation

Preliminary Bikeway and Sidewalk Recommendations
Other Recommendations

- Introduce new signals on Veirs Mill Road
- New safety signage
- Reduce speed limit
- Introduce curb extensions to reduce pedestrian crossing distances
- High visibility crosswalks
- Improve road design with travel lane modifications and lane reductions
- Reduce intersection radii
- Study limiting through movements as some locations
- Long-Term Exclusive BRT Lanes

Road Recommendations

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- Reduce intersection radii
- Study limiting through movements as some locations
- Long-Term Exclusive BRT Lanes
Sample Bikeway Classifications

**NEIGHBORHOOD GREENWAY**

Neighborhood greenways are streets with low motorized vehicle traffic volumes and speeds, designed and landscaped to give walking and bicycling priority. They use stairs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, comfortable crossings of busy arterial streets.

**SEPARATED BIKE LANE**

Separated bike lanes are exclusive bikeways that combine the user experience of a sidewalk with the comfort of a bike lane. They are purposefully separated from motor vehicle traffic and direct from the sidewalk.

**TYPICAL APPLICATION**

- Consists of any road with one or more of the following characteristics:
  - Total traffic lanes: 3 lanes or greater.
  - Peak hour volume: 30 mph or faster.
  - Average daily traffic: 6,000 vehicles or greater.

**CONSIDERATIONS**

- Prefer to install curb extensions or raised crosswalks where traffic and speeds are too high (see pages 42-45).
- Information from Transportation Foundation, Transportation Greenway Assessment Report 2015.

**GUESTION**

- Each of the subtopic pages provide additional guidance for implementation.
- Pedestrian signal via raised pavement (page 43).
- Traffic calming via street narrowing (page 44).
- Traffic control via median (page 45).
- Curb/median treatment (page 46).

**Nebel Street Separated Bike Lanes**

**SEPARATED BIKE LANE**

- Less likely need for signal modifications.
- Separated bike lanes can provide different levels of separation.

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**Curb Extensions**

- Curb extensions are added to the sidewalk to create a separation between the sidewalk and the street.

**Raised Crosswalks**

- Raised crosswalks are added to the sidewalk to create a separation between the sidewalk and the street.