



# VEIRS MILL CORRIDOR MASTER PLAN



## CONNECTING COMMUNITIES

Approved and Adopted  
April 2019

## Abstract

The Veirs Mill Corridor Master Plan contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted 1989 *Master Plan for the Communities of Kensington-Wheaton*; 1992 *North Bethesda-Garrett Park Master Plan*, as amended; and 1994 *Aspen Hill Master Plan*. It also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; and the 2018 *Bicycle Master Plan*.

The Veirs Mill Corridor Master Plan extends four linear miles between the City of Rockville and the 2012 *Wheaton Central Business District and Vicinity Sector Plan* boundary. This plan focuses on improved connectivity between transit and community uses, enhanced safety for all users of Veirs Mill Road and strategic redevelopment opportunities to strengthen existing neighborhoods. Recommendations are provided for land use, zoning, transportation, parks, trails and open space, the environment and community facilities.

Master and sector plans convey land use policy for defined geographic areas and should be interpreted together with relevant countywide functional plans and county laws and regulations. Plans provide comprehensive recommendations for the use of public and private land and should be referred to by public officials and private individuals when making land use decisions. Public and private land use decisions that promote plan goals are essential to fulfilling a plan's vision.

Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, after a plan is adopted, circumstances will change, and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. They often include illustrative sketches intended to convey a sense of desirable future character rather than detailed recommendations for a particular design.

## Sources of Copies

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

Online at [montgomeryplanning.org/veirsmill](http://montgomeryplanning.org/veirsmill)

## The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission is charged with preparing, adopting and amending or extending *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*. The Commission operates in each county through Planning Boards appointed by those county governments. The Planning Boards are responsible for implementation of local plans, zoning ordinances, and subdivision regulations and the administration of the bi-county park system.

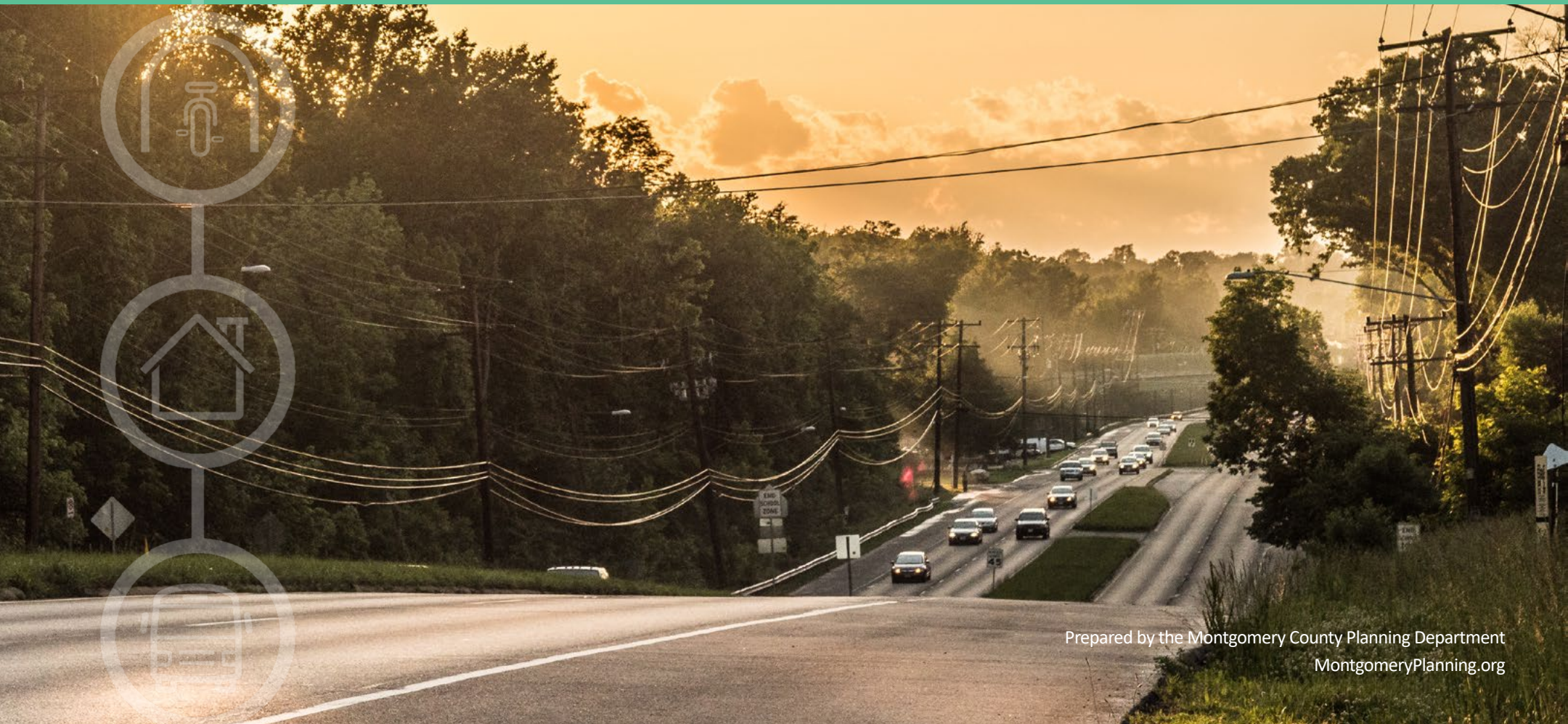
The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the M-NCPPC Montgomery County Commissioners Office by telephone 301-495-4605 or by email at [mcpchair@mncppc-mc.org](mailto:mcpchair@mncppc-mc.org). Maryland residents can also use the free Maryland Relay Service for assistance with calls to or from hearing or speech impaired persons; for information, go to [www.mdrelay.org/](http://www.mdrelay.org/) or call 866-269-9006.



# VEIRS MILL CORRIDOR MASTER PLAN

CONNECTING COMMUNITIES

APPROVED AND ADOPTED



## Certificate of Approval and Adoption

### CERTIFICATION OF APPROVAL AND ADOPTION

#### VEIRS MILL CORRIDOR MASTER PLAN

This Comprehensive Amendment to portions of the Approved and Adopted 1989 *Master Plan for the Communities of Kensington-Wheaton*; 1992 *North Bethesda-Garrett Park Master Plan*, as amended; 1994 *Aspen Hill Master Plan*, being also an amendment to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; and the 2018 *Bicycle Master Plan*; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution Number 19-76 on April 23, 2019, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution Number 19-05 on June 19, 2019, after duly advertised public hearings pursuant to the Land Use Article – Division II, of the Annotated Code of Maryland.

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

  
Elizabeth M. Hewlett  
Chair

  
Casey Anderson  
Vice-Chair

  
Joseph Zimmerman  
Secretary-Treasurer



# Maryland-National Capital Park and Planning Commission Resolution



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB NO. 19-052  
M-NCPPC NO. 19-05

## RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

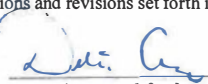
WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on April 26, 2018 on the Public Hearing Draft Veirs Mill Corridor Master Plan, being also an amendment to portions of the approved and adopted 1989 *Master Plan for the Communities of Kensington-Wheaton*; 1992 *North Bethesda-Garrett Park Master Plan*, as amended; 1994 *Aspen Hill Master Plan*; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; and the 2018 *Bicycle Master Plan*.

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on December 13, 2018, approved the Planning Board Draft Veirs Mill Corridor Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive on December 20, 2018 for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Veirs Mill Corridor Master Plan and forwarded those recommendations and analysis to the District Council on February 5, 2019; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on February 7, 2019, wherein testimony was received concerning the Planning Board Draft Veirs Mill Corridor Master Plan; and

WHEREAS, the District Council, on April 23, 2019 approved the Planning Board Draft Veirs Mill Corridor Master Plan subject to the modifications and revisions set forth in Resolution No. 19-76.


  
Approved for legal sufficiency  
M-NCPPC Office of the General Counsel

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said Veirs Mill Corridor Master Plan, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 19-76; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.


\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of Resolution No. 19-052 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission at its regular meeting held on Thursday, May 23, 2019 in Silver Spring, Maryland, on motion of Commissioner Cichy, seconded by Commissioner Patterson, with a vote of 4 to 0, with Chair Anderson and Commissioners Fani-González, Cichy, and Patterson voting in favor of the motion, and Vice Chair Dreyfuss absent.

  
Casey Anderson, Chair  
Montgomery County Planning Board

## CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 19-05 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Dreyfuss, seconded by Commissioner Doerner, with Chair Hewlett, Vice-Chair Anderson, Commissioners Bailey, Cichy, Doerner and Dreyfuss voting in favor of the motion, with Commissioners Fani-Gonzalez, Geraldo, Patterson and Washington being absent from the meeting held on Wednesday, June 19, 2019 at the Montgomery Regional Office Auditorium in Silver Spring, Maryland.

  
Anja A. Bennett  
Acting Executive Director

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# Chapter 1: Introduction

## 1.1 Plan Vision

The vision of this plan is to preserve and strengthen the communities of the Veirs Mill corridor by enhancing existing community resources, increasing connectivity and promoting safety in the public realm.

## 1.2 Executive Summary

The Veirs Mill Corridor Master Plan seeks to improve connectivity between transit and community uses and facilities, enhance safety for all users of Veirs Mill Road, support the existing residential scale and character, and introduce limited redevelopment opportunities to strengthen the existing neighborhood centers and identity.

This plan builds on the 1989 *Master Plan for the Communities of Kensington-Wheaton* and the 1994 *Aspen Hill Master Plan*. These earlier plans, like the Veirs Mill Corridor Master Plan, recommend the preservation of the existing residential neighborhoods, enhancements to existing commercial centers and infrastructure to support transit and increase walkability. The current plan also embraces Montgomery County's recently released *Vision Zero Action Plan* to improve safety

in the public realm.

This plan recognizes the role of Veirs Mill Road in the overall transportation network, but rather than consider the road exclusively as a major highway for motor vehicle travel, it seeks to establish Veirs Mill Road as a multimodal complete street. A complete street is designed, operated and maintained to provide safe accommodations for all users, including people who walk, bicycle, use transit and drive motor vehicles.

This plan further reimagines Veirs Mill Road as an integral component of the adjacent communities that safely connects residents to transit, neighborhood uses and community facilities, and supports the compact, walkable, transit-oriented character desired in the suburban communities of the future.

## 1.3 History and Context

The Veirs Mill corridor was predominantly agricultural until the late 1940s. Following World War II, a growing federal workforce and housing demands of returning veterans spurred the development of affordable, single-family homes in the area. Development continued during the 1950s and the low-density residential character,

supported by commercial centers, was largely established by 1959.

The character of the corridor has remained essentially the same over the past several decades, supported by plans and policies that sought to protect and preserve the single-family residential communities and limit commercial encroachment. While some county master plans have emphasized higher density residential development at strategic locations, including near commercial centers and Metrorail stations, other plans have recognized and supported low-density residential patterns.

The Veirs Mill Corridor Master Plan area stretches approximately four miles between Wheaton and Rockville and 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. (Source: 2011-2015 American Community Survey 5-year estimate, United States Census Bureau.)



#### 1.4 Plan Purpose

At the beginning of the planning process, the staff team envisioned the Veirs Mill Corridor Master Plan as an opportunity to comprehensively review the land uses, built environment and community priorities prior to the introduction of bus rapid transit along the corridor. However, this purpose began to change with the first community meeting and continued to evolve through conversations with the community and an analysis of existing conditions.

When doing community planning, there is no substitute for real, on-the-ground experiences. Staff visited the Veirs Mill Corridor Master Plan area many times throughout the planning process. These outings, particularly experiencing the plan area as pedestrians, left a profound impression on the team that the public sector must do better for those who live and work along Veirs Mill Road. This heavily trafficked road severely lacks necessary infrastructure for people who walk, bike and use transit, including continuous sidewalks, safe crosswalks, bicycle facilities and pedestrian routes to transit.

The purpose of the Veirs Mill Corridor Master Plan, which emerged through community outreach and analysis of existing conditions, is to safely connect community members to transit, neighborhood uses and community facilities through improved pedestrian and bicycle infrastructure.

#### 1.5 Community 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, Planning Department staff employed a series of engagement strategies to connect with this diverse population and encourage participation in the master planning process.

A kickoff meeting was held with the community on February 22, 2017 at Sargent Shriver Elementary School. Staff organized five additional community meetings in 2017 and invited residents, property owners, commuters, pedestrians and bicyclists to participate. During 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 planning recommendations.

Staff utilized a new type of engagement tool during the second community meeting, held on March 29, 2017 at Newport Mill Middle School. 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 Annandale, Virginia-based 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, as shown in Figure 1, was well received by the meeting attendees, with residents commenting that their ideas were heard.

In addition to hosting community meetings, staff also engaged in a series of public events within the plan area from April to September 2017, including the following:

- “Pop-up” outreach event at the Stoney Mill

Square Shopping Center, so community residents could meet with planners at their convenience and learn of priorities.

- The Taste of Wheaton annual festival where the Planning Department had a booth.
- 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 Veirs 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 Montgomery County Department of Recreation Administrative Office Building.
- Connecticut Avenue Estates Civic Association meeting.
- 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 4, 2017 community meeting, the staff team hand-delivered flyers to many homes along Veirs Mill Road to discuss the plan with residents and encourage participation in the planning process.

Likewise, individual meetings with St. Catherine Labouré Catholic Church, Veirs 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.



# Community outreach through public events

Recognizing that there are barriers such as language and geographic access to the decision-making process that may prevent people in the immigrant community from playing an active role in important issues that affect their daily lives, Council staff engaged collaboratively with key partners and the communities around the Veirs Mill Corridor to create and publicize bilingual outreach brochures, engage in informational sessions about the Master Plan before the hearing, and assist with the process of signing up to testify. The Council provided simultaneous English to Spanish translation and interpretation services for audience members provided through headsets. These efforts are a direct result of the Latino Civic Project, launched by the Council in 2012, to strengthen the civic participation of the immigrant community in the decision-making process in a linguistic and culturally-proficient manner, which resulted in the Veirs Mill Corridor Master Plan public hearing's attendance being reflective of the diversity of the corridor as residents were able to testify in both English and Spanish and share their recommendations on the Plan.

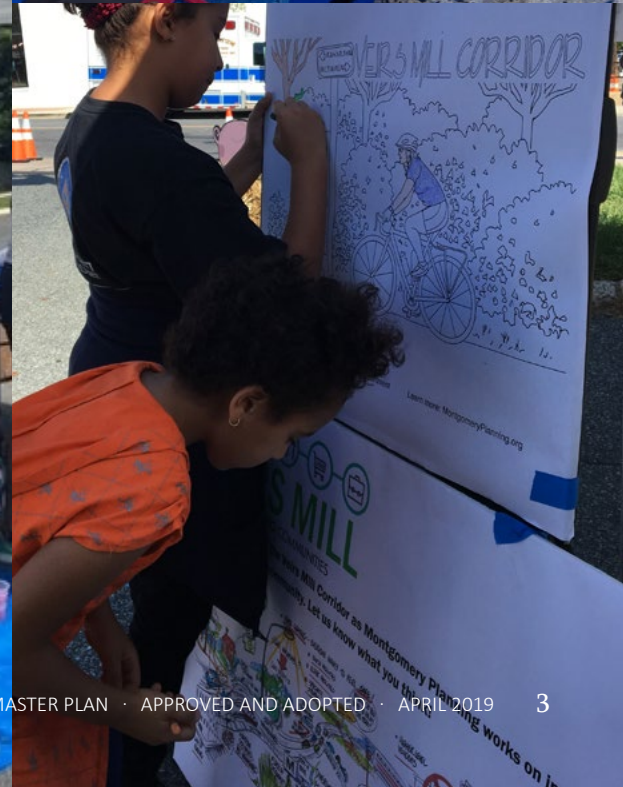




Figure 1: Graphic Illustration







**Figure 2: Bus Shelter Advertisement**

In addition to this direct community engagement, staff also developed mailings, bus shelter advertisements, as shown in Figure 2, and online tools to engage with a range of stakeholders in both English and Spanish. Online interactive feedback maps provided stakeholders opportunities to comment on a range of topics, including features enjoyed by the community, areas that required improvement, suggestions for needed elements and the preliminary plan recommendations. Similarly, an online questionnaire, released in English and Spanish, provided an opportunity for community members to identify elements in the community to preserve, enhance or transform.



*Community outreach through public meetings.*

As the Veirs Mill Corridor Master Plan affects several neighborhoods connected by a four-mile road, 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 mini-Technical Assistance Panel (ULI mTAP) to evaluate the plan area and provide guidance on how the introduction of bus rapid transit will affect the local business market and development in the future. The mTAP led to a series of recommendations, included in Appendix A, to improve safety, security and accessibility; strengthen community cohesiveness; and leverage development opportunities.

The staff team also organized a two-day internal workshop 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, ULI mTAP and Planning Department workshop, 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 recommendations, summarized in Figure 3 as well as Tables 1 and 2.



Figure 3: A Future Vision for Veirs Mill Road

## WHAT WILL THE VEIRS MILL CORRIDOR BE LIKE IN 20 YEARS?



A connected, safe and enhanced community with walkable, mixed-use destinations.



• • • • • And this is how we get there • • • • •

Design complete streets for pedestrians, cyclists, transit users and vehicles

Strengthen neighborhood identity and promote walkability

Strategic redevelopment to support neighborhoods and transit

Improve safety and connectivity for pedestrians, cyclists and transit users

## 1.6 Strengths, Challenges and Opportunities

### 1.6.1 Strengths

- Market-affordable housing and a variety of housing types provide for neighborhood stability and diversity.
- Community facilities, including a multi-service senior center, churches and schools are centrally located within neighborhoods.
- The plan area is well served by accessible parks, open space and trails.
- Metrobus, operated by the Washington Metropolitan Area Transit Authority (WMATA), and Montgomery County's Ride On buses provide convenient access to transit.

### 1.6.2 Challenges

- Veirs Mill Road creates a barrier to cohesive communities as well as pedestrian and bicycle connectivity.
- Current pedestrian and bicycle infrastructure is inadequate, resulting in unsafe conditions for pedestrians,

bicyclists and transit riders.

- Veirs Mill Road is classified as a major highway, which results in an auto-oriented, high speed roadway, despite its location through residential neighborhoods.

### 1.6.3 Opportunities

- Planned implementation of bus rapid transit on Veirs Mill Road could increase transit ridership, reduce commute times for existing riders, stimulate reinvestment in the public infrastructure and help reduce single occupancy vehicle trips.
- Existing commercial node at the intersection of Veirs Mill Road and Randolph Road could be redeveloped to introduce additional neighborhood-serving uses and provide a central community gathering space.
- If the existing commercial uses are unlikely to redevelop, short-term site improvements could be implemented to improve connections with adjacent communities.

## 1.7 Summary of Recommendations

**Table 1: Short-Term Recommendations Summary**

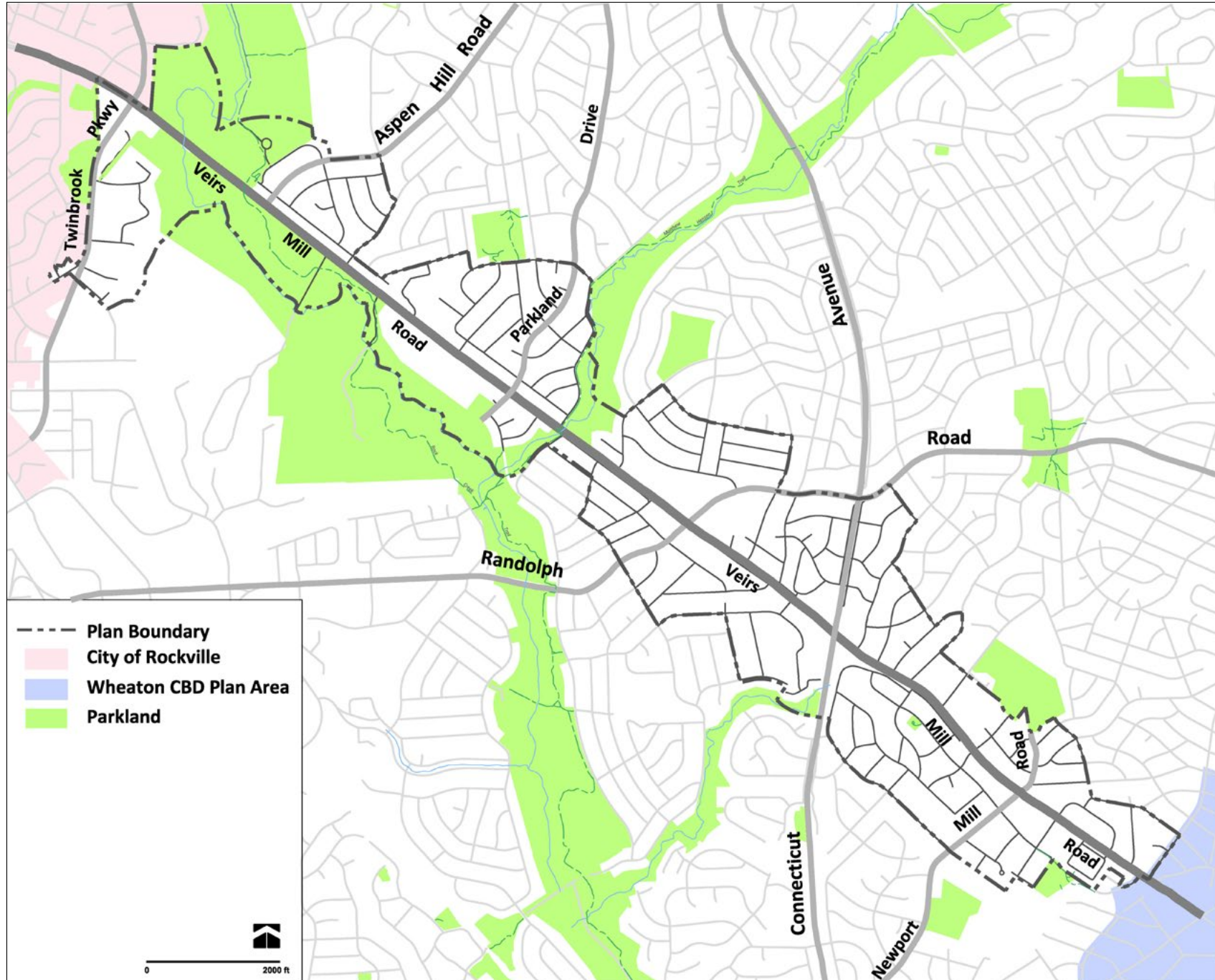
	Description	Category
1	Encourage continued community partnerships with the Department of Housing and Community Affairs and Montgomery Housing Partnership.	Land Use
2	Implement short-term improvements on the Stonemill Square property by organizing existing uses to clarify vehicular and pedestrian circulation, and identifying potential areas where interim open space could be established to guide the ultimate open space configuration.	Land Use
3	Implement school speed zone on Veirs Mill Road between Galt Avenue and Connecticut Avenue.	Transportation
4	Prior to commencing construction of Montrose Parkway East, modify the project to include sidewalks, crosswalks and bikeways on Veirs Mill Road.	Transportation
5	Improve pedestrian infrastructure for the length of Veirs Mill Road and on residential streets that provide a connection between existing and proposed transit and to schools, parks and community facilities.	Transportation
6	Rebuild the pedestrian and bicycle bridge over Joseph's Branch Creek between Valleywood Drive and Moline Road.	Transportation
7	Develop an interim continuous bicycle network along the residential service roads of Veirs Mill Road and on parallel streets to provide a connection between existing transit and community uses.	Transportation
8	Improve access to and quality of existing bus stops.	Transportation
9	Expand the Veirs Mill Road and Randolph Road Bicycle and Pedestrian Priority Area boundary to include the area between Robindale Drive and the eastern plan boundary.	Transportation
10	Confirm the proposed interchange at Veirs Mill Road and Randolph Road in the Master Plan of Highways and Transitways.	Transportation
11	Support the alignment and implementation of the short-term alternative for the Veirs Mill Road (MD 586) bus rapid transit.	Transportation
12	Evaluate proposed BRT station locations to prioritize those that have proximity to higher density land uses, have potential for near-term redevelopment and provide improved access to community facilities.	Transportation
13	Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated speed enforcement.	Transportation
14	Introduce additional protected crossings that eliminate conflicts and have high rates of compliance.	Transportation
15	Improve the Matthew Henson Trail crossing by providing a protected crossing that eliminates conflicts and has a high rate of compliance, a direct crosswalk connection and additional pedestrian-scale lighting.	Parks / Transportation
16	Improve the visual presence of and connectivity to community destinations.	Civic
17	Provide a pedestrian and bicycle overpass of Veirs Mill Road for users of the Matthew Henson Trail.	Parks / Transportation



**Table 2: Long-Term Recommendations Summary**

	Description	Category
1	Preserve and maintain the existing residential scale and character.	Land Use
2	Balance the retention of existing multi-family residential developments as a continued source of market affordable housing while producing new affordable units through redevelopment of existing multi-family properties.	Land Use
3	Rezone select properties near the commercial center, Metrorail or future bus rapid transit stations to achieve variation in housing types.	Land Use
4	Rezone strategic properties adjacent to Veirs Mill Road to permit higher density residential uses near future bus rapid transit stations.	Land Use
5	Transform Veirs Mill Road into a multimodal complete street including dedicated lanes for bus rapid transit.	Transportation
6	Create a street type and design standards for high-quality transit corridors in residential communities through Montgomery County's Complete Streets Design Guide.	Transportation
7	Reduce target speeds on Veirs Mill Road.	Transportation
8	Add Veirs Mill Road as a Speed Camera Corridor as part of the Safe Speed Enforcement Program.	Transportation
9	Eliminate unsignalized left turns where feasible to improve safety of pedestrians and cyclists.	Transportation
10	Minimize the number of additional lanes at signalized intersections to minimize crossing distances and exposure of pedestrians and bicyclists to traffic when crossing the road.	Transportation
11	Improve the lane continuity on Veirs Mill Road.	Transportation
12	Create additional street connections with long-term redevelopment to enhance connectivity and improve walkability.	Transportation
13	Provide a sidepath on the north side of Veirs Mill Road that transitions to two-way separated bicycle lanes and a sidewalk at areas with commercial land use. Provide a combination of two-way separated bicycle lanes, sidepaths and sidewalks on the south side of Veirs Mill Road. Provide bikeways on priority residential streets.	Transportation
14	Incorporate protected intersection treatments into the design and construction of street improvement projects.	Transportation
15	Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible.	Transportation
16	Retrofit existing signalized intersections with the design and implementation of long-term redevelopment or infrastructure projects, such as BRT, to improve safety.	Transportation
17	Create publicly accessible open space with long-term redevelopment.	Parks
18	Redesign Parklawn Local Park.	Parks
19	Provide a connection to Matthew Henson State Park from the east.	Parks
20	Provide an improved gateway to the Holiday Park Senior Center.	Civic
21	Consider opportunities to integrate evening programming for youth.	Civic
22	Increase tree canopy cover and diversity of tree species.	Environment
23	Minimize and mitigate impervious surfaces.	Environment
24	Reduce energy consumption and improve air quality.	Environment
25	Protect natural resources.	Environment

**Map 1: Veirs Mill Corridor Master Plan Area**





# Chapter 2: Corridor Approach



## 2.1 Plan Area

The Veirs Mill Corridor Master Plan area stretches approximately four miles between the City of Rockville and the 2012 *Wheaton Central Business District and Vicinity Sector Plan* boundary. As shown in Map 1, the northern and southern limits of the plan area include the quarter mile area around the future 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. The Veirs Mill Corridor Master Plan boundaries also align with the boundaries of the 2009 *Twinbrook Sector Plan* and the 1992 *North Bethesda - Garrett Park Master Plan*.





## 2.2 Land Use and Zoning

The Veirs Mill Corridor Master Plan area is predominantly characterized by low-density, single-family homes supported by schools, parks and religious institutions, as shown in Map 2. The plan area also includes two-family homes (duplexes) within the Connecticut Avenue Estates neighborhood and a limited number of townhouses.

The low-density residential uses transition to medium-density apartments and limited commercial uses at the major intersections of Veirs Mill Road with Connecticut Avenue and Randolph Road. The character transitions further in the western portion of the plan area near Rock Creek, where uses include a mixture of garden-style and high-rise apartment buildings.

Previous master plans, including the *1989 Master Plan for the Communities of Kensington-Wheaton* and the *1994 Aspen Hill Master Plan*, promote the protection and preservation of the low-density residential communities and seek to limit the encroachment of commercial development. While the Veirs Mill Corridor Master Plan also seeks to preserve and maintain the existing residential scale and character, it recommends limited redevelopment near existing and future transit, as shown in Map 3, to enhance existing neighborhood centers, heighten neighborhood identity and promote walkability.

The *1993 General Plan Refinement of the Goals and Objectives for Montgomery County*, which reaffirms the “wedges and corridors” land use concept of the 1964 General Plan, emphasizes that population growth and development should be primarily located in the corridor cities and existing down-county activity centers, such as Bethesda, Silver Spring and Wheaton. The Veirs Mill Corridor Master Plan seeks to balance this framework

with an evaluation of how highway corridors in residential communities can be reimaged to support the compact, walkable, transit-oriented character desired in the suburban communities of the future. Corridors such as Veirs Mill Road must be reevaluated as integral connectors as well as communities in and of themselves to support the population growth of Montgomery County.

Veirs Mill Road is an important corridor in the county as it provides a direct connection between the commercial centers of Rockville and Wheaton. These two areas are anticipated for household growth in the 2016 forecast of population, households and employment developed by the Montgomery County Planning Department in cooperation with the Metropolitan Washington Council of Governments. Based on the location of the Veirs Mill corridor communities, the accessibility to transit and the proximity to community uses and employment opportunities, it is necessary to consider limited increases in density and additional housing prototypes, while respecting the existing neighborhood scale and character.

The existing housing in the plan area provides a stable source of market-affordable housing, which is particularly valuable in this area of the county. The plan supports the protection and preservation of much of the market-affordable housing, but also acknowledges that the properties immediately adjacent to Veirs Mill Road are susceptible to redevelopment due to their proximity to a significant roadway and transit corridor.

To balance protection and preservation with limited redevelopment, the plan supports the assembly of single-family parcels adjacent to Veirs Mill Road in the Robindale District to encourage consolidated redevelopment of higher density residential uses that respect the scale and

character of the existing communities.

While the plan does not propose to comprehensively rezone the parcels adjacent to Veirs Mill Road, it recommends rezoning two parcels, 12607 and 12615 Veirs Mill Road, and recommends a floating zone for adjacent parcels in the Robindale District to allow higher density residential uses, such as townhouses or stacked townhouses. Strategic redevelopment of these single-family homes promotes reinvestment in the existing communities, provides diversity in housing options and introduces compatible, yet higher density, housing to support existing and future transit.

The Veirs Mill Corridor Master Plan does not specifically identify additional single-family parcels adjacent to Veirs Mill Road for rezoning or floating zones. However, if property owners pursue redevelopment proposals of single-family parcels directly adjacent to Veirs Mill Road in the future, they can submit a rezoning application through the local map amendment process.

The plan emphasizes that appropriate transitions in scale are imperative to preserve the existing residential character. The land use goals and recommendations seek to provide the existing community with additional neighborhood-serving amenities and housing options that enhance community, promote walkability and support transit.



### 2.2.1 Land Use and Zoning Goals

- Maintain the residential scale and character of the existing single-family residential neighborhoods.
- Preserve, enhance and provide market-affordable housing through partnerships with public, private and non-profit organizations.
- Encourage a variety of housing options, compatible in scale to the existing character, to capitalize on proximity to transit and enhance walkability.
- Enhance the vibrancy and attractiveness of the commercial centers at the intersection of Veirs Mill and Randolph Roads in a manner harmonious with adjacent residential communities.
- Encourage a compatible, mixed-use,

transit-oriented neighborhood at Veirs Mill and Randolph Roads to foster reinvestment and development of walkable neighborhood-serving uses, community amenities and public spaces.

### 2.2.2 Land Use and Zoning Recommendations

- Preserve and maintain the existing residential scale and character by confirming the existing residential (R-60 and R-90) zoning within the single-family residential neighborhoods (Refer to Map 4: Existing Zoning).
- Balance the retention of existing multi-family residential developments as a continued source of market affordable housing while producing new affordable units through redevelopment of existing multi-family properties, including Rock

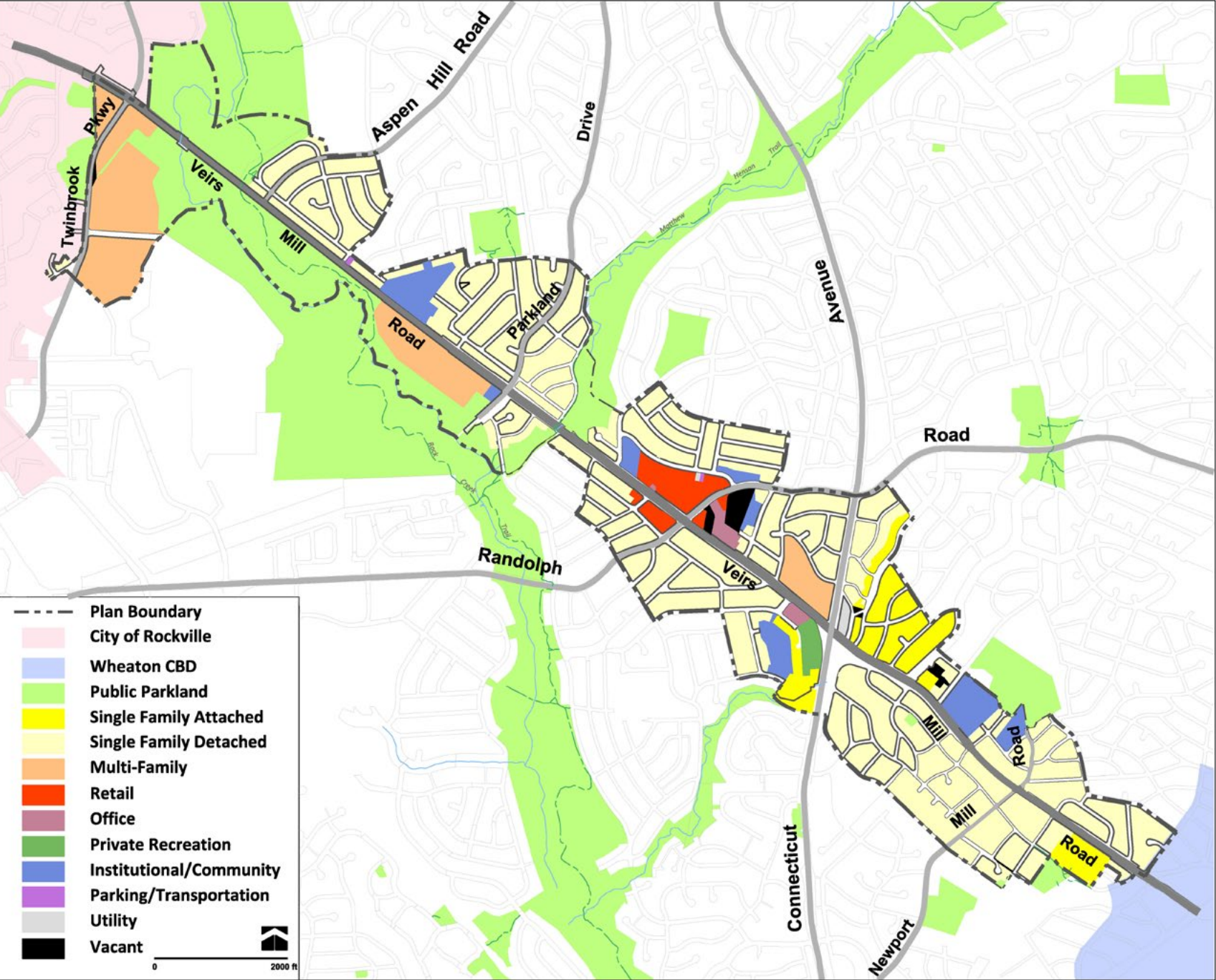
Creek Woods and Halpine View.

- Rezone selected 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 (Refer to Map 5: Proposed Zoning).
- Encourage continued community partnerships with the Montgomery County Department of Housing and Community Affairs and the Montgomery Housing Partnership to advance neighborhood development and revitalization.
- On properties designated by the master plan, introduce housing typologies that expand residential choices such as small lot bungalows, bungalow courts, duplexes, smaller townhouses, stacked flats or small-scale multi-family buildings.



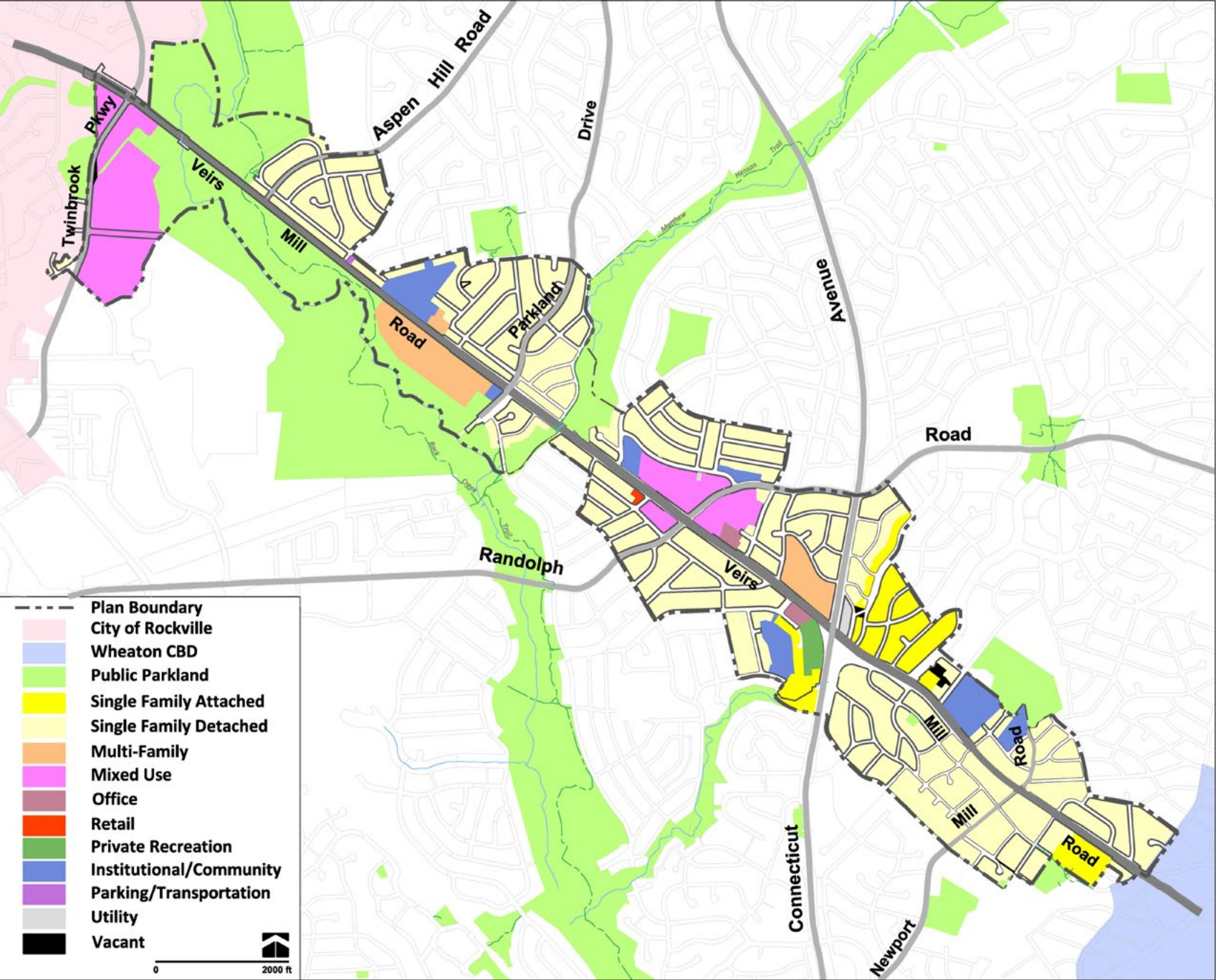


Map 2: Existing Land Use



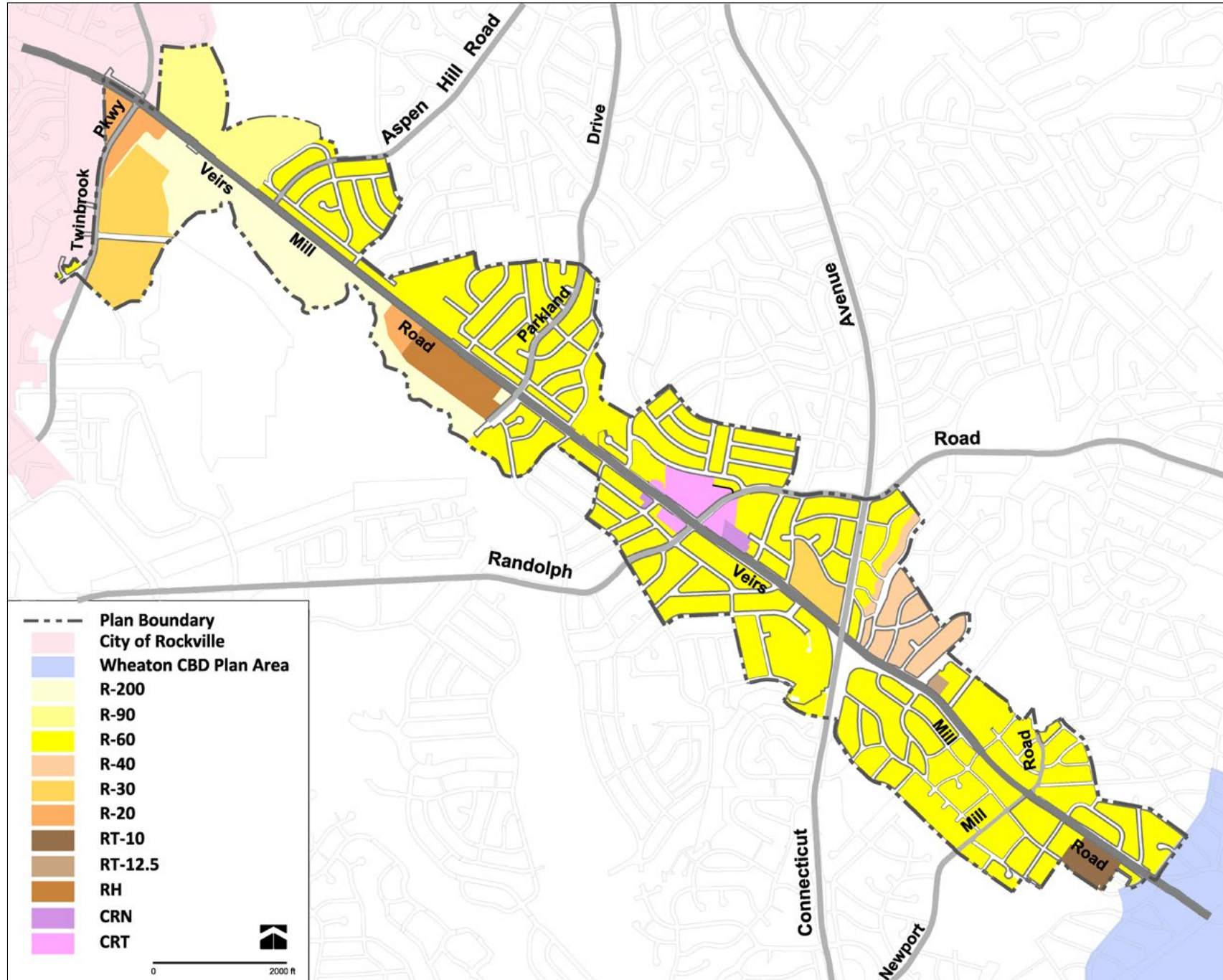


Map 3: Proposed Land Use

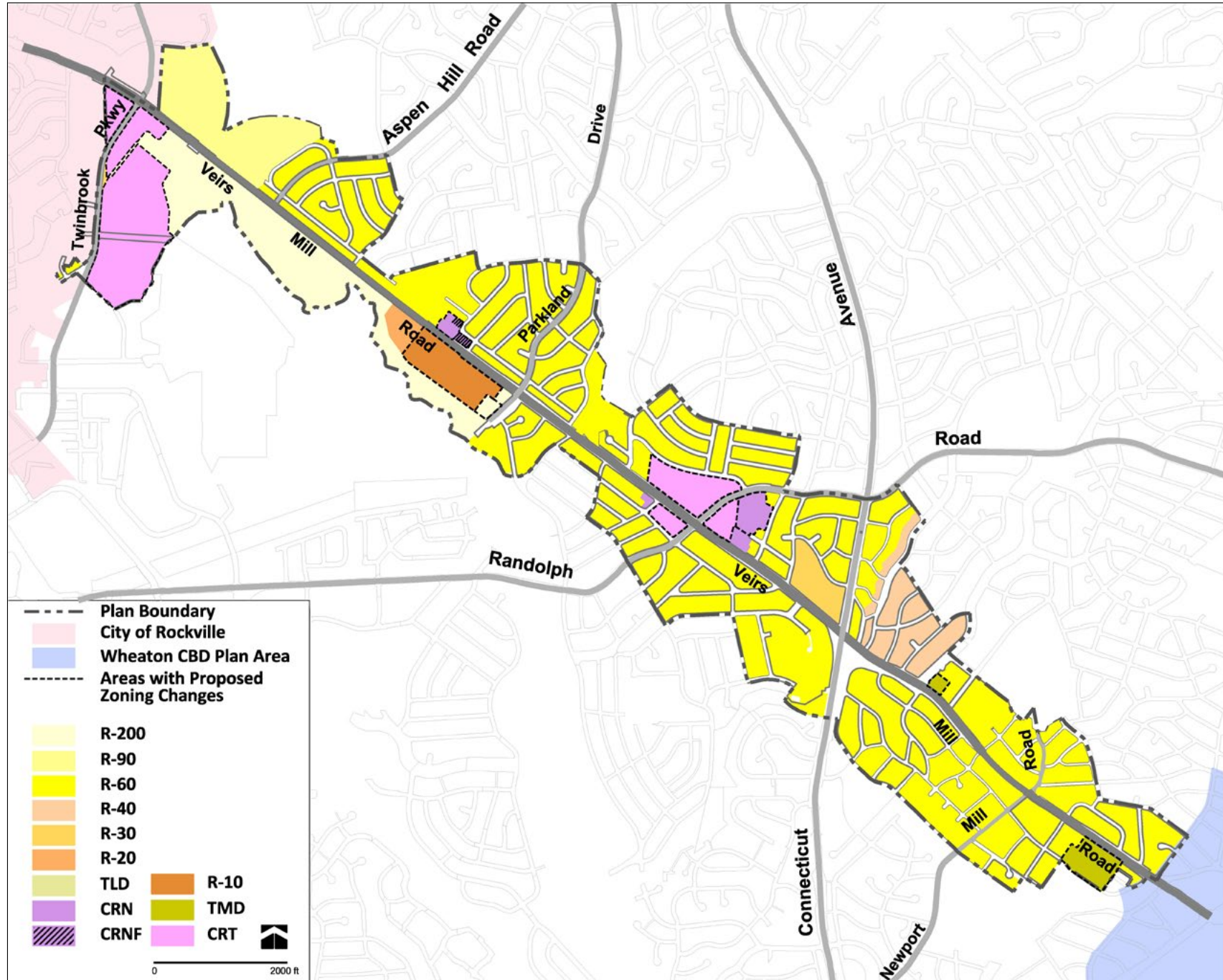




Map 4: Existing Zoning



Map 5: Proposed Zoning

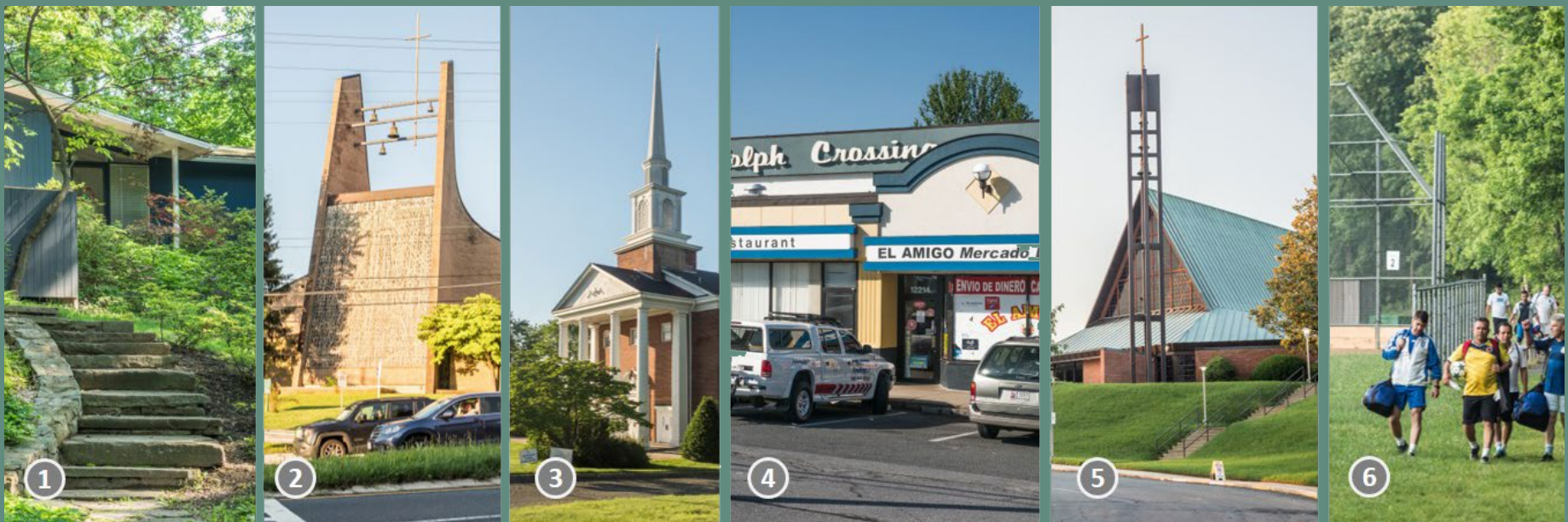




### 2.3 Urban Design

Urban design recommendations in this plan aim to change the existing character of Veirs Mill Road, shown in Figure 4. While the plan is not intended to be transformational from a land use or redevelopment perspective, it seeks to transform Veirs Mill Road to a multimodal complete street and introduce development potential for a limited number of properties. This multimodal perspective is a departure from how the corridor has been viewed in previous master plans for this area.

Figure 4: Veirs Mill Road - Existing Character



**(1)** Hammond Wood **(2)** St. Catherine Labouré Catholic Church **(3)** Viers Mill Baptist Church **(4)** Retail cluster at Veirs Mill Road and Randolph Road **(5)** Shrine of St. Jude Thaddeus Catholic Church **(6)** Aspen Hill Local Park

Neighborhood character along Veirs Mill Road has been discussed in two previous planning efforts. The 1989 *Master Plan for the Communities of Kensington-Wheaton* and the 1994 *Aspen Hill Master Plan* sought to maintain existing land use patterns, protect residential uses along highway corridors, implement policies intended to improve highway appearance between sector plan areas and soften highway impacts on adjacent homes.

The Kensington-Wheaton Master Plan included most of Veirs Mill Road under study by this plan, from the western boundary of the 2012 *Wheaton Central Business District and Vicinity Sector Plan* to Matthew Henson State Park. The 1989 plan explained the role this corridor and others like it play in the organization of residential and sector plan areas in this part of the county; sector plan areas would provide “the communities of Kensington-Wheaton their identity and contribute to the overall quality of life,” while the character of surrounding residential areas would be preserved and protected “from the effects of non-residential activities located inside and outside sector plan boundaries.”

Residential areas along major highway corridors would be protected by implementing the county’s Green Corridors Policy, which for the most part sought to screen uses fronting on Veirs Mill Road. However, achieving the consistent edge of trees envisioned by the Green Corridors Policy has proven difficult. With the limited implementation of this policy, the visual aesthetic of Veirs Mill Road remains largely characterized by the adjacent land uses, rather than a consistent street edge of trees and plantings.

The Veirs Mill Corridor Master Plan recognizes the potential for local communities to establish individual identity and character along the corridor, anchored by existing institutional or commercial uses, and by community-sponsored enhancements along the Veirs Mill Road frontage. An integrated

planning and design approach can combine the potential for neighborhood expression with the community wishes for a safe and inclusive public domain, to make Veirs Mill Road an identifiable place.

The plan also supports improvements to existing commercial properties to create a mixed-use neighborhood-serving center that includes open spaces for public use. These goals seek to improve the public domain along Veirs Mill Road to reflect the changing priorities of local communities. This plan provides guidance to:

- Create a walkable environment on Veirs Mill Road through the introduction of adequate sidewalks, landscaped buffers, street trees and pedestrian-scale lighting along the length of the corridor.
- Promote short and long-term improvements on commercial properties to create a neighborhood-serving center.
- Establish connections to adjacent existing neighborhood streets to improve connectivity and walkability.
- Utilize the future bus rapid transit station locations as opportunities to introduce local character, as shown in Figure 5, and to build connections between the corridor and neighborhood amenities or public facilities.
- Establish local identity 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 storm water management facilities where feasible.
- Encourage higher density residential uses on corridor-fronting properties in the Robindale District to support bus rapid transit and overall walkability goals. Maintain prevailing residential scale when introducing additional density on predominantly single-family residential blocks.

Design guidance is also provided to assist in the review of future development projects. The discussion is organized by topics related to the elements of the design and development process. Items listed are objectives and are not intended to mandate the precise form and location of buildings, connections or open spaces, but rather as a resource to be expanded upon by stakeholders.



Figure 5: Create Local Character



**(1)** Enhanced median landscape including native species and stormwater 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.





*Intensify residential uses with alternative unit types.*

### 2.3.1 Buildings

The Veirs Mill Corridor Master Plan identifies limited opportunities for redevelopment along the corridor. The built environment is dominated by single-family residential homes and includes institutional uses at some prominent locations and limited commercial uses in others. Each of these uses presents unique opportunities for thoughtful, strategic redevelopment that will introduce variety along the corridor's frontages. Improvements to targeted properties along the corridor could:

- Intensify residential uses in the Robindale District to introduce alternative single-family unit types, such as townhomes, stacked townhouses, small multiplexes and live-work units. Consider arrangements that maintain a residential

scale, enhance access for pedestrians and bicyclists, and are located to support recommended transit stops.

- Improve commercial properties in the short-term to enhance pedestrian access and safety, delineate potential areas for public use and cluster temporary uses to activate pedestrian routes and areas for public use. Long-term redevelopment should consider a mix of uses anchored by public open space and connected to transit, with internal connections and scale that transition appropriately to surrounding neighbors.
- Concentrate long-term development intensity of commercial properties along Veirs Mill Road and consider single-family attached uses to transition to adjacent single-family neighborhoods.

- Encourage institutional uses to improve their frontages along Veirs Mill Road by providing better access for pedestrians and enhancing green areas along the road, particularly in connection to new pedestrian and bicycle facilities.
- Support redevelopment of existing multi-family properties within walking distance of existing or proposed transit. Redevelopment should concentrate density closer to transit alternatives, retain significant natural features or landscape elements, and improve or establish connections to adjacent communities and public amenities. Increased density at these locations should transition appropriately to adjacent neighbors, both in terms of building use and development scale.



### 2.3.2 Connections

Improving connectivity is an important goal of this plan. Few new public streets are recommended, but the plan includes a robust discussion on how the Veirs Mill Road corridor should evolve to improve safety, accommodate additional modes of travel and enhance the area for all users. This new corridor edge will provide a safer front for existing single-family homes, create opportunities to integrate future redevelopment of commercial uses with the public domain and improve the presence of existing institutional and public uses on the corridor. Improvements to the street network should:

- Consider near and long-term improvements along the corridor within

the existing right-of-way that include parking, landscaping or trees that exist between the curb line and the sidewalks to provide a buffer between those walking on the sidewalk and moving vehicles, dedicated, safe space for bikeways, underground utilities and integrated stormwater management facilities where feasible (Refer to Figures 6 through 9).

- o Near-term improvements should utilize existing available space if possible and focus on improving connectivity along the corridor. Prioritize the provision of sidewalks at critical locations along Veirs Mill Road or any other street connecting to neighborhood schools or public facilities.
- o Long-term improvements should

locate all mobility types along the corridor and integrate proposed improvements with any potential redevelopment of commercial properties fronting on Veirs Mill Road.

- Encourage distinctive local character for existing communities in the design of improvements along the corridor. Consider elements that include opportunities for creative community expression, locations for public art or integrate existing or proposed transit elements to serve as community identifiers.
- Design proposed streets as pedestrian-friendly connections that link the corridor with surrounding communities and include facilities for bicyclists. Include landscape elements, seating and illumination.



*Safely accommodate variety of travel modes*



*Protected bicycle lanes*





*Interim improvements for public gathering*



*Consolidated open space with redevelopment*

### 2.3.3 Open Space

Opportunities for new public open space are limited along the corridor. If commercial properties currently zoned for mixed-use were redeveloped, open spaces anchored by retail and residential uses could be created. This plan also recognizes the potential for intensifying residential uses at targeted locations to provide local open spaces appropriate for the density being considered. To create additional spaces for public use, strategic redevelopment should:

- Encourage owners of commercial properties to explore temporary improvements to underutilized surface parking areas and use these areas

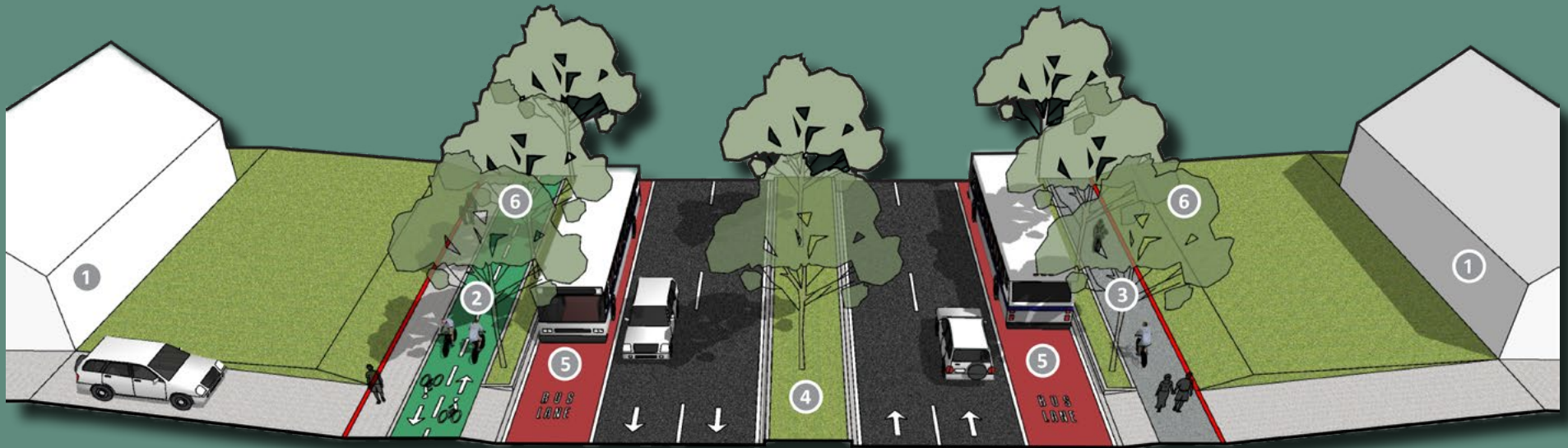
to provide gathering spaces for the community. To achieve these upgrades in the near-term, property owners should consider:

- o Consolidating regularly used parking spaces to create interim public open space and pedestrian, bicycle or vehicular connections through the property.
- o Relocating existing temporary uses, such as mobile food vendors, to interim public open spaces or along newly delineated connections to concentrate pedestrian activity around amenity areas that could engage future redevelopment.

- o Identifying areas where landscape elements could be introduced to improve visual aesthetics, provide shade and comfort for pedestrians and reduce impervious surfaces to allow storm water to filter into the ground.
- Provide consolidated public open space if long-term redevelopment of commercial properties is considered. Public open space must be close to transit alternatives, anchored by active uses and include amenities, such as seating, landscaping and areas for passive recreation.



Figure 6: A Complete Street on Veirs Mill Road (Constrained Right-of-Way)



**(1)** Existing residential development to remain **(2)** Provide continuous pedestrian areas protected by two-way separated bike lanes and a green buffer with trees **(3)** Provide sidepaths along the north side of Veirs Mill Road within the existing right-of-way **(4)** Improve landscaping along median where feasible **(5)** Dedicated bus and right-turn lane for the long-term bus rapid transit alternative **(6)** Create continuous tree canopy along medians and pedestrian areas on both sides of Veirs Mill Road.

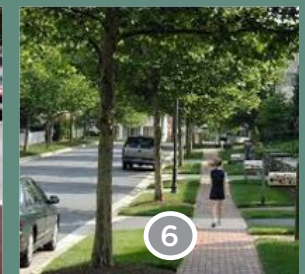
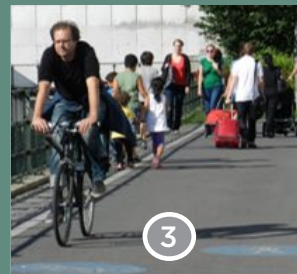
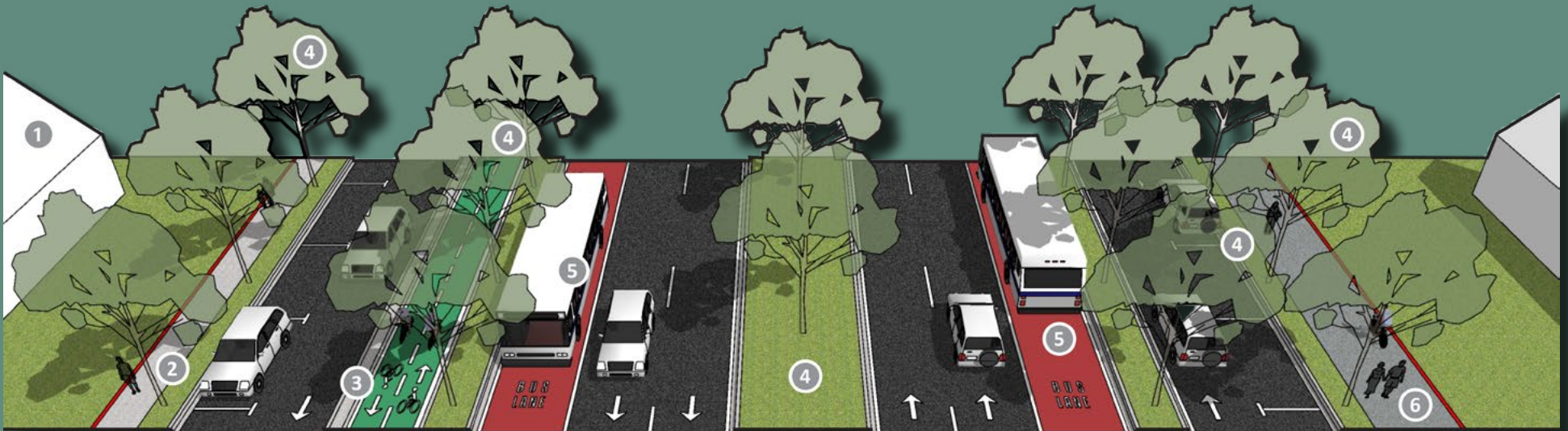




Figure 7: A Complete Street on Veirs Mill Road (Unconstrained Road Section)



**(1)** Existing residential development to remain **(2)** Maintain existing or 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)** Increase tree canopy by improving landscaping along medians and curbside green areas **(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.

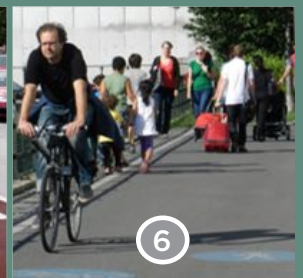
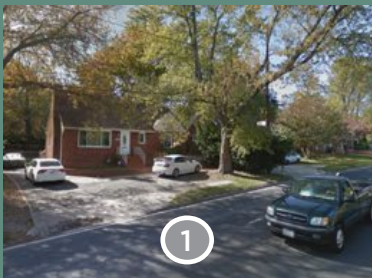
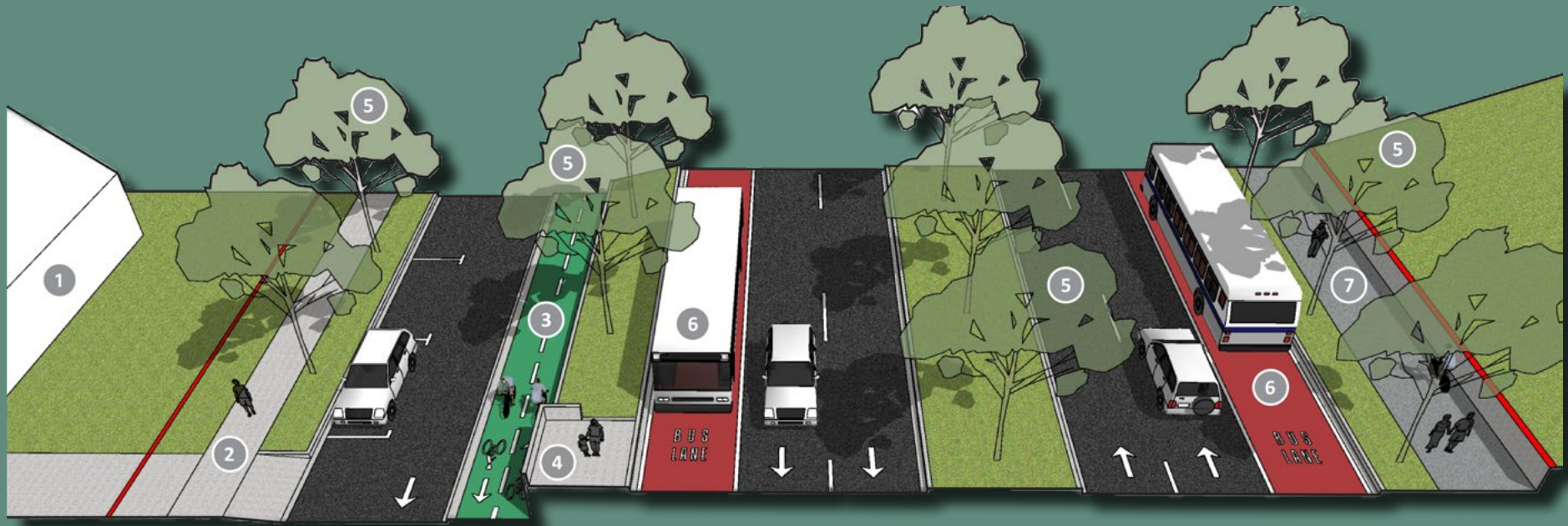




Figure 8: A Complete Street on Veirs Mill Road (Access Road on One Side)

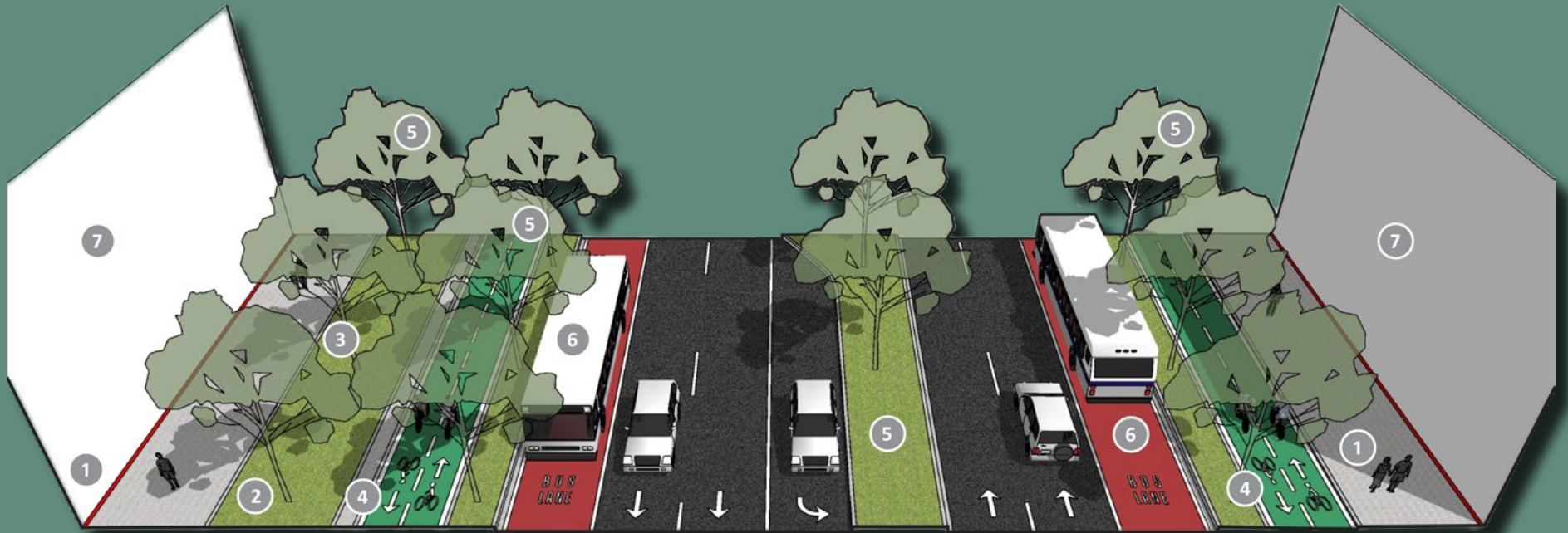


**(1)** Existing residential development to remain **(2)** Maintain existing or provide continuous sidewalks protected by a green buffer with trees **(3)** Implement two-way separated bicycle lanes along the south side within existing median **(4)** Coordinate bus platform within median with separated bikeway requirements **(5)** Increase tree canopy by improving landscaping along medians and curbside green areas **(6)** Dedicated bus and right-turn lane for the long-term bus rapid transit alternative **(7)** Provide a sidepath along the north side of Veirs Mill Road.





Figure 9: A Complete Street on Veirs Mill Road (Commercial Area)



**(1)** Redevelopment should improve the area for pedestrians **(2)** Use setback areas to create gathering places **(3)** Provide continuous sidewalks protected by a green buffer with trees **(4)** Implement two-way separated bicycle lanes along both sides of Veirs Mill Road **(5)** Increase tree canopy by improving landscaping along medians and curbside green areas **(6)** Dedicated bus and right-turn lane for the long-term bus rapid transit alternative **(7)** Mixed-use development may occur along Veirs Mill Road over the long term, where commercial properties exist today.







*Existing Halpine View Apartments*



*Existing Rock Creek Woods Apartments*

## 2.4 Housing

The predominant land use in the Veirs Mill Corridor Master Plan area is single-family residential, with 43 percent of land area covered by single-family attached or detached homes. The housing stock within the plan area provides a valuable source of market-affordable housing for Montgomery County, meaning that the housing is affordable to households earning below 80 percent of area median income (AMI), approximately \$87,000 for a family of four.

The single-family attached and detached homes in the plan area are more affordable than in other areas of the county, providing an opportunity for buyers to enter the region's competitive housing market. Likewise, the multi-family units largely provide a market-affordable rental option with convenient access to transit and proximity to employment as well as entertainment.

All the multi-family residential units in the plan area are generally market-rate affordable, defined as affordable to households earning under 80

percent of the Washington, DC metropolitan region's area median income (AMI). The age of the housing in the plan area also provides diversity in unit supply, as older units tend to be larger in both square footage and number of bedrooms. Almost 70 percent of the multi-family units in the plan area have two or more bedrooms. Due to the age of the facilities, none of the existing multi-family developments are subject to the county's moderately priced dwelling unit (MPDU) ordinance since they predate the MPDU law.

There are six multi-family residential developments with approximately 1,613 units in the plan area and an average building age of 47 years. All six multi-family properties occupy residential zones. Halpine Hamlet, Halpine View and Parkway Woods are in the R-30 Zone. Rock Creek Terrace is in the R-H Zone. Rock Creek Woods is zoned R-20 and Village Square Wheaton is zoned R-60.

This master plan aims to balance the preservation of existing market-rate affordable housing with the production of new housing, including MPDUs. This

preservation and production strategy proposes to retain the existing zoning on most of the single-family and multi-family properties, and rezone select properties near existing and future transit.

### 2.4.1 Housing Goals

The Veirs Mill Corridor Master Plan endorses the following housing goals:

- Preserve existing, market-rate affordable housing where possible.
- Provide a range of unit types for a diversity of households, including families, seniors and persons with physical challenges.
- Prioritize MPDUs as a top public benefit in the Commercial Residential Town (CRT) zones.
- Preserve affordable housing through the use of tax credits and other financing tools.
- Protect and preserve existing single-family neighborhoods in and around the master plan area.



## 2.5 Transportation

Veirs Mill Road is an important corridor in the county, as it provides a direct connection between the commercial centers of the City of Rockville and the Wheaton Central Business District. It provides one of the few east-west connections in the southern part of the county.

The road is a Maryland State Highway (MD 586) and carries approximately 43,000 vehicles per day. It is also a significant transit corridor with more than 24,000 total daily boardings. While it is a major highway and transit corridor, Veirs Mill Road 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 is owned and maintained by the Maryland Department of Transportation State Highway Administration, except for the residential service roads which are maintained by the Montgomery County Department of Transportation.

Veirs Mill Road presents unique challenges due to its multifaceted roles as a major highway, transit corridor and residential street. The corridor lacks continuous sidewalks, safe crosswalks, bikeways and walking routes to transit and local destinations – all of which are necessary and basic infrastructure for people who walk, bike and use transit. The presence of “people’s choice paths” and bicyclists utilizing sidewalks, shoulders and travel lanes to traverse the Veirs Mill corridor suggest a latent demand for pedestrian and bicycle infrastructure.

Due to the varied roles of Veirs Mill Road, the recent severe and fatal crashes on the corridor, and the increased demand for all users in the future, the transportation goals and recommendations of this master plan prioritize the safety of all road users, consistent with the Vision Zero policy adopted by the Montgomery County Council in 2016.



*Top: WMATA bus providing service to Veirs Mill Road; Bottom left: Veirs Mill Road; Bottom Right: Veirs Mill Road lacks continuous sidewalks.*



The Veirs Mill Corridor Master Plan is the first master plan to commence following the adoption of the Vision Zero policy. Montgomery 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. In accordance with that policy, this master plan identifies existing problems and recommends a comprehensive, corridor-wide view of solutions to improve the safety of Veirs Mill Road and the surrounding communities.

The application of Vision Zero is a paradigm shift, as it prioritizes the safety of all road users rather than the conventional focus on moving vehicles. While Vision Zero typically uses engineering, education and enforcement to eliminate traffic fatalities and severe injuries,

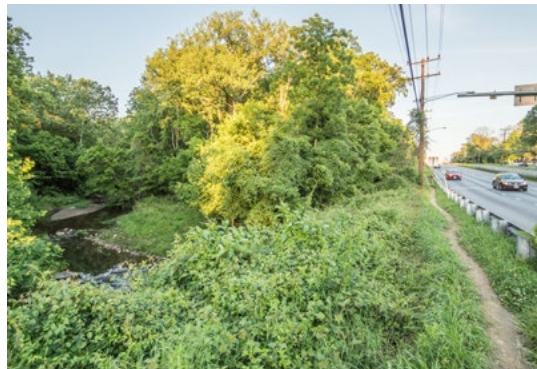
*the recommendations of this master plan primarily focus on engineering improvements and rely on the county's Vision Zero Action Plan to address education and enforcement.*

As Vision Zero is a new and different approach from traditional roadway planning and design, this master plan includes both customary transportation recommendations and additional recommendations exclusively aimed at the elimination of fatalities and severe injuries. The plan acknowledges that these recommendations are atypical for a master plan, may require changes to state and county regulations, and may introduce delay at some intersections.

However, these recommendations can facilitate collaboration between Montgomery County and the Maryland Department of Transportation State Highway Administration to complete projects in the near term that immediately improve safety for all road users and advance the goal of zero traffic-related fatalities and severe injuries by 2030.

As with all master plans, transportation modeling was performed for the corridor to analyze the impact of Vision Zero recommendations as well as the impact of limited redevelopment of several sites.

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



*Missing Infrastructure for People Who Walk, Bike and Use Transit*

### 2.5.1 Transportation Goals

The overall transportation goal of the Veirs Mill Corridor Master Plan is to transform Veirs Mill Road from a motor vehicle-dominated corridor to a safe, efficient and comfortable complete street that serves pedestrians, bicyclists, transit users and motorists, and connects communities to transit, neighborhood uses and community facilities. This master plan is guided by the following transportation goals:

- Create a multimodal complete street corridor that increases safety and provides efficient travel through and across the corridor for all transportation modes.
- Enhance connectivity by improving safety and prioritizing improvements for pedestrians, bicyclists and transit users.
- Establish direct connections to existing and future transit, community facilities and neighborhood-serving uses.

### 2.5.2 Street Network

As discussed in greater detail in Appendix B (The Veirs Mill Road Vision Zero Initiative by Baltimore-based transportation consultant Kittelson & Associates), improving safety on streets is a function of reducing the frequency and severity of crashes. This reduction is accomplished through the provision of clearly designated spaces for each road user, use of traffic signals or other traffic control measures, shortening pedestrian and bicycle crossing distances and reducing vehicular speeds.

The speed of vehicles on Veirs Mill Road contributes to the poor quality of the environment for pedestrians, bicyclists and transit users. The varied topography of Veirs Mill Road contributes to these speeds and

limits visibility. The posted speed limit on Veirs Mill Road within the plan boundaries is currently 40 miles per hour from the eastern plan boundary to Turkey Branch Parkway and 45 miles per hour from Turkey Branch Parkway to the western plan boundary in Rockville. The observed top vehicle speeds often well exceed the posted speed limits and create unsafe conditions along the corridor.

This master plan includes short- and long-term recommendations to improve the safety and character of the corridor as well as enhance connectivity for all transportation modes. These recommendations seek to reduce vehicle speed, minimize conflict and introduce additional street connections with long-term redevelopment.

#### VEIRS MILL ROAD

This plan proposes to maintain the existing right-of-way of Veirs Mill Road, which varies between 100 feet and 175 feet based on the existing residential service roads. The right-of-way is generally characterized by four conditions, including: (1) no residential service roads (Figure 10); (2) one service road on either the north or south (Figure 11); and (3)(4) service roads on both the north and the south (Figures 12 and 13). Figure 12 represents the recommended cross-section in locations adjacent to residential uses, while Figure 13 represents the recommended cross-section at areas with commercial land use. The ultimate cross-section of Veirs Mill Road will be determined with the design and implementation of long-term redevelopment or infrastructure projects, such as bus rapid transit (BRT).

While the plan recommends maintaining the existing right-of-way, including its current

configuration, it envisions transforming the roadway to accommodate all users. Since the width of the existing right-of-way varies, different roadway widths are necessary with appropriate transitions between them to accommodate pedestrians, bicyclists, transit users, motor vehicles and streetscape improvements.



Figure 10: Veirs Mill Road - Section 1

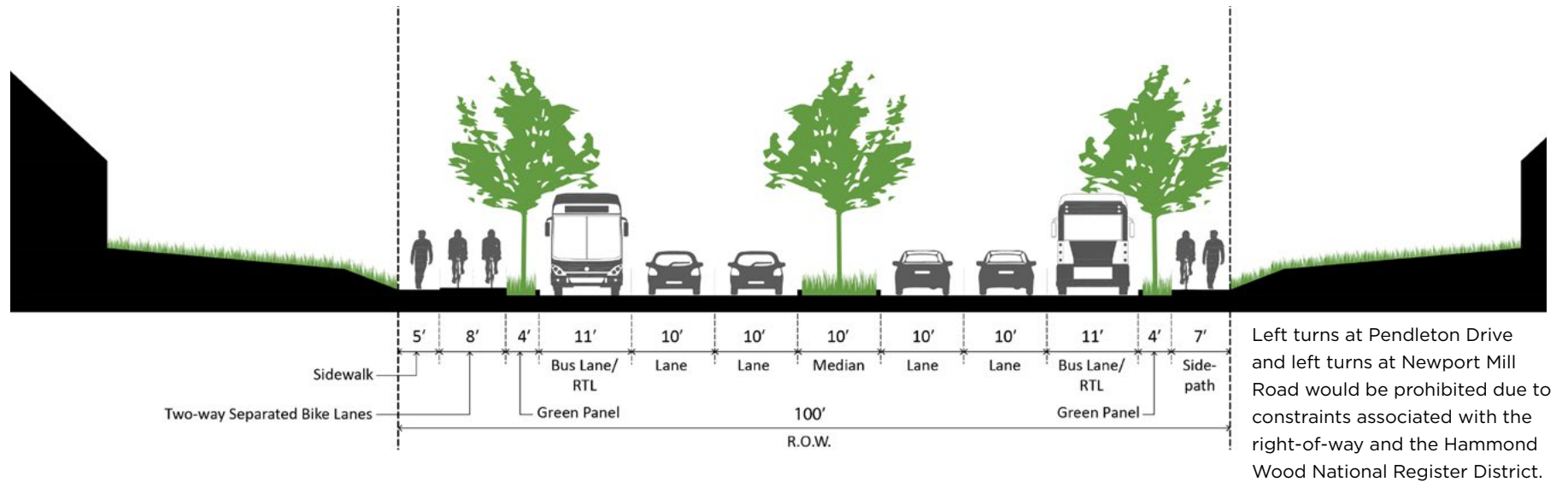


Figure 11: Veirs Mill Road - Section 2

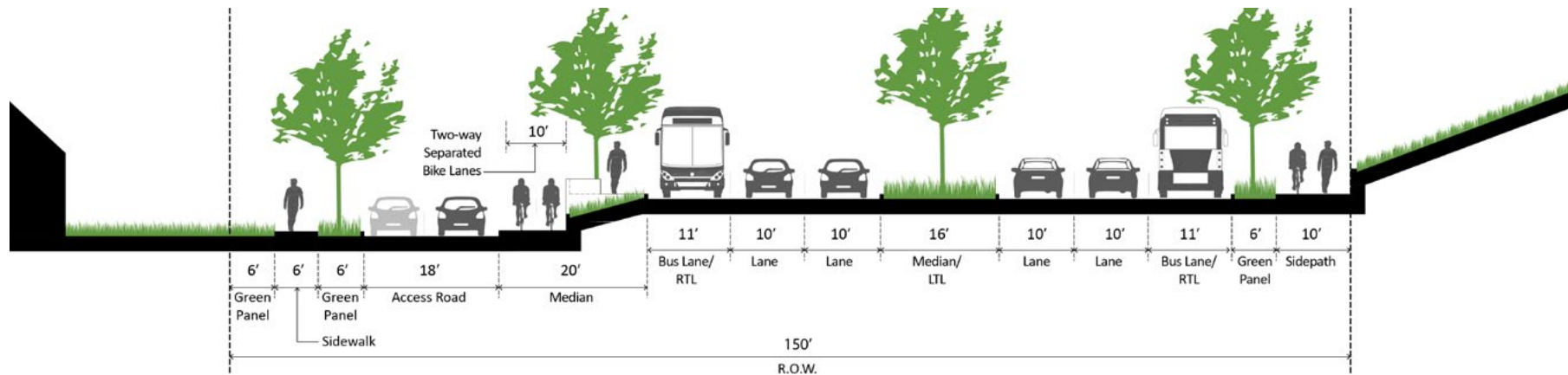


Figure 12: Veirs Mill Road - Section 3

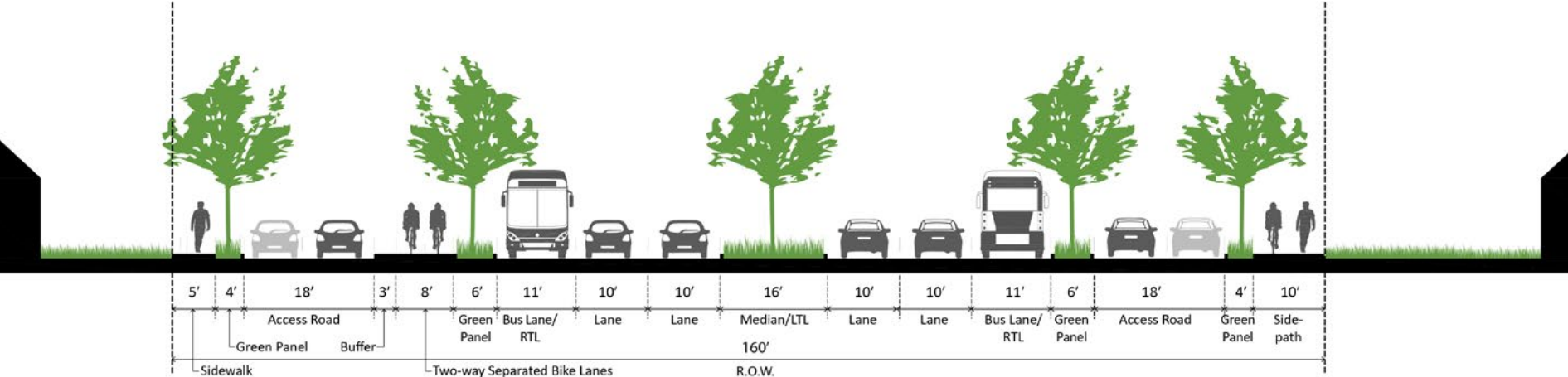
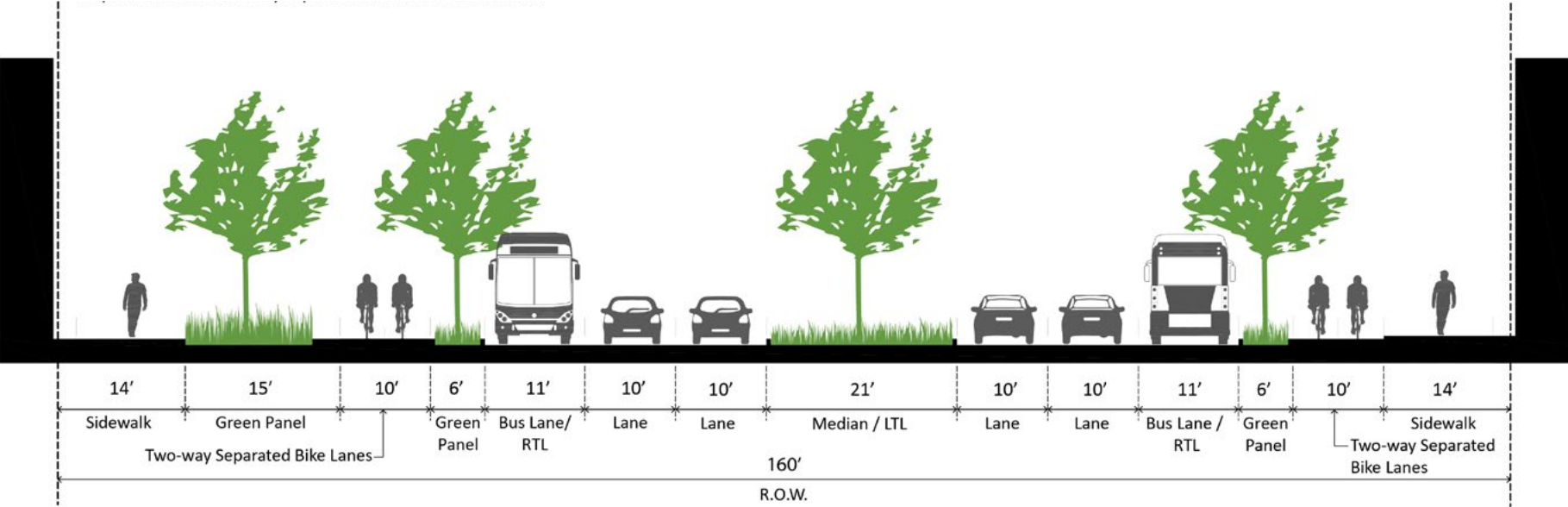


Figure 13: Veirs Mill Road - Section 4





## MONTROSE PARKWAY

Montrose Parkway has been recommended in several previous master plans, including the 1992 *North Bethesda-Garrett Park Master Plan*, 1994 *Aspen Hill Master Plan*, 2010 *White Flint Sector Plan* and 2017 *White Flint II Sector Plan* to provide an east-west vehicular connection in the southern portion of the county. The implementation of this recommendation has occurred in several phases of design and construction.

Montrose Parkway West, completed in 2008, provided an initial connection from Montrose Road to Old Georgetown Road. The second phase, a grade-separated interchange at Montrose Parkway and Rockville Pike (MD 355), was completed in 2010. This phase linked Montrose Parkway with Randolph Road at Chapman Avenue.

The final phase, Montrose Parkway East, is a planned four-lane divided parkway that will connect Veirs Mill Road (opposite Parkland Drive where Gaynor Road is located today) to Rockville Pike. Much of the traffic projected to use this new road currently uses Randolph Road and, to some extent, Twinbrook Parkway.

The Montrose Parkway project is currently included in the County Executive's recommended Capital Improvements Program (CIP) budget for FY19, with completion anticipated in 2024. The planned project has been evaluated in the context of this master plan and there are potential impacts to the Veirs Mill corridor, including:

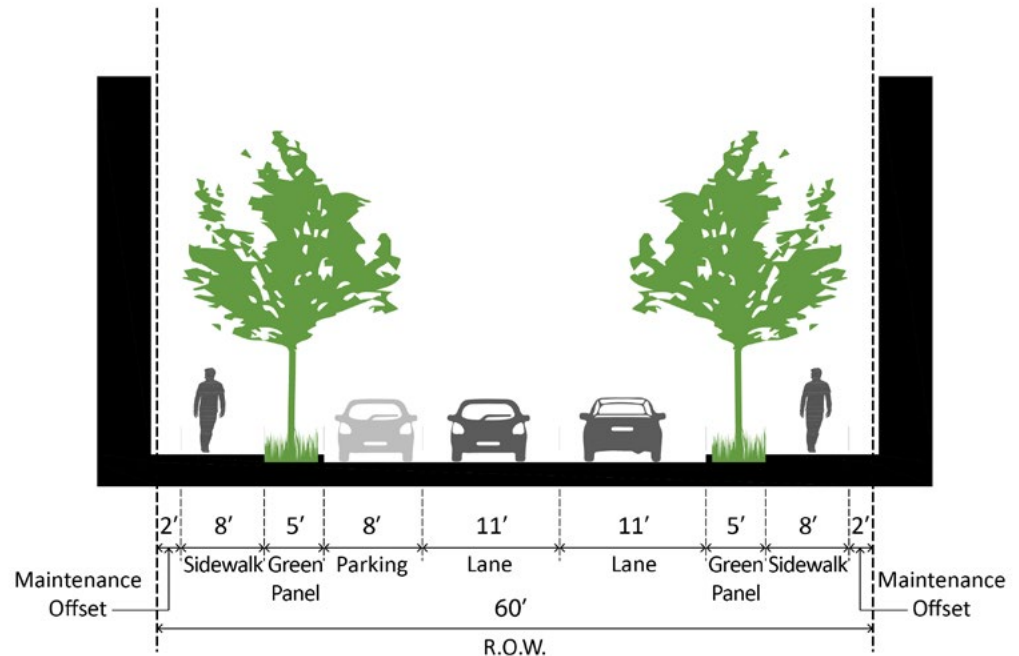
- Significant projected increases in traffic volumes (an additional 21,000 vehicles per day) between Montrose Parkway and Randolph Road and inadequate infrastructure for pedestrians, bicyclists and transit users.
- The Montrose Parkway project limits extend to the Matthew Henson Trail crossing on Veirs Mill Road. On either side of this critical location, the number of lanes change to accommodate the connection of Veirs Mill Road with Montrose Parkway, but no improvements to the Matthew Henson Trail crossing are provided with the project.
- The Montrose Parkway project does not fully consider the alignment of bus rapid transit, as proposed in the 2016 *Veirs Mill Road Bus Rapid Transit Study*.

### Additional Street Connections

In addition to the transformation of Veirs Mill Road into a complete street that supports pedestrians, bicyclists, transit and motor vehicles, this plan recommends additional street connections to enhance connectivity and improve walkability, as shown in Map 6 and listed in Table 3.

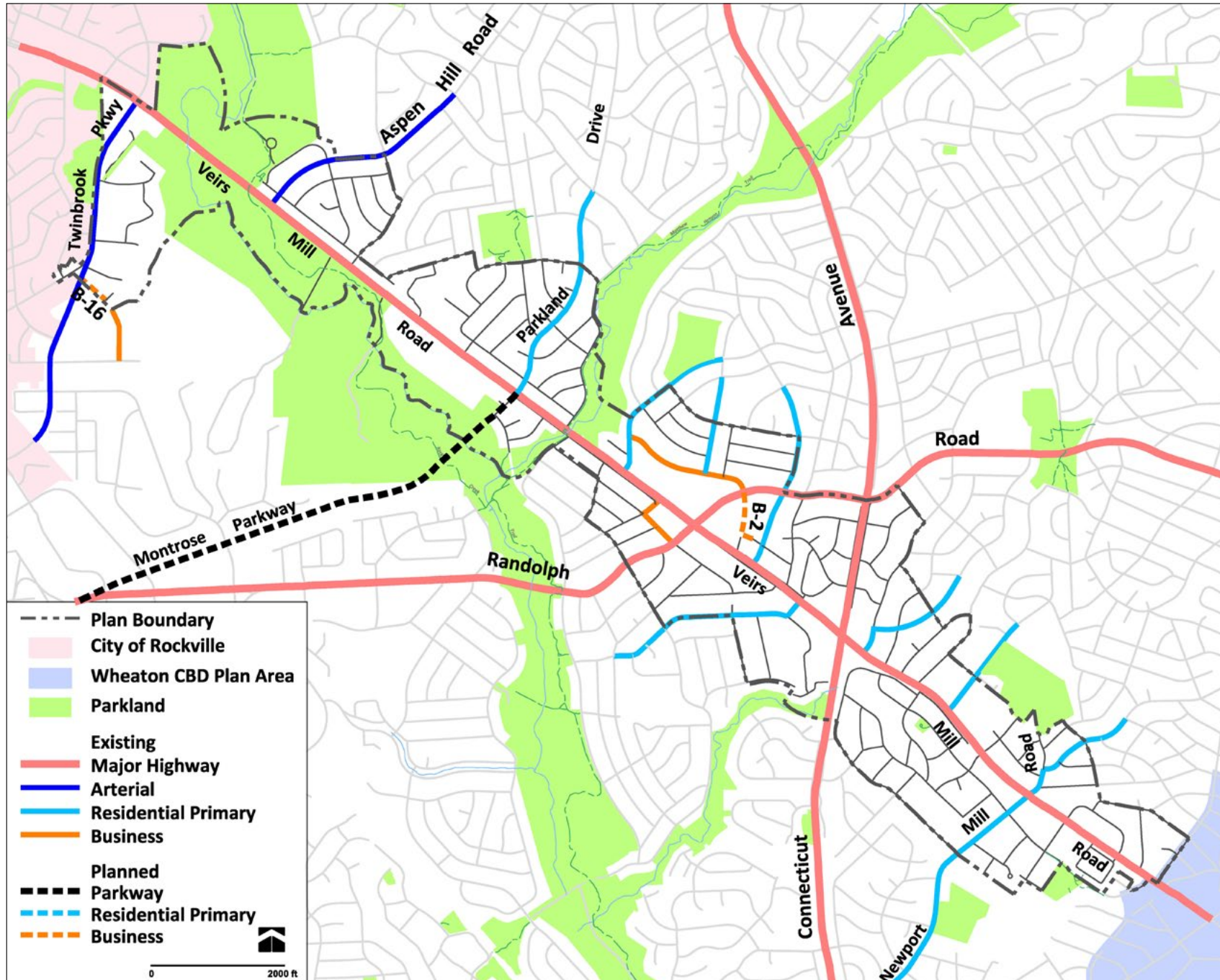
The final design, alignment and ownership of the additional street connections should be determined through the regulatory approval process for redevelopment of adjacent properties. If a private street is accepted through the regulatory approval process, it should be designed to a public street standard. Public access easements must be granted for the street to ensure consistency with this master plan's recommendations for enhanced connectivity and improved walkability.

Figure 14: Business District Street





Map 6: Roadway Classifications



### 2.5.3 Street Network Recommendations

- With the design and implementation of long-term redevelopment or infrastructure projects, such as bus rapid transit (BRT), transform Veirs Mill Road into a multimodal complete street within the existing right-of-way.
- Create a street type and design standards for high-quality transit corridors in residential communities through the development of Montgomery County's Complete Streets Design Guide to reduce target speeds and lane widths and accommodate improved pedestrian and bicycle facilities on Veirs Mill Road.
- Reduce target speeds on Veirs Mill Road to 35 miles per hour, outside the Road Code Urban Area, to improve safety. Define the areas between Havard Street and Bushey Drive on Veirs Mill Road as a Road Code Urban Area with a target speed of 25 miles per hour.
  - o Implement a school speed zone on Veirs Mill Road between Galt Avenue and Connecticut Avenue to improve safety for the school-aged children who walk along Veirs Mill Road to access Highland Elementary School, Newport Mill Middle School and Albert Einstein High School. Provide a school zone speed limit of 25 miles per hour when flashing.
  - o Encourage the Montgomery County Police Department to add Veirs Mill Road as a Speed Camera Corridor as part of the Safe Speed Enforcement program.
- Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated enforcement.
- Eliminate unsignalized left turns where feasible to improve safety of pedestrians and cyclists.
- As a goal, the number of additional lanes at signalized intersections should be minimized so that crossing distances and exposure of pedestrians and bicyclists to traffic when crossing the road are also minimized. Wherever it is determined to be beneficial to safety and does not create unacceptable congestion levels as defined by the applicable Subdivision Staging Policy congestion standard, the number of left turn lanes at a signalized intersection should be limited to one. Where dual left turn lanes are provided, consider the implementation of strategies to mitigate the speed of left-turning vehicles and to mitigate the additional width of the road that pedestrians and bicyclists must cross.
- Improve the lane continuity on Veirs Mill Road to maintain consistency in the through travel lanes.
- Prior to commencing construction of Montrose Parkway East, modify the project to include sidewalks, crosswalks and bikeways on Veirs Mill Road consistent with the recommendations of this master plan; consider BRT-related impacts and design solutions to reduce vehicle speeds.
- If the Stoneyhill Square Shopping Center redevelops, extend Gridley Road from its current terminus at Veirs Mill Road to Colie Drive to provide greater connectivity through the property.
- If the Montgomery County Department of Recreation's administrative office site on Bushey Drive is redeveloped, extend Gannon Road northwest as a business district street, as shown in Figure 14, from its current terminus west of Bushey Drive to provide a connection between Gannon Road and Colie Drive. Montgomery County should consider funding the extension of Gannon Road to maximize the potential for development of affordable housing on the site.
- In conjunction with any coordinated regulatory efforts for the redevelopment of Halpine View, Parkway Woods and Halpine Hamlet, explore alternatives for the extension of Rock Creek Mill Road as a business district street to align with Halpine Road and provide an additional connection between Twinbrook Parkway and Fishers Lane, as envisioned in the 2009 *Twinbrook Sector Plan* (including utilizing Alderbrook Court to connect with Halpine Road rather than Halpine Place).



**Table 3: Street Classification and Right-of-Way Recommendations**

Designation	Roadway	Limits		Minimum ROW (1)	Lanes (2)(3)	Design Standard
Parkway						
PW-3	Montrose Parkway	Master Plan Boundary	Veirs Mill Road	300'	4 + T	As Designed
Highways						
M-13	Veirs Mill Road (MD 586) (4)	Rockville City Limits	Robindale Drive	100'	4 + 2T	See Note 6
M-13	Veirs Mill Road (MD 586)	Robindale Drive	Turkey Branch Parkway	140-175'	4 + 2T	See Note 6
M-13	Veirs Mill Road (MD 586)	Turkey Branch Parkway	Ferrara Avenue	160'	4 + 2T + Access Road	See Note 6
M-13	Veirs Mill Road (MD 586)	Ferrara Avenue	Connecticut Avenue	140'	4 + 2T	See Note 6
M-13	Veirs Mill Road (MD 586)	Connecticut Avenue	Gail Street	110'	4 + 2T	See Note 6
M-13	Veirs Mill Road (MD 586)	Gail Street	Pendelton Drive	150'	4 + 2T + Access Road	See Note 6
M-13	Veirs Mill Road (MD 586)	Pendleton Drive	Newport Mill Road	100'	4 + 2T	See Note 6
M-13	Veirs Mill Road (MD 586)	Newport Mill Road	College View Drive	133'	4 + 2T + Access Road	See Note 6
M-13	Veirs Mill Road (MD 586) (5)	College View Drive	Galt Avenue	120'	4 + 2T	See Note 6
M-7	Connecticut Avenue (MD 185)	Master Plan Northern Boundary	Master Plan Southern Boundary	160'	6	As Existing
M-17	Randolph Road	Dewey Road	Judson Road	120'	6T	As Existing
Arterial Roads						
A-37	Twinbrook Parkway	Halpine Place	Veirs Mill Road	80'	4	As Existing
A-38	Aspen Hill Road	Veirs Mill Road	Connecticut Avenue	80'	2 - 4	As Existing
Business District Streets						
B-16	Rock Creek Mill Road (Extended)	Twinbrook Road	Rock Creek Mill Road	60'	2	2005.01
B-2	Gridley Road	Selfridge Road	Veirs Mill Road	70'	2	As Existing
B-3	Selfridge Road	Gridley Road	Randolph Road	80'	2	As Existing
B-1	Colie Drive	Havard Street	Randolph Road	80'	2	As Existing
B-2	Gannon Road (Proposed)	Bushey Drive	Randolph Road	70'	2	2003.12 Modified
Primary Residential Road						
P-16	Parkland Drive	Veirs Mill Road	Heathfield Road	70'	2	As Existing
P-32	Havard Street	Veirs Mill Road	Barbara Road	70'	2	As Existing
P-20	Barbara Road	Bushey Drive	Colie Drive	70'	2	As Existing
P-24	Bushey Drive	Veirs Mill Road	Weller Road	70'	2	As Existing
P-2	Ferrara Avenue & Ferrara Drive	Veirs Mill Road	Mahan Road	70'	2	As Existing
P-26	Dalewood Drive	Veirs Mill Road	Bluhill Road	70'	2	As Existing
P-22	Bluhill Road	Dalewood Drive	Randolph Road	70'	2	As Existing
P-25	Claridge Road	Veirs Mill Road	Henderson Avenue	70'	2	As Existing
P-1	Newport Mill Road	University Boulevard	Parker Avenue	70'	2	As Existing
P-37	Parker Avenue	Newport Mill Road	Arcola Avenue	70'	2	As Existing

### Notes for Table 3:

- (1) The minimum recommended right-of-way (ROW) includes residential service roads along segments of Veirs Mill Road. The minimum ROW may not include land needed for spot improvements, such as but not limited to local bus or BRT stations, protected intersections and other non-auto facilities, auxiliary travel lanes such as turn lanes, or areas needed for future grade separation projects.
- (2) The number of planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.
- (3) "T" denotes transit in mixed traffic, while "2T" denotes two transit lanes in dedicated bus and right-turn only lanes.
- (4) On the north side of Veirs Mill Road, approximately 260 feet west of Robindale Drive, the existing ROW is approximately 133 feet.
- (5) On Veirs Mill Road approximately 300 feet west of Sherrie Lane, the existing ROW exceeds 133 feet.
- (6) Veirs Mill Road has varied rights-of-way throughout the plan area, including segments with residential service roads. Due to these varied conditions there is not an applicable design standard. Please refer to figures 8- 11 for specifications.

### 2.5.4 Pedestrian Network

A primary focus of this plan is to develop a well-connected network of convenient and safe pedestrian and bicycle facilities that incorporate complete streets policies. This network should offer context-sensitive design solutions to improve safety, enhance connectivity and further support alternatives to motor vehicles. (Refer to Figure 15 for the existing distance between signals.)

Since the area lacks basic pedestrian and bicycle facilities, this plan proposes a combination of short-term and long-term recommendations to provide this essential infrastructure for the residents, employees and visitors of the communities surrounding Veirs Mill Road.

### 2.5.5 Pedestrian Network Recommendations

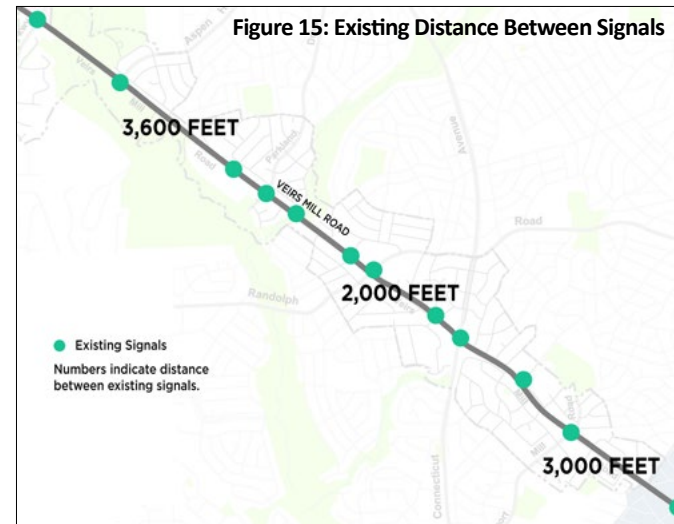
- Improve pedestrian infrastructure for the length of Veirs Mill Road and on residential streets that provide a connection between existing and proposed transit stations, and to schools, parks and community facilities.
  - o Install continuous sidewalks and, in some locations, sidepaths on both sides of Veirs

Mill Road in the near term to improve safety, mobility and connectivity. Priorities for sidewalk and sidepath installation are locations where sidewalks do not currently exist on either side of Veirs Mill Road and locations which provide improved access to transit and community uses.

- o Install continuous sidewalks on all residential streets that provide a connection between existing transit on Veirs Mill Road and schools, parks and community facilities.
- o Maintain a continuous, level sidewalk or sidepath over curb cuts and driveway access.
- o Rebuild the pedestrian and bicycle bridge over Joseph's Branch Creek between Valleywood Drive and Moline Road.
- o Provide adequate landscape buffers between the sidewalk and the curb with the installation of all new sidewalks on Veirs Mill Road and intersecting streets. For example, improved landscape buffers are needed on Veirs Mill Road, Connecticut Avenue, Randolph Road and Twinbrook Parkway.



Inadequacy of existing pedestrian infrastructure







Existing Matthew Henson Trail crossing

**Figure 16: Illustrative of Improvements to Matthew Henson Trail Crossing**

(Rendering courtesy of Kittelson and Associates, Inc.)



- Provide the following improvements for the Matthew Henson Trail crossing of Veirs Mill Road, as illustrated in Figure 16:
  - o Provide a protected crossing that eliminates conflicts and has a high rate of compliance. A first step is a full traffic signal or similar device, but additional enforcement such as red-light cameras may be needed. This is the highest priority protected crossing recommended by this master plan.
  - o Relocate the existing high-visibility crosswalk to provide a direct connection across Veirs Mill Road to reduce crossing distance and reduce delay for motorists.
  - o Introduce additional pedestrian-scale lighting to improve visibility at the crosswalk and within the median refuge island.
  - o In the short term, provide a pedestrian and bicycle overpass of Veirs Mill Road for users of the Matthew Henson Trail. Independent of the provision of an overpass, safe at-grade crossing opportunities of Veirs Mill Road must also be provided in this vicinity.
- Introduce additional protected crossings at the following locations that eliminate conflicts and have high rates of compliance. The first recommended step is a traffic control device, including a full traffic signal, hybrid pedestrian beacon or similar device, but other changes such as red-light enforcement may be needed. These locations are listed in order of priority, following the Matthew Henson Trail crossing. Alternatives to the following locations can be considered if conditions change, but the distance between protected crossings should be a reasonable walking distance (e.g. 400 to 1,000 feet).
  - o Veirs Mill Road and Andrew Street.
  - o Veirs Mill Road and Norris Drive.
  - o Veirs Mill Road and Arbutus Avenue.
  - o Veirs Mill Road and Galt Avenue.
  - o Veirs Mill Road and Bushey Drive.
  - o Veirs Mill Road and Pendleton Drive.
  - o Twinbrook Parkway and Halpine Road.
  - o Twinbrook Parkway and Vandegrift Avenue.
  - o Veirs Mill Road and Havard Street.

Please refer to Table 4 for additional information on the existing signalized intersections in the plan area and recommendations for improvements.

**Table 4: Existing and Proposed Protected Crossing Locations**

ID	Intersection	Existing Signalized Intersection with Pedestrian-Activated Signal	Existing Unsignalized Intersection with Crosswalk Improvements	BRT Station Location	Recommendation
1	Twinbrook Parkway at Halpine Road and Alderbrook Court		X		Protected Crossing
2	Twinbrook Parkway at Vandegrift Avenue		X		Protected Crossing
3	Veirs Mill Road at Twinbrook Parkway	X		X*	
4	Veirs Mill Road at Aspen Hill Road	X		X	
5	Veirs Mill Road at Arbutus Avenue				Protected Crossing
6	Veirs Mill Road at Robindale Drive and Rock Creek Terrace	X			
7	Veirs Mill Road at Parkland Drive and Gaynor Road (Future Montrose Parkway East)	X		X*	
8	Veirs Mill Road at Turkey Branch Parkway Matthew Henson Trail	X (Pedestrian Hybrid Beacon)			Protected Crossing
9	Veirs Mill Road at Havard Street				Protected Crossing
10	Veirs Mill Road at Gridley Road	X			
11	Veirs Mill Road at Randolph Road	X		X	
12	Randolph Road at Selfridge Road	X			
13	Randolph Road at Colie Drive	X			
14	Veirs Mill Road at Bushey Drive				Protected Crossing
15	Veirs Mill Road at Ferrara Drive	X			
16	Veirs Mill Road at Connecticut Avenue	X		X	
17	Veirs Mill Road at Andrew Street				Protected Crossing
18	Veirs Mill Road at Claridge Road	X			
19	Veirs Mill Road at Pendelton Drive		X		Protected Crossing
20	Veirs Mill Road at Newport Mill Road	X		X	
21	Veirs Mill Road at Norris Drive				Protected Crossing
22	Veirs Mill Road at Galt Avenue				Protected Crossing

\* This plan recommends that subsequent phases of bus rapid transit planning and design evaluate proposed station locations to prioritize proximity to higher density land uses, potential redevelopment opportunities and community facilities and optimize pedestrian and bicycle access.



### 2.5.6 Bicycle Network

The Veirs Mill Corridor Master Plan also recommends a short-term approach to provide necessary bicycle infrastructure as well as a long-term vision for bicycling consistent with the 2018 *Bicycle Master Plan*. Both the short-term approach and the long-term vision build on the Bicycle Master Plan recommendations to encourage bicycle use for short trips to schools, parks and community facilities as well as bicycle commuting to work and transit. This plan proposes to create a low-stress network to accommodate all levels of bicycle comfort.

Veirs Mill Road is a high-stress bicycling environment due to the traffic volumes, vehicle speeds and an absence of dedicated bicycle facilities. Existing bicycle facilities largely consist of trails, including the Rock Creek Trail and the Matthew Henson Trail, limited areas of bicycle lanes and the unprotected shoulders of Veirs Mill Road. The intersecting roadways also lack bicycle facilities, which creates barriers to bicycle travel.

### 2.5.7 Bicycle Network Recommendations

- Improve bicycle infrastructure for the length of Veirs Mill Road and on residential streets that provide a connection between existing and proposed transit stations to schools, parks and community facilities. (Refer to Table 5.)
  - o In the short term, develop an interim continuous bicycle network along the residential service roads of Veirs Mill Road and on parallel streets that provide a combination of facilities, including new sidepaths,

neighborhood greenways and connections to existing trails. (Refer to Map 7.)

- o With the design and implementation of long-term redevelopment or infrastructure projects, such as bus rapid transit, provide a combination of dedicated bicycle facilities on Veirs Mill Road and select intersecting streets to align with the Bicycle Master Plan network. (Refer to Map 8.)
  - Provide a sidepath on the north side of Veirs Mill Road that transitions to a two-way separated bike lane and sidewalk at areas with commercial land use, particularly at the Stonemill Square and Veirs Mill Village Shopping Centers.
  - Provide two-way separated bicycle lanes and a sidewalk on the south side of Veirs Mill Road, consistent with the Breezeway Network designation in the Bicycle Master Plan. The two-way separated bicycle lanes and sidewalk should transition to a sidepath between the future Montrose Parkway and the western plan boundary.



## **Bicycle facility types recommended in this plan are characterized below:**

Trails are shared use paths located outside of the road right-of-way and provide two-way travel for people walking, bicycling and other non-motorized users. Trails include off-street trails, stream valley park trails and neighborhood connectors, or short paths that provide critical connections in the residential walking and bicycling network. Two stream valley park trails, the Rock Creek Trail and the Matthew Henson Trail, are in the Veirs Mill Corridor Master Plan area.

Separated bikeways include sidepaths and separated bike lanes. Sidepaths are shared use paths located parallel to and within the road right-of-way, providing two-way travel for walking, bicycling, jogging and skating. Separated bike lanes are exclusive bikeways that combine the user experience of a sidepath with the on-street infrastructure of a conventional bike lane. They are physically separated from motor vehicle traffic and distinct from the sidewalk.

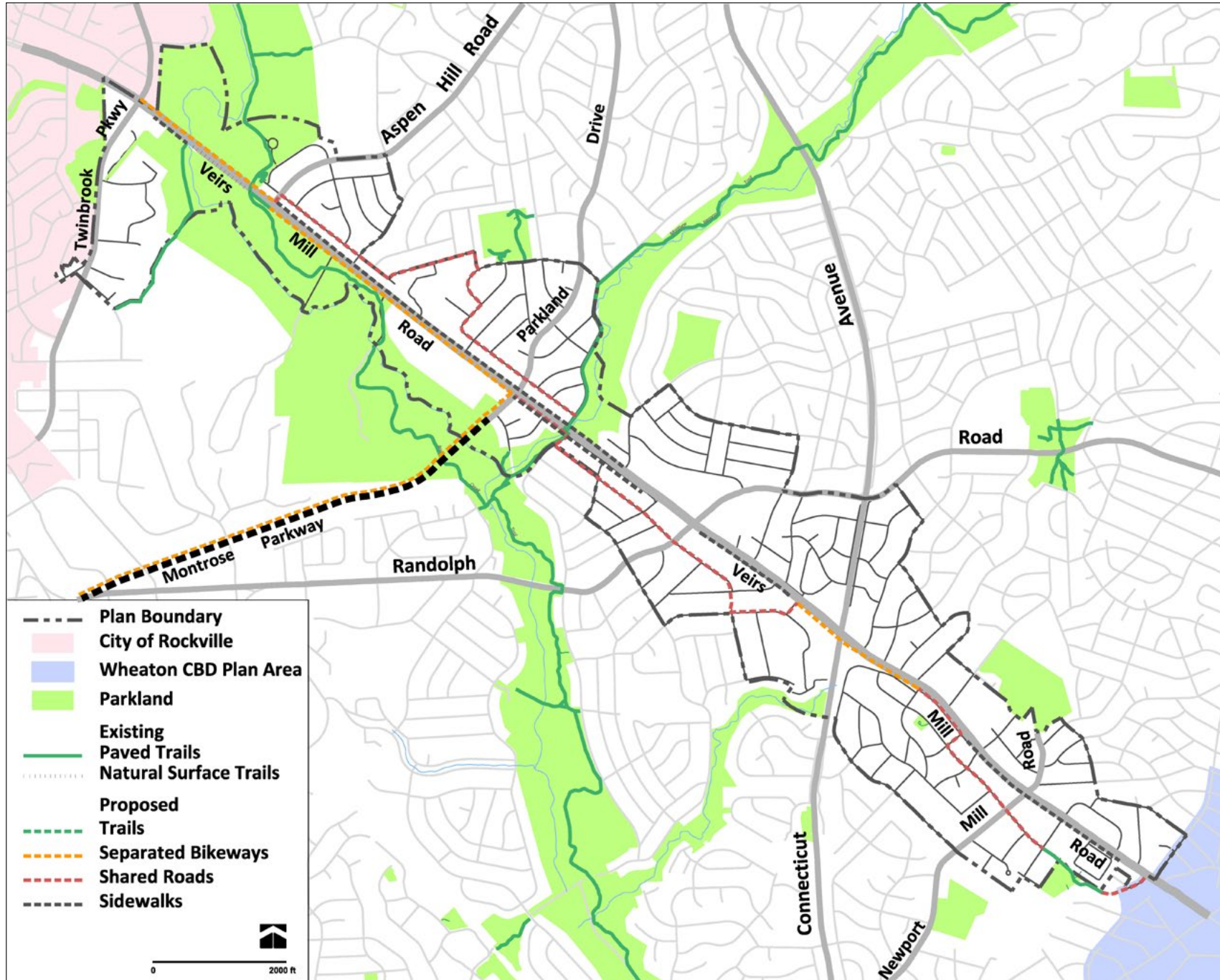
Contra-flow bike lanes are bike lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only.

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

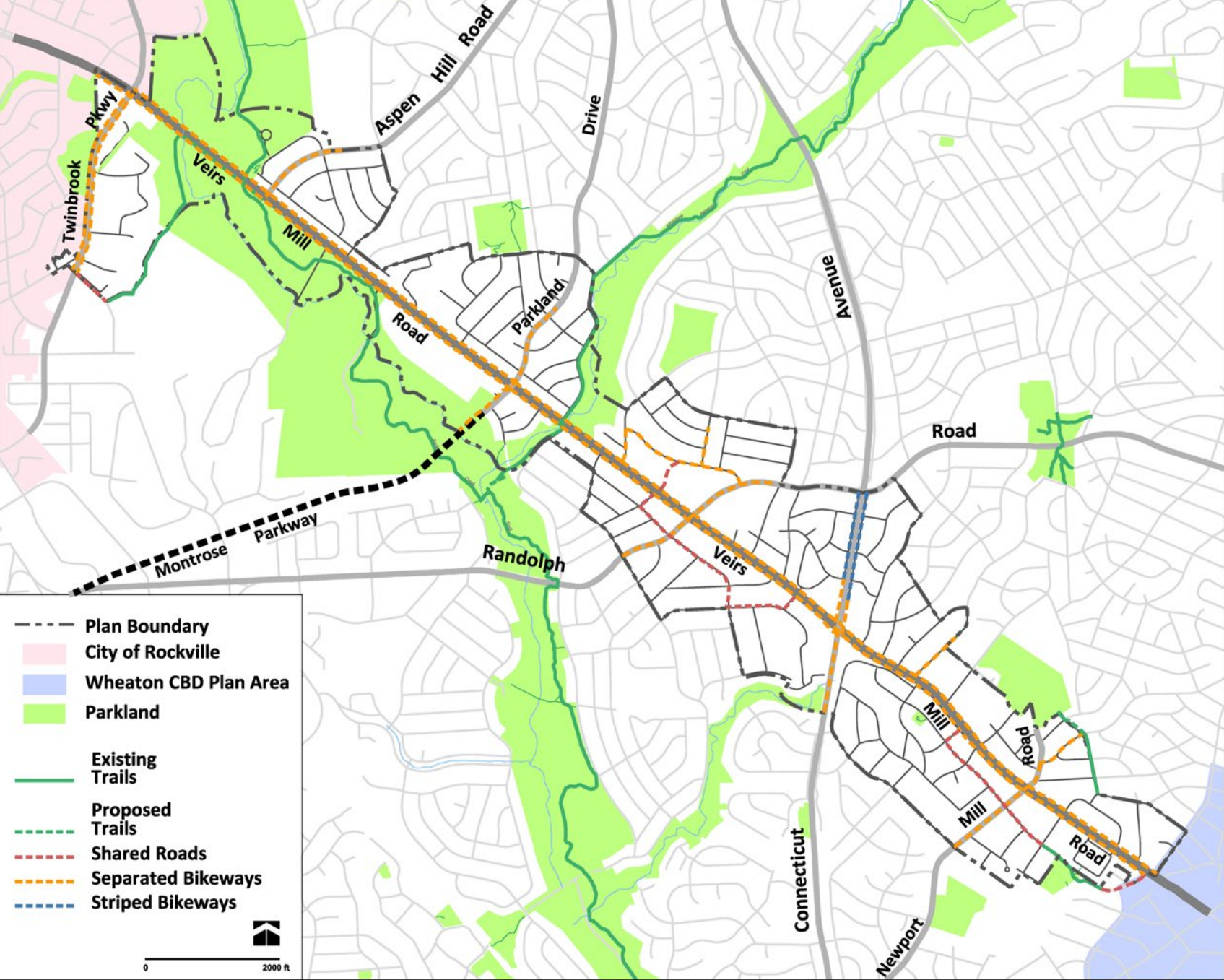
*Top: Separated Bike Lane; Middle: Contra-flow Bike Lane; Bottom: Neighborhood Greenway.*



Map 7: Short-Term Bicycle and Sidewalk Network



Map 8: Long-Term Bicycle Network





**Table 5: Bicycle Network Recommendations**

Roadway	Limits	Designation / Type
Veirs Mill Road (North Side)	Plan Boundary to Havard Street	Sidepath
	Havard Street to Bushey Drive	Separated Bike Lanes and Sidewalk
	Bushey Drive to Galt Avenue	Sidepath
Veirs Mill Road (South Side)	Plan boundary to Montrose Parkway East/Parkland Drive	Sidepath
	Montrose Parkway East / Parkland Drive to Plan boundary	Separated Bike Lanes and Sidewalk
Twinbrook Parkway	Veirs Mill Road to Plan Boundary	Sidepaths (Both Sides)
Rock Creek Mill Road Extended	Twinbrook Parkway to Rock Creek Mill Road	Neighborhood Greenway
Aspen Hill Road	Veirs Mill Road to Plan Boundary	Sidepath (North Side)
Parkland Drive	Veirs Mill Road to Plan Boundary	Sidepath (Side TBD)
Montrose Parkway East	Veirs Mill Road to Plan Boundary	Sidepath (North Side)
Havard Street	Veirs Mill Road to Colie Drive	Sidepath (East Side)
Colie Drive	Havard Street to Randolph Road	Sidepath (South Side)
Gridley Road	Selfridge Road to Colie Drive	Shared Street
Barbara Road	Colie Drive to Plan Boundary	Sidepath (Side TBD)
Selfridge Road	Gridley Road to Ferrara Drive	Neighborhood Greenway
Ferrara Avenue / Ferrara Drive	Veirs Mill Road to Selfridge Road	Neighborhood Greenway
Randolph Road	Plan Boundary South to Plan Boundary North	Separated Bike Lanes and Sidewalk
Connecticut Avenue	Plan Boundary to Brightview Street	Contra-Flow Bike Lane (West Side Access Road)
Connecticut Avenue	Brightview Street to Plan Boundary	Sidepath (West Side)
Connecticut Avenue	Plan Boundary to 400 Feet North of Veirs Mill Road	Contra-Flow Bike Lane (East Side Access Road)
Connecticut Avenue	400 Feet North of Veirs Mill Road to Veirs Mill Road	Sidepath (East Side)
Valleywood Drive	Veirs Mill Road to Plan Boundary	Sidepath (Side TBD)
Newport Mill Road	Plan Boundary to Parker Avenue	Sidepath (East Side)
Parker Avenue	Newport Mill Road to Plan Boundary	Sidepath (Side TBD)
Broadview Road	Wheaton Claridge Local Park to Parker Avenue	Trail
Glorus Place	Veirs Mill Road to College View Drive	Neighborhood Greenway
College View Drive	Glorus Place to Veirs Mill Road (Via Pleasant View Park Off-Street Trail)	Neighborhood Greenway
Veirs Mill Road Residential Service Roads	Interim bikeways on residential service roads adjacent to Veirs Mill Road.	Neighborhood Greenway

**Notes:**

1. The 2018 Bicycle Master Plan recommends Veirs Mill Road as part of the countywide “breezeway” network.
2. Refer to Map 7 for a recommended interim bicycle network.

### 2.5.8 Transit

Veirs Mill Road serves as a significant transit corridor, connecting the county's two branches of the Washington Metropolitan Area Transit Authority's (WMATA) Red Line Metrorail system. Extensive bus service is provided by WMATA's Metrobus and Montgomery County's Ride On services. WMATA designated Veirs Mill Road as part of its Priority Corridor Network, 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 countywide, which demonstrates the significance of transit for

people who live along the corridor. (Source: 2011-2015 American Community Survey 5-year estimate, U.S. Census Bureau.)

Based on its consistently high ridership volumes and east-west connection, Veirs Mill Road is also identified as a future bus rapid transit (BRT) corridor in the 2013 *Countywide Transit Corridors Functional Master Plan*.

The Maryland Department of Transportation State Highway Administration (MDOT), in cooperation with the Montgomery County Department of Transportation (MCDOT), recently completed the Veirs Mill Road Bus Rapid Transit Study, which evaluates BRT alternatives on Veirs Mill Road. The study includes 11 BRT stations between the City of Rockville and Wheaton, six of which are

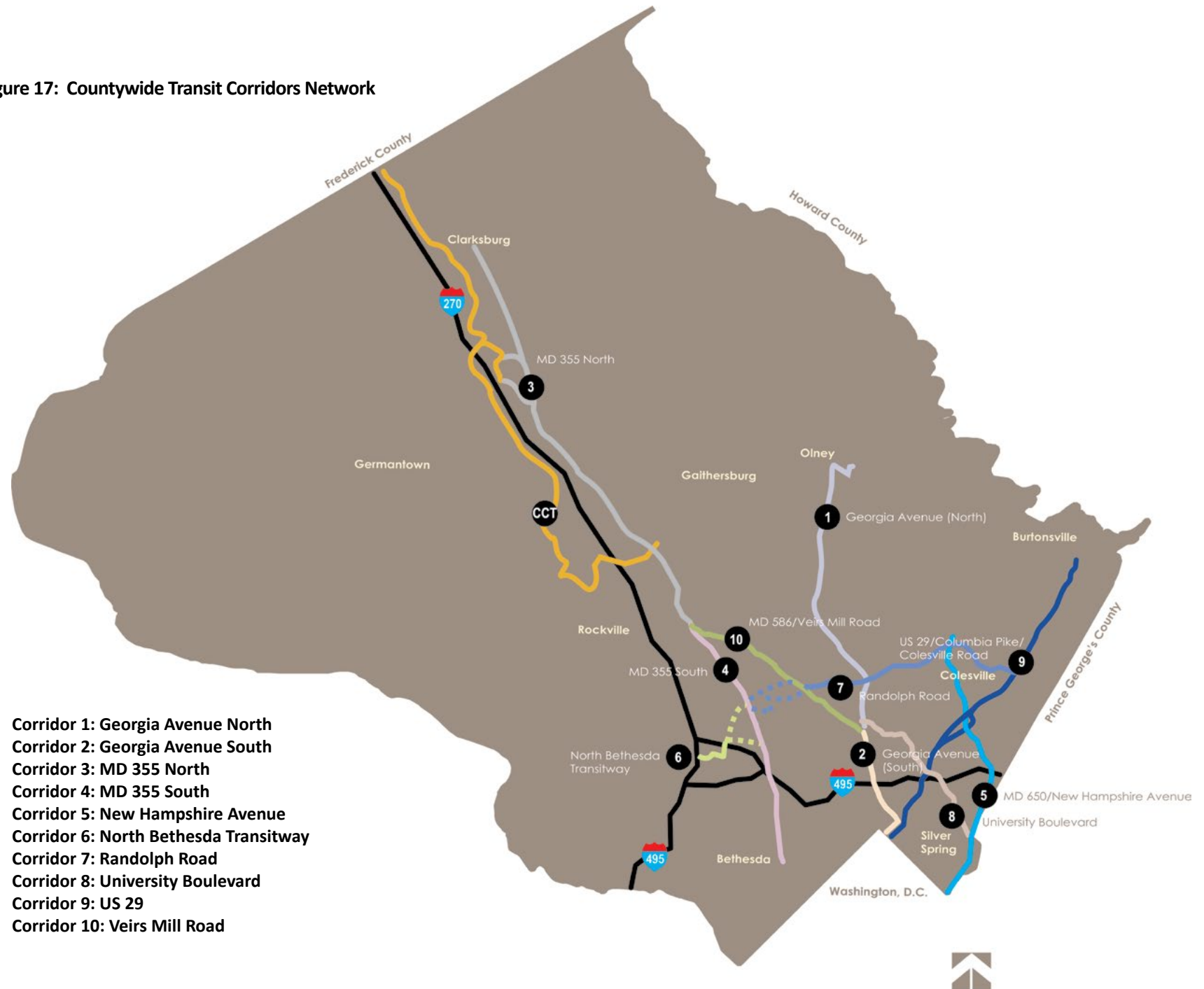
within this plan's boundaries. The station locations, consistent with those identified in the Countywide Transit Corridors Functional Master Plan, are shown in Figure 16.

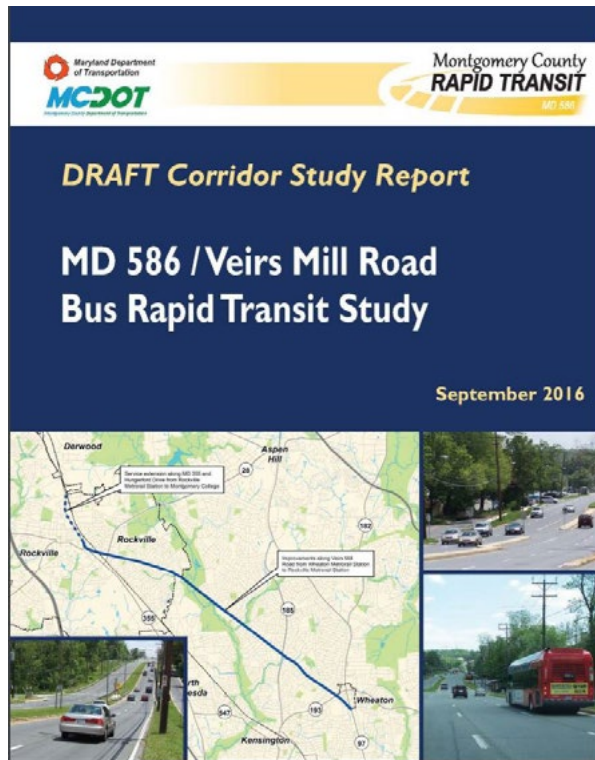
After reviewing the Veirs Mill Road Bus Rapid Transit Study, the Montgomery County Council adopted a resolution to proceed with the preliminary design of a short-term BRT alternative that operates in mixed-traffic, rather than in a dedicated lane, to provide improved transit service for residents along the corridor. The resolution also maintains a long-term alternative that protects the master-planned right-of-way for the potential upgrade to continuous dedicated curbside lanes, if warranted in the future.





**Figure 17: Countywide Transit Corridors Network**





*Veirs Mill Road Bus Rapid Transit Study*

### 2.5.9 Transit Network Recommendations

- Improve the quality of and access to existing bus stops and future BRT stations.
  - o Install continuous sidewalks and new protected crossings on Veirs Mill Road to reduce distance between existing crossings.
  - o Locate existing bus stops, shown in Map 9, at or near protected crossings to improve safety and simplify access for transit riders.
  - o Provide passenger amenities, such as lighting, benches, shelters and trash receptacles.



*Existing bus stops*

- Implement the short-term BRT alternative identified through the 2016 Veirs Mill Road Bus Rapid Transit Study to provide improved transit service to residents and employees of the plan area. With the implementation of the short-term BRT alternative, construct sidewalks and interim bikeways to provide safe and convenient access to BRT stations.
- Advance planning and design for the long-term BRT alternative identified through the 2016 Veirs Mill Road Bus Rapid Transit Study.
- Evaluate proposed BRT station locations, as shown in Map 10, to prioritize those that have proximity to higher density land uses, have potential for near-term redevelopment and provide improved access to community

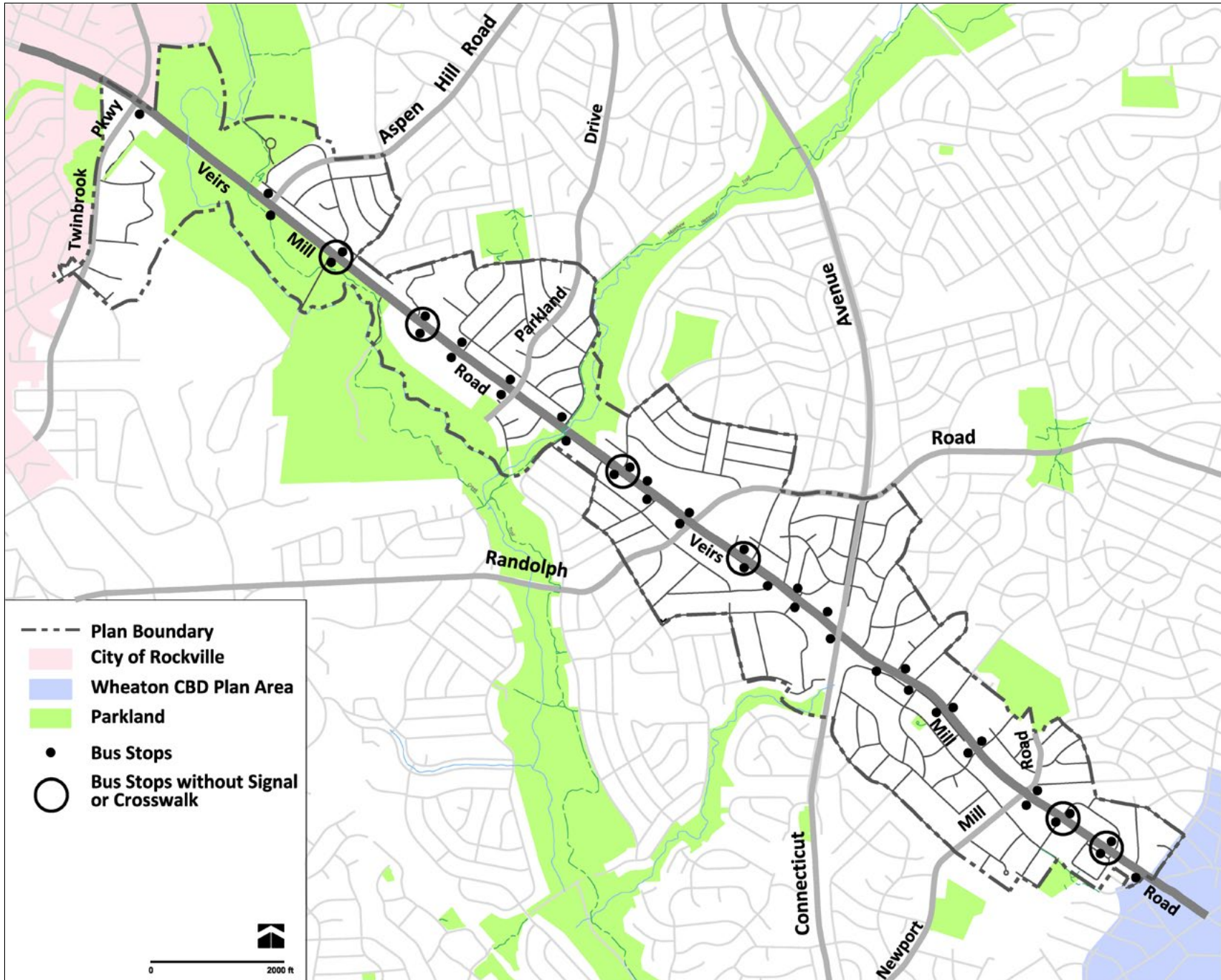


*Improve access to existing bus stops*

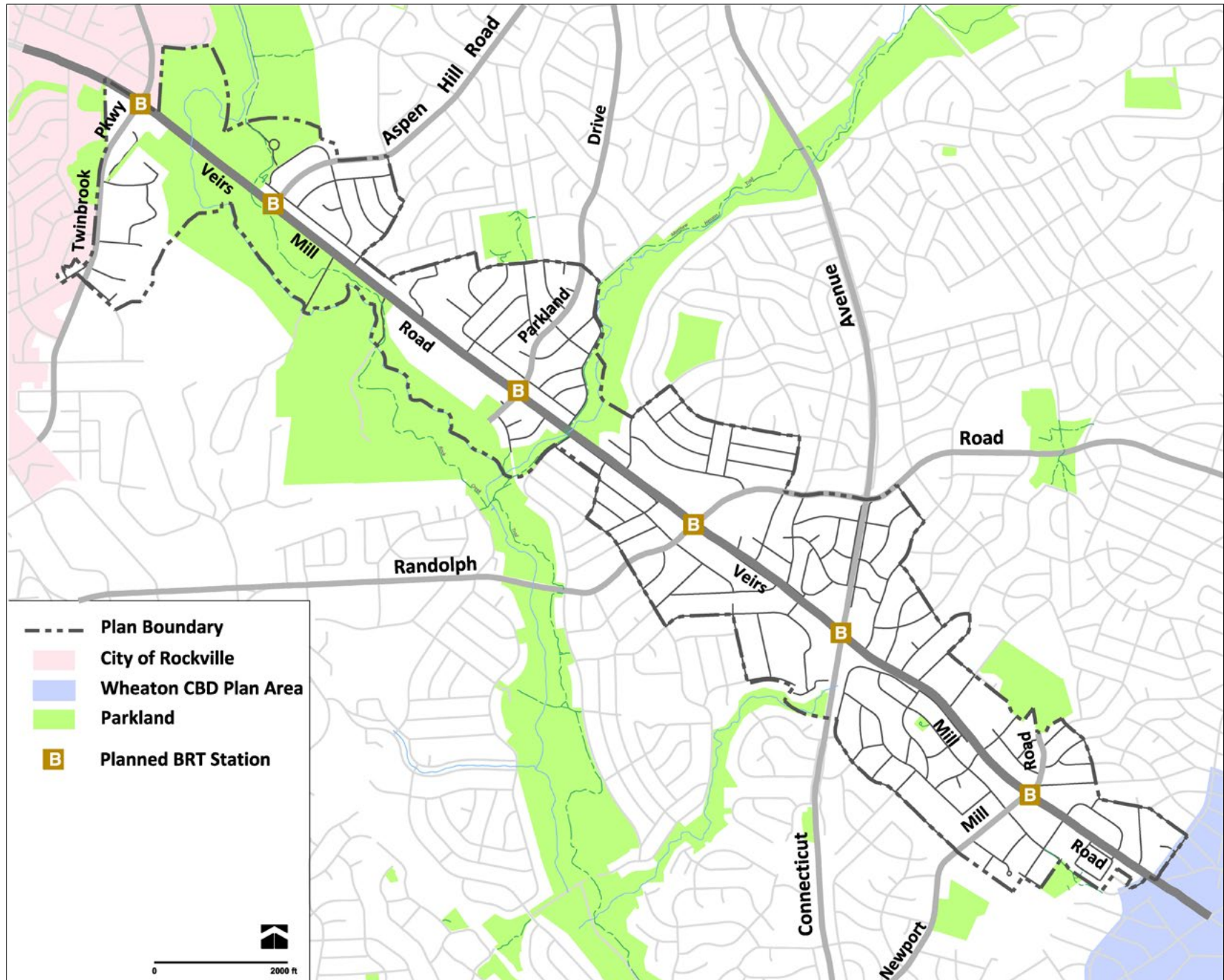
- facilities.
  - o Future planning and design studies should relocate the proposed BRT station from Parkland Drive to Robindale Drive. Also, if the existing garden-style apartments on Twinbrook Parkway or the Twinbrook Center in the City of Rockville is redeveloped, future planning and design studies for the long-term BRT alternative should evaluate the appropriate location of the BRT station at Twinbrook Parkway.



Map 9: Existing Bus Stops on Veirs Mill Road



Map 10: Planned Bus Rapid Transit Stations







#### 2.5.10 Bicycle and Pedestrian Priority Area (BiPPA)

The 2013 *Countywide Transit Corridors Functional Master Plan* established Bicycle and Pedestrian Priority Areas (BiPPA), which are geographic areas where bicycle and pedestrian traffic enhancements are prioritized. An area centering on Veirs Mill Road and Randolph Road was included as a Montgomery County BiPPA. The Veirs Mill Road and Randolph Road BiPPA extends from Parkland Drive to Claridge Road and north on Randolph Road to Connecticut Avenue, as shown in Map 11.

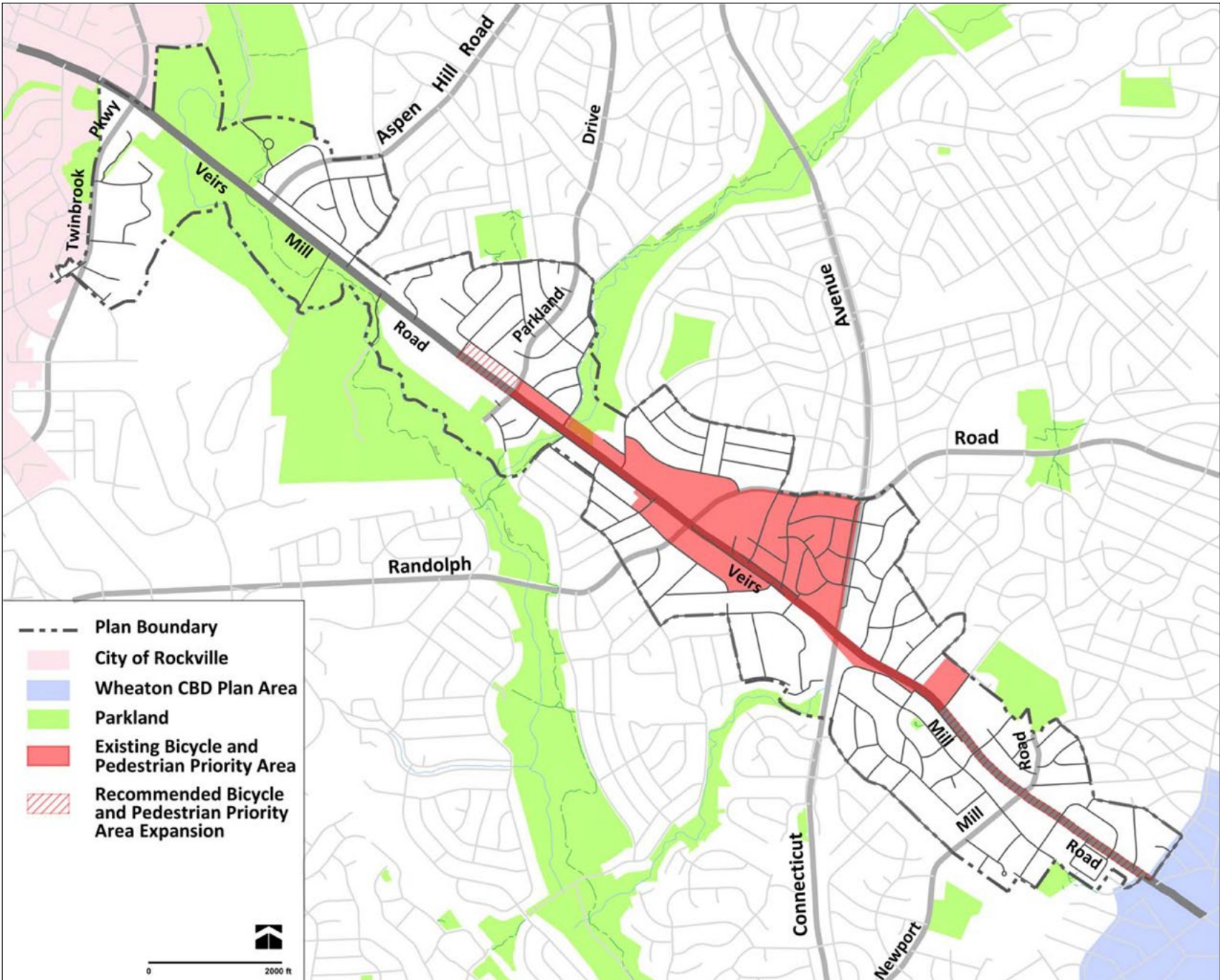
#### 2.5.11 Bicycle and Pedestrian Priority Area (BiPPA) Recommendations

- Expand the current Veirs Mill Road and Randolph Road BiPPA boundary to include the area between Robindale Drive and Parkland Drive as well as the area between Claridge Road and the Wheaton Central Business District.
- Update the 2015 *Veirs Mill Road – Randolph Road BiPPA Report* to consider the priorities identified through this master plan process, including continuous sidewalks, safe crossings, bikeways, improved connections to community uses and improved maintenance of the right-of-way.





**Map 11: Bicycle and Pedestrian Priority Area (BiPPA)**







**Figure 18: Illustrative of Veirs Mill Road and Randolph Road Interchange**

#### 2.5.12 Intersections

Roadway intersections in the plan area should prioritize pedestrians, bicyclists and transit users to increase safety and promote walkability. Several existing intersections include elements that clearly prioritize motor vehicle movements, with little consideration for other road users. These features include significant corner radii, double-left turn lanes and channelized right-turn lanes that enable high-speed turns. Notably absent from these intersections are components that emphasize and highlight the pedestrian and bicyclist domains, including pedestrian countdown signals, leading pedestrian intervals, high-visibility crosswalks, pedestrian-scale lighting and median refuge islands.

The 2004 *Master Plan of Highways and Transitways* recommends a grade-separated

interchange at Veirs Mill Road and Randolph Road to improve traffic movement. No specific design characteristics of the interchange were proposed in the 2004 plan and since then, no interchange plans have been developed.

When the interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes.

#### 2.5.13 Intersections Recommendations

- Incorporate protected intersection treatments, as shown in Figure 18, into the design and construction of street improvement projects. Protected intersections improve safety by extending the physical barrier of separated bicycle lanes and pedestrian crossings into

intersections, thereby reducing the speed of turning vehicles and improving sight lines. The result of these treatments is improved safety for all road users.

- Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible. If channelized right-turn lanes prove to be necessary, design the lanes to limit the exposure of vulnerable road users, including implementing measures to reduce the speed of turning vehicles so that vehicles yield, as required, and/or consider implementation of no right-turn on red restrictions to improve safety for pedestrians and bicyclists crossing the turn lane.



- Retrofit existing signalized intersections with the design and implementation of long-term redevelopment or infrastructure projects, such as BRT, to improve safety. Retrofits can include curb extensions, reduced corner radii, accessible pedestrian signals, leading pedestrian intervals, high visibility crosswalks on each intersection leg, pedestrian-scaled lighting and median refuge islands, where feasible.
- Amend the 2016 Subdivision Staging Policy to create an intersection delay standard of 100 seconds per vehicle at signalized intersections on Veirs Mill Road between the Wheaton Central Business District Policy Area and the Rockville City Policy Area. Due to the high level of fatalities and severe crashes on Veirs Mill Road, there is particular urgency to prioritizing road safety over congestion.
- Confirm the proposed interchange at Veirs Mill Road and Randolph Road in the Master Plan of Highways and Transitways. The construction of the interchange must not be prioritized over the construction of Bus Rapid Transit on Veirs Mill Road, and it must be constructed in a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes, as conceptually shown in Figure 18.

## 2.6 Parks, Trails and Open Spaces

Parks, trails and open spaces enhance the quality of community life by offering visual relief from the built environment, a sense of place, an opportunity to connect with nature and space to gather, play and socialize. In addition, parkland contributes to the natural environment by providing wildlife habitat, improving air quality and protecting water quality.

Successful community design is anchored by a well-functioning open space network, which includes parks, trails and open space, as well as the public realm. The public realm is broadly defined as those spaces where civic interaction can occur, such as publicly owned parks, trails, plazas, streets and sidewalks. It also includes privately owned, publicly accessible spaces, like plazas and seating areas adjacent to residential and commercial buildings.

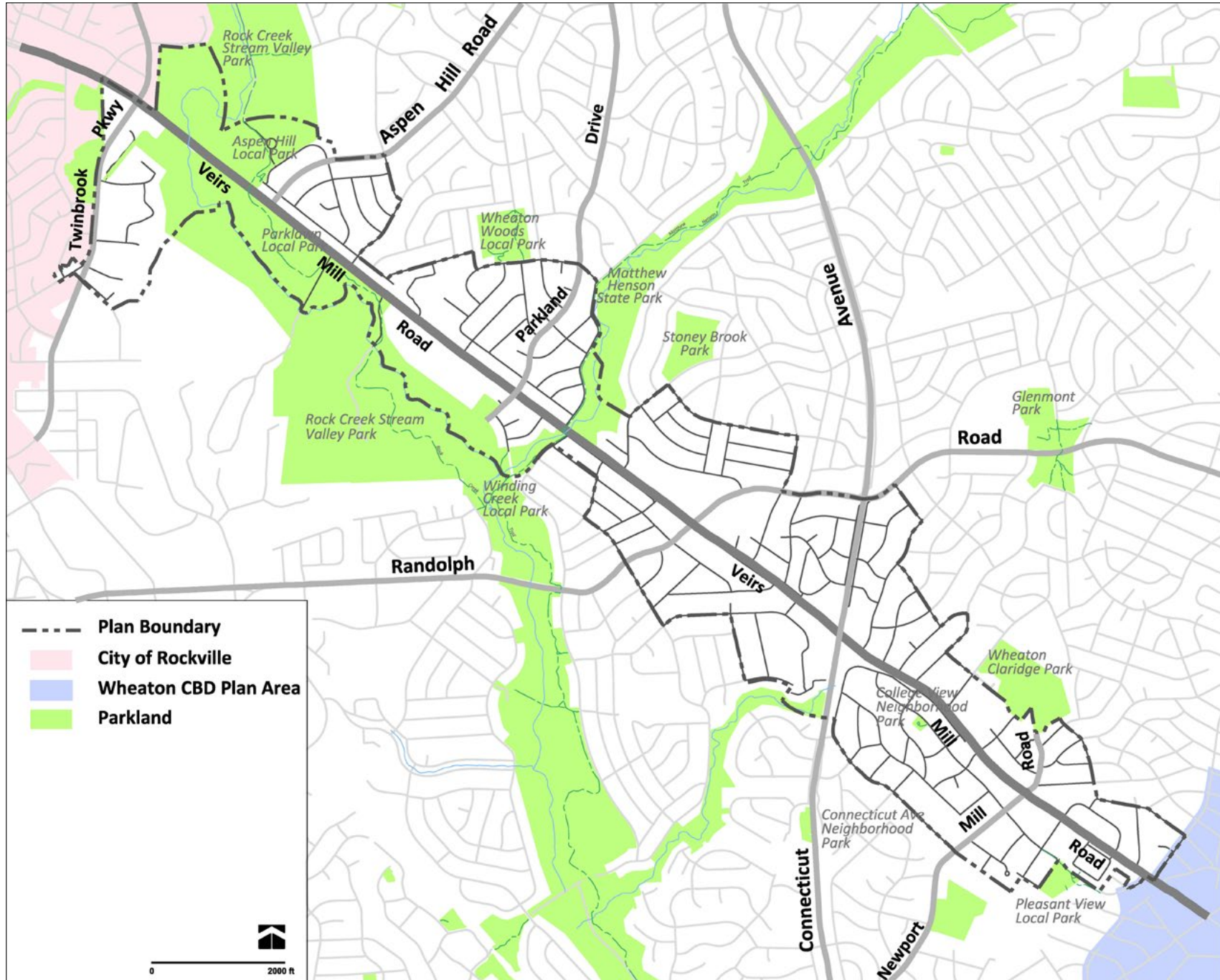
### 2.6.1 Existing Parks, Trails and Open Spaces

The Veirs Mill Corridor Master Plan area is generally well served by parks, trails and open spaces that were primarily designed and constructed during the county's suburban build-out. Many of the existing parks and open spaces are embedded within the community and are not visible or easy to locate from the primary connector of Veirs Mill Road. Each neighborhood includes a local or neighborhood park, as well as a school facility that provides additional open space and recreational opportunities. (Refer to Map 12 for the the existing parks, trails and open spaces in the plan area.)





Map 12: Existing Parks, Trails and Open Spaces







Two significant paved park trails also traverse the plan area – the Rock Creek Trail and the Matthew Henson Trail. In addition, a new trail (the Twinbrook Connector) connecting the Rock Creek Trail and the Twinbrook Metrorail Station area recently opened, with a natural surface extension to Parklawn Local Park.

The Rock Creek Trail crosses Veirs Mill Road on a relatively new trail bridge, completed in

2011. Conversely, the Matthew Henson Trail crossing at Veirs Mill Road is controlled with a pedestrian beacon, traffic warning signs and lights to alert motorists of the trail crossing. While these features improve safety for pedestrians and bicyclists, additional modifications are recommended in this plan to increase safety and accessibility further at the Matthew Henson Trail crossing, as discussed in the transportation section of this chapter.



### 2.6.2 Policy Guidance and Hierarchy for Parks, Trails and Open Spaces

The 2017 *Park, Recreation, and Open Space (PROS) Plan*, developed by the Montgomery County Department of Parks and approved by the Planning Board, serves as the planning policy for parks and recreation in Montgomery County. It focuses on how the parks and recreation system should be designed to meet the needs of a growing population and plays a significant role in shaping the county's quality of life.

Principal components of the PROS Plan are “service delivery strategies” to ensure that the “right parks” are located in the “right places.” The PROS Plan identifies parks, recreation and open space needs and recommends strategies to achieve additional park and recreational facilities, protect natural resources and preserve historic, cultural and agricultural areas. Current and future plans for urban parks, trails, dog parks, community gardens and other needed facilities in Montgomery County are guided by the PROS Plan.

As developed areas continue to experience population growth, acquiring park sites in these areas is becoming increasingly difficult due to competition for land. A system of

parks and open spaces should be provided in each master plan or sector plan area through a combination of public and private efforts.

The PROS Plan suggests that each master plan include an open space system that addresses specific needs, including active recreation destinations; a central “civic green” urban park; an interconnected system of sidewalks and trails to connect parks and open spaces; and wooded areas to provide a sense of contact with nature.

In addition, the PROS Plan recommends the following hierarchy for each neighborhood, block, building and residence that experiences change due to land assembly or development:

- For each neighborhood, provide a neighborhood green, buffer park, or community use recreational park.
- For each block, provide a square, plaza or green area.
- For each building, provide an outdoor recreation space.
- For each residence, provide a private outdoor space.

The parks located within and near the Veirs Mill Corridor Master Plan area largely

fulfill the open space system necessary for urbanizing areas, as defined by the PROS Plan. For example, there are several parks within or adjacent to the plan area that fulfill the need for active recreation destinations, as they provide opportunities for softball and baseball, basketball, soccer, picnicking and playgrounds.

This plan area also includes significant trails, the Rock Creek Trail and the Matthew Henson Trail, that enhance connectivity between parks and open spaces. The Rock Creek Stream Valley Park and the Matthew Henson State Park also offer wooded areas to put visitors in contact with nature.

### 2.6.3 Community Input

While the existing park, open space and trail network address many of the needs within the Veirs Mill Corridor Master Plan area, additional facilities are necessary to fully achieve the open space network desired by the PROS Plan and requested by the community. For example, the Veirs Mill Corridor Master Plan area lacks a central “civic green” urban park, as envisioned in the PROS Plan.

Likewise, while this plan area is served by existing trails, sidewalks and crosswalks are lacking in many areas along Veirs Mill Road, limiting safe connections to parks and open spaces. Staff analysis and input from the public outreach process indicated that residents in the Veirs Mill Corridor Master Plan area desire or need parks and open spaces for.

- Running, walking or biking.
- Gathering with friends.
- Enjoying a community event.
- Connecting with nature.
- Playing and participating in activities for different generations.

### 2.6.4 Parks, Trails and Open Space Goals

This master plan is guided by the following parks, trails and open space goals:

- Preserve and enhance existing parks, trails and open space.
- Improve access to and visibility of parks, trails and open space.
- Provide new parks, plazas and/or open space that connect to walkable streets and trails at neighborhood centers.

### 2.6.5 Parks, Trails and Open Space Recommendations

To achieve these goals, this plan recommends the following improvements for the Veirs Mill Corridor Master Plan area:

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





## 2.7 Environment

The Veirs Mill Corridor Master Plan area is in the Rock Creek watershed and crosses five sub-watersheds: Veirs Mill Mainstem, Turkey Branch, Kengar, Joseph's Branch and Kensington Branch. The area is suburban in nature and developed with auto-centric uses. Most of the development occurred before stormwater management regulations were established and the runoff from impervious surfaces contributes to flooding in the area. (Refer to Figure 19 for a summary of the environmental issues.)

The long-term goal of transforming Veirs Mill Road into a multimodal complete street with bus rapid transit offers opportunities to add green infrastructure, including street trees and stormwater management, which will benefit water quality and reduce flooding. Another potential environmental benefit of the transportation improvements will be a reduction of air pollutants and carbon footprint, as transportation usage shifts from automobiles to pedestrians, bicycles and transit. As with all master plans, a carbon footprint analysis is being conducted as part of this plan

While the Veirs Mill Corridor Master Plan focuses on improved connectivity between transit and community uses, enhanced safety and limited redevelopment to strengthen the existing neighborhoods, there are opportunities for environmental enhancement within existing developments and potential areas of redevelopment. The opportunities for environmental enhancement, illustrated in Figure 20, coupled with the transportation improvements and limited redevelopment, will help to address climate change.

### 2.7.1 Environmental Goals

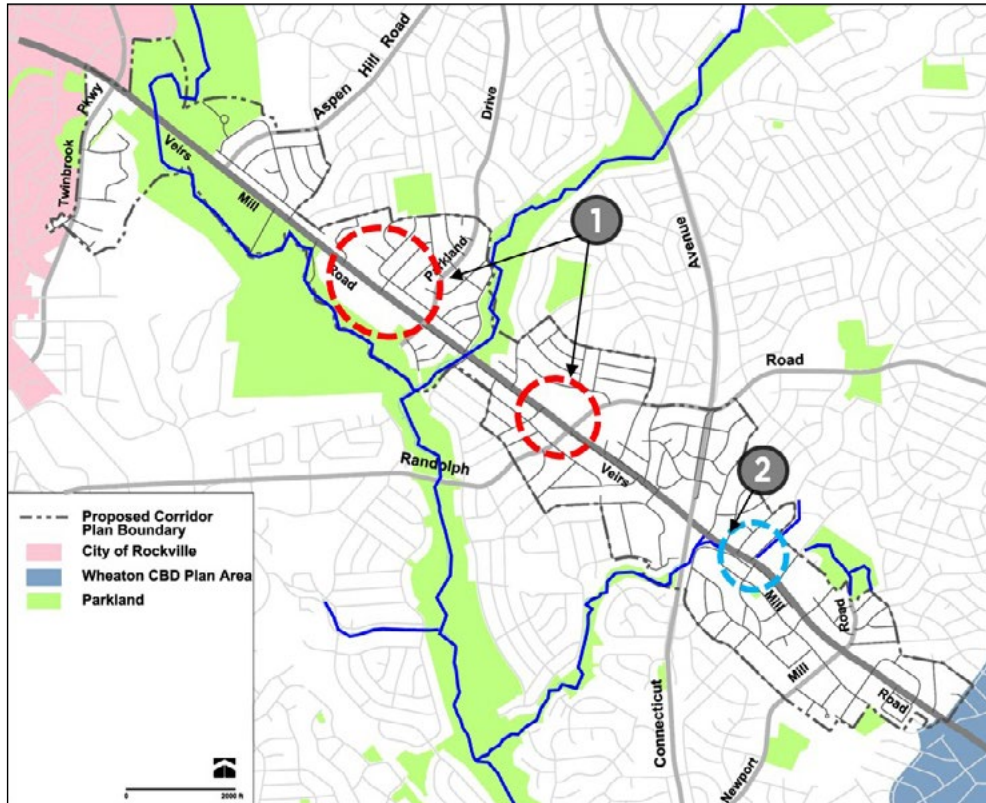
This plan is guided by the following environmental goals and recommendations, which focus on increasing livability while optimizing the transportation network for all users:

- Increase tree canopy cover and diversity of tree species.
- Improve water quality through stormwater management retrofits and impervious surface reduction.
- Improve and restore streams, including Joseph's Branch.

### 2.7.2 Environmental Recommendations

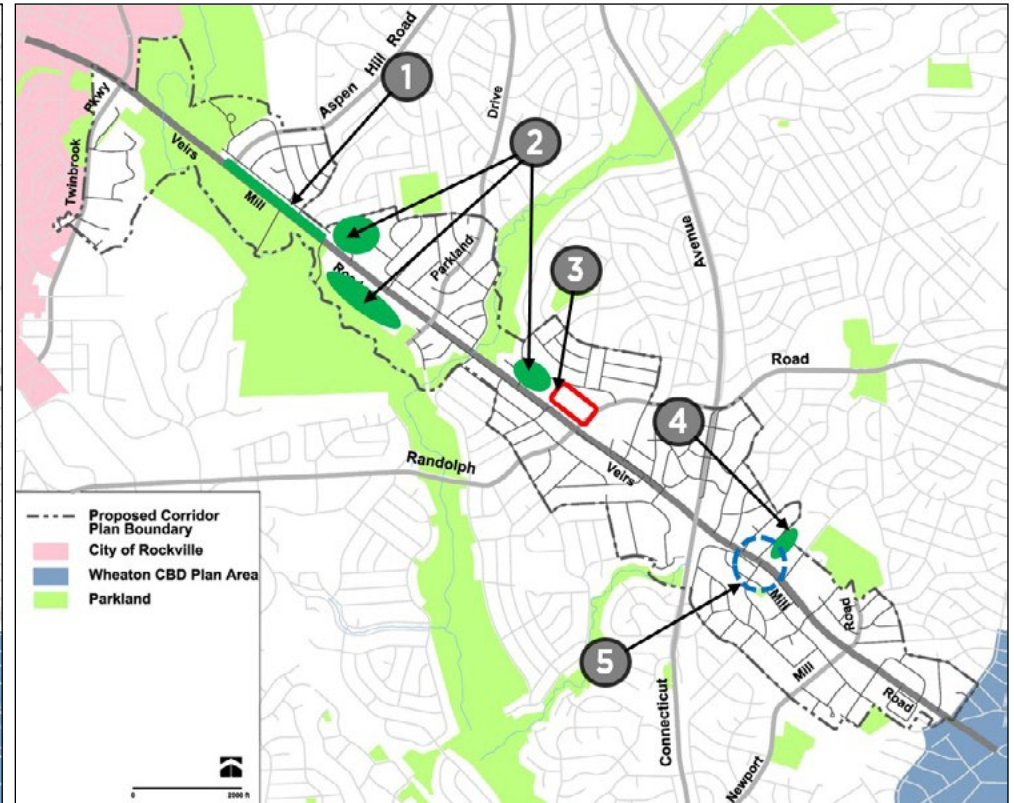
- Increase tree canopy cover through the following actions:
  - o Incorporate street trees along Veirs Mill Road to enhance the pedestrian environment.
  - o Use advanced planting techniques, such as constructed soil and interconnected tree pits, to increase the soil area for tree roots for new or retrofitted paved areas.
  - o Establish a minimum of 30 percent tree canopy cover for new or retrofitted surface parking areas, where feasible.
- Minimize and mitigate stormwater run-off from paved, impervious surfaces through the following:
  - o Encourage compact redevelopment.
  - o Reduce sediment load by retrofitting existing development with stormwater management elements.
  - o Incorporate stormwater management into the development of the BRT lanes and stations in a site-specific, innovative fashion, including a combination of solutions such as:
    - Provide decking over linear stormwater management features.
    - Install visually appealing, stormwater management features on private institutional and commercial properties with appropriate involvement of property owners and necessary easements.
- Install rain gardens and landscaping in the median of the road, integrated with the overall streetscape design, when space allows.
- o Retrofit unused right-of-way and private institutional and commercial properties with easements to provide retention facilities to slow water runoff and eliminate storm surges.
- Reduce energy consumption and improve air quality through the following:
  - o Promote non-auto transportation by prioritizing safe pedestrian connections from existing neighborhoods to existing and proposed transit.
  - o Locate existing and proposed transit stops so they provide safe access for communities on both sides of Veirs Mill Road.
  - o Work with owners of private institutions and commercial properties to promote sharing of parking facilities.
- Protect natural resources through the following:
  - o Avoid stream crossings and other impacts to natural resources as much as possible when altering or adding to the transportation network.
  - o Use required forest and tree planting to enhance and expand existing resources within the Veirs Mill Corridor, especially in stream valley buffers.
  - o Minimize grading and preserve areas of steep slopes and highly erodible soils.

Figure 19: Environmental Issues



- (1)** Areas with high amounts of impervious surfaces and low amounts of treecover **(2)** Area of flooding

Figure 20: Environmental Opportunities



- (1)** Enhance median with stormwater management and/or street trees **(2)** Opportunities to add treecover and/or stormwater management **(3)** Opportunities to retrofit existing parking areas with treecover and/or stormwater management **(4)** Opportunities to add treecover and/or stormwater management **(5)** Potential for stream enhancement and flood reduction



## 2.8 Community Facilities

The residents of the Veirs Mill Corridor Master Plan area are well served by community facilities, including parks, trails and open space, community centers, libraries and schools. These facilities, shown in Map 13, are centrally located within the neighborhoods and provide venues for social interaction and community building. The plan does not recommend any new community facilities, but proposes to strengthen, enhance and promote the existing facilities and services.

### 2.8.1 Community Facilities Goals

- Maintain, enhance and promote existing community facilities and services.
- Preserve the Holiday Park Multi-Service Center as a community resource and promote opportunities to accommodate programming for the larger community with future renovation or expansion of the building.
- Improve safety and accessibility to community facilities to promote walkability.

### 2.8.2 Community Facilities Recommendations

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

### 2.8.3 Community Centers

During the public outreach process, several residents expressed a desire for a community recreation center within the plan area. While no such center currently exists, the plan area is well served with facilities located immediately outside the boundary, including the Twinbrook Community Recreation Center and the future Wheaton Library and Recreation Center, scheduled to open in 2019. These two facilities bookend the plan area, with the former located

on Twinbrook Parkway in the City of Rockville and the latter located at the intersection of Arcola Avenue and Georgia Avenue.

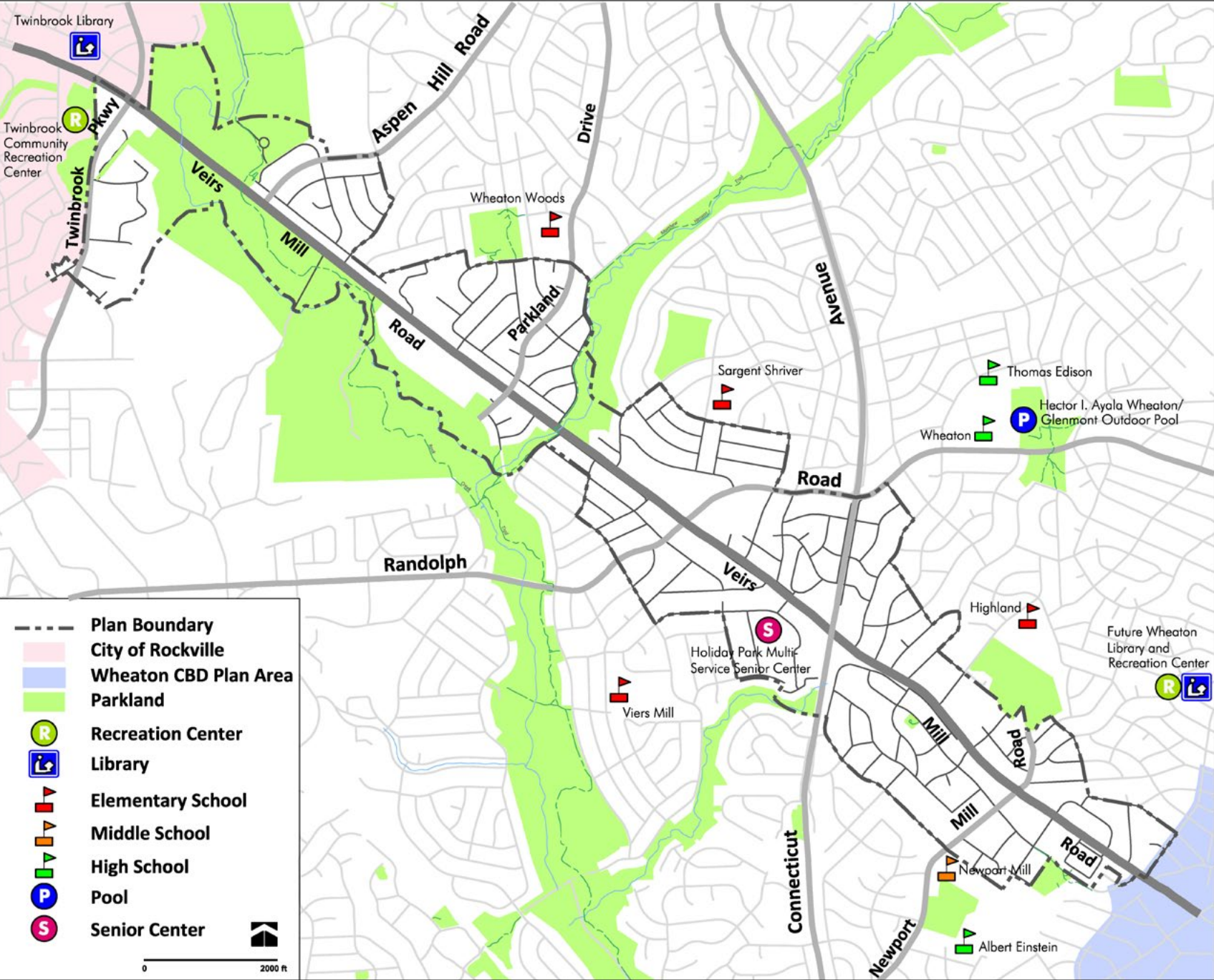
In addition to these two community recreation centers, the plan area is served by the Holiday Park Multi-Service Senior Center, Wheaton-Claridge Park Activity Building (scheduled to reopen in summer 2018 after extensive park renovations are completed) and privately-owned and operated Connecticut Belair Pool. While not located in the plan area, the Montgomery County Department of Recreation's Hector I. Ayala Wheaton/Glenmont Outdoor Pool is also easily accessible to residents of the plan area.

The 2017 *Update of the Montgomery County Recreation Facility Development Plan* recommends that the county move away from local, community-based centers and focus on a regional approach to the development of new recreation facilities strategically located in the county's population centers and accessible to public transportation. The Recreation Facility Development Plan identifies two facilities, currently in the planning phase, that will serve the residents of the Veirs Mill Corridor Master Plan area: the White Flint Community Recreation and Aquatic Center, and the Silver Spring Recreation and Aquatic Center.



*Holiday Park Senior Center*

Map 13: Community Facilities





The Recreation Facility Development Plan also recommends renovating existing facilities, including the Holiday Park Multi-Service Senior Center. Holiday Park is located within the center of the plan area at 3950 Ferrara Drive, Silver Spring, MD. It is the largest senior center in Montgomery County and offers programs, events, classes and services to more than 500 residents each day. Among these offerings are fitness and dance programs; arts and crafts; computer classes; language and performing arts; card and board games; discussion groups; health and wellness services and special events.

While neither renovation nor expansion are currently proposed for the Holiday Park Senior Center, the 2017 *Recreation Facility Development Plan* proposes to develop an assessment process and program requirement documents within the 2018 fiscal year to initiate facility modernization.

With the facility modernization of the Holiday Park Multi-Service Center, this master plan recommends the following:

- 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.
- Consider opportunities to integrate evening programming for youth, potentially at the Holiday Park Senior Center, if long-term facility modernization plans are undertaken.

#### 2.8.4 Libraries

While a library is not located within the Veirs Mill Corridor Master Plan boundaries, the communities of the plan area are well served by nearby libraries, including the Aspen Hill,

Twinbrook and Wheaton Libraries. The Aspen Hill and Twinbrook Libraries were recently renovated through the Montgomery County Public Library Refresh Project and received programmatic, cosmetic and service-related updates to modernize the facilities.

A new library and recreation center (illustrated in Figure 21) are currently under construction near the plan area, at the intersection of Arcola Avenue and Georgia Avenue in Wheaton. The Wheaton Library and Recreation Center will provide a library and community recreation center within a combined facility that is easily accessible to residents of the Veirs Mill Corridor Master Plan area. During the construction, library services are provided by the Wheaton Interim Library, located at 2400 Arcola Avenue.

Figure 21: Future Wheaton Library / Recreation Center



### 2.8.5 Schools

The Veirs Mill Corridor Master Plan area includes parts of the Downcounty Consortium of schools and three other Montgomery County Public Schools high school clusters, including Richard Montgomery, Rockville and Walter Johnson.

More specifically, the plan area is serviced by the the schools in Table 6.

Given the plan's recommendations, it is anticipated that the primary development potential is within the Downcounty Consortium (DCC) and the Richard Montgomery Clusters. Schools within these two service areas are generally projected to be overutilized at the high school level, but within capacity at the middle school and elementary

school levels.

These projections reflect currently planned school additions, major capital projects and the planned 2018 opening of Richard Montgomery Cluster Elementary School #5.

Full build-out of the plan's development potential is estimated to result in approximately 286 elementary school students, 116 middle school students and 162 high school students. Table 7 identifies the plan's projected enrollment impacts by school service area.

Build-out of the plan requires redevelopment of several properties and is estimated to take 20 to 30 years. Some properties identified for more housing units may not redevelop at all during the life of the plan. As the full impact

of the plan on school enrollments will not be realized for many years, it is impossible to precisely gauge the impact on public schools. Nevertheless, the Planning Department will evaluate development applications for school adequacy against the available capacity identified through the annual school test. Staff will further monitor school enrollment and evaluate the need for additional capacity and potential identification of a new school site, if applicable, through the regulatory review process.

Likewise, school enrollments and student generation rates will fluctuate over the 20- to 30-year time-frame of the plan. Finally, Montgomery County Public Schools (MCPS) capacity and enrollment projections focus on a six-year time-frame, not a 20- to 30-year period.

**Table 6: Schools Servicing the Planning Area**

Richard Montgomery Cluster	Rockville Cluster	Walter Johnson Cluster	Downcounty Consortium <sup>1</sup>		
Richard Montgomery HS	Rockville HS	Walter Johnson HS	Wheaton HS		Albert Einstein HS
Julius West MS	Earle B. Wood MS	Tilden MS	A Mario Loiederman MS	Parkland MS	Newport Mill MS
Twinbrook ES	Meadow Hall ES	Garrett Park ES	Sargent Shriver ES	Wheaton Woods ES	Highland ES
	Rock Creek Valley ES		Viers Mill ES		Rock View ES

<sup>1</sup> Wheaton and Einstein High Schools are part of the Downcounty Consortium (DCC), which includes three other high schools. Students living within the DCC service area are guaranteed enrollment to their home high school but may also enroll in one of the other four DCC high schools. Therefore, not all public school students living with the Wheaton and Einstein service areas attend those two schools.

**Table 7: Projected Enrollment Impact**

	Elementary School	Middle School	High School
Downcounty Consortium	158 students	64 students	86 students
Richard Montgomery Cluster	168 students	67 students	94 students
<b>TOTAL</b>	<b>326 students</b>	<b>131 students</b>	<b>180 students</b>



Should the need arise to accommodate additional students in these service areas as the result of this plan or any other factors, MCPS would explore the following range of options:

- Determine if space is available at nearby schools within the respective clusters or in adjacent clusters and reassign students to the school(s) with spaces available.
- Build an addition, or additions, at nearby school(s) and reassign students to the school(s) with increased capacity.
- If the capacity of existing schools, even with additions built, is insufficient to address increased enrollment, then the opening of a new school would be considered.

A new school could be provided in one of two ways:

- Reopen a former school within the service areas.
  - o Within the Richard Montgomery cluster service area, the only facility formerly operated as a school is the Woodley Gardens Elementary School site, which is currently owned by the City of Rockville and used as a senior center.
  - o There are two former school sites within the Wheaton Cluster – Rocking Horse Road Elementary School, which is owned by the Board of Education, and the Bushey Drive Elementary School, which is a county-owned facility currently used as the Montgomery County Department of Recreation Administrative Offices and contemplated for future

redevelopment as part of this master plan.

- o There are five former school sites owned by the county within the Einstein Cluster service area. These sites include Forest Grove Elementary School (leased to Holy Cross Hospital), Macdonald Knolls Elementary School (used for various county programs), Montgomery Hills Junior High School (leased to a private school), Pleasant View Elementary School (leased to a private school) and Woodside Elementary School (occupied by the Montgomery County Department of Health and Human Services).
- o Three former elementary school sites located elsewhere within the DCC service area, include Spring Mill Center and Saddlebrook Elementary School in the Kennedy Cluster, and Parkside Elementary School in the Northwood Cluster. It is likely that these are too far removed from the Veirs Mill Corridor Master Plan area to provide direct relief to any future overcrowding resulting from this plan.
- Construct a new elementary school. There are currently no future school sites identified in the Richard Montgomery, Wheaton or Einstein cluster service areas. A site selection process would be conducted for a new school and co-location and/or purchase may be required.

To alleviate projected overcrowding at Walter Johnson High School, Albert Einstein High School, across the DCC and throughout the lower county region, MCPS is currently exploring the option of reopening

Woodward High School, which is located on Old Georgetown Road in Bethesda. The timeframe for this project has not yet been determined and impacts of this additional capacity are not yet reflected in the MCPS enrollment projections. This building, the only former high school in the MCPS inventory, currently houses Tilden Middle School; however, Tilden will relocate to its original Tilden Lane location when its new facility is completed in September 2020.

Also, MCPS is currently planning for an addition to Northwood High School, but the schedule for this project has not yet been determined and impacts of this additional capacity are not yet reflected in the MCPS projections.

Recommendation: Ensure options for providing adequate student enrollment capacity within the Richard Montgomery Cluster and the Downcounty Consortium, particularly at the high school level.

## 2.8.6 Regional Services Center

The Mid-County Regional Services Center is the local governmental office for the plan area. The Regional Services Center serves to strengthen communication between the community and the Montgomery County government, and identify priorities, programs and policies for the local community. The Regional Services Center is temporarily located on Grandview Avenue in Wheaton. With the completion of the Wheaton Revitalization Project, illustrated in Figure 22, the Mid-County Regional Services Center will relocate to its permanent location within the new government office building and revitalized town square near the Wheaton Metrorail Station.

### 2.8.7 Fire, Rescue and Emergency Medical Services

The Veirs Mill Corridor Master Plan Area is served primarily by Fire-Rescue Stations 3, 21, 23 and 5. Rockville Volunteer Fire Department Stations 3 and 23 are located at 380 Hungerford Drive and 121 Rollins Avenue, respectively. Kensington Volunteer Fire Department (KVFD) Stations 21 and 5 are located at 12500 Veirs Mill Road and 10620 Connecticut Avenue, respectively.

Other fire-rescue stations that serve the Veirs Mill Road Corridor include Wheaton Volunteer Rescue Squad Station 42 (2400 Arcola Avenue) and KVFD Station 18 (12210 Georgia Avenue). Frontline resources at these stations, collectively, include paramedic engines, ambulances, medic units, paramedic chase units, rescue squads and aerial units.

While no additional fire-rescue facilities are planned for the Veirs Mill Road Corridor or adjacent areas, Station 23 will be relocated to the intersection of Randolph Road and Chapman Avenue (formerly Maple Avenue) within the White Flint Sector Plan Area. Station 3 may be renovated on its existing site or potentially relocated to a new facility nearby. As of 2018, there are no plans for renovating or expanding Stations 5, 18, 21 or 42.

### 2.8.8 Public Safety

The Veirs Mill Corridor Master Plan area is served by Districts 1 and 4 of the Montgomery County Department of Police. Police station 1D is located at 100 Edison Park Drive in Gaithersburg, while station 4D is located at 2300 Randolph Road in Wheaton. Police District 1 provides service to areas west of Aspen Hill Road, while District 4 provides service to much of the plan area, from Aspen Hill Road to the eastern plan boundary.



Figure 22: Future Wheaton Revitalization Project





# INTRODUCTION

The land along Veirs Mill Road was largely in agricultural use until after World War II when returning veterans and new government workers brought great demand for housing in the area. Developments along Veirs Mill Road were a major factor in the population growth in the Rockville census district during this era which increased from 5,995 in 1940 to 26,328 in 1956.

With the release of wartime building restrictions and the availability of expansive, low-cost tracts of farmland right outside the nation's capital, Montgomery County was a prime location for postwar housing development. The Servicemen's Readjustment Act of 1944, commonly known as the G.I. Bill of Rights, offered subsidized housing loans for veterans and Federal Housing Administration (FHA) programs provided low cost mortgages for homeowners, ensuring a steady market for home sales.

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

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

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

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

Developers rushed to supply housing to meet demand. Starting in 1947, a 328-acre farmland tract (bounded by Veirs Mill Road to the north, Randolph Road to the east, Rock Creek to the south and Turkey Branch to the west) was transformed in one year into Veirs Mill Village. This collection of 1,105 identical Cape Code houses, with four rooms and a basement, each sold for an affordable \$8,700.

Despite the subdivision's name, the Brooklyn, New York-based Veirs Mill Village Construction Company, the builder of Veirs Mill Village, was not community-oriented, omitting such amenities as parks and community buildings. Established residents and county agencies decried the project, seeing it as cookie-cutter development of cheap, boxlike housing within a bulldozed landscape. Yet Veirs Mill Village residents, with a median age of 21, were mostly happy to own homes with central heating and a modern kitchen.

Conversely, Washington, DC developer Joseph L. Geeraert conceived Twinbrook as a planned community with public amenities. Between 1947 and 1959, Geeraert built 1,500 houses with four schools, four parks, and a shopping center, making it the largest Montgomery County subdivision of its time. Twinbrook was developed with an environmentally sensitive plan, which included curved roads that followed natural topography, rather than leveled land.

Reaction against land-scraping practices led a new wave of architects and developers, including Charles M. Goodman and Carl M. Freeman, to design projects that retained mature trees and natural topography. The Montgomery County Council also supported landscape preservation through legislation called the "Anti-Bulldozer Bill." While the bill lacked regulatory enforcement, it served to raise public awareness of the issue.

In 1961, the Montgomery County Council and Montgomery County Planning Department initiated an annual contest to recognize conservation-minded developers whose projects preserved trees and natural topography. Carl M. Freeman was an early award-winner for his Americana garden apartments, including American Halpine (1966), which preserved a wooded site along Rock Creek (now known as Halpine View apartments).

The pace of growth along the Veirs Mill corridor slowed in the 1970s. From 1974 to 1978, the school board closed 18 elementary schools and one junior high school in the area due to declining enrollments. Representative of this trend was Holiday Park Elementary School, which opened in 1961 and closed in 1978. The building, located southwest of the Veirs Mill Road and Connecticut Avenue intersection on Ferrara Avenue, is now operated by the Department of Recreation as the Holiday Park Multi-Service Senior Center.

The character of the Veirs Mill corridor that was established during the postwar development period remains largely intact. The following paragraphs describe several residential communities, civic amenities and institutional and cultural resources and cultural resources by their location within the Veirs Mill Corridor Master Plan Area.



*Home in Veirs Mill Village*



*Halpine View Apartments*



## Newport Mill District

### *Hammond Wood and Hammond Hill*

The Hammond Wood Historic District and the Hammond Hill community represent the forward-looking residential designs of modernist architect Charles M. Goodman. A principled modernist architect of custom houses, Goodman launched into the arena of tract housing driven by a social conscience and a desire to provide quality dwellings that were affordable to the middle class. His modern designs were compatible with zoning and retained the wooded landscapes surrounding them. Goodman's houses were enthusiastically received and sold quickly.

Hammond Hill, built in 1950 and located at Pendleton Drive on the north side of Veirs Mill Road, was the first Goodman subdivision in the county. Hammond Wood, located directly across Veirs Mill Road from Hammond Hill, was built between 1949 and 1951 and was listed on the National Register of Historic Places in 2004. Although outside the Veirs Mill Corridor Master Plan area, Rock Creek Woods, was also designed by Goodman and listed on the National Register in 2004.

College View Drive, which traverses the Hammond Wood Historic District, bears homage to a Lutheran College for Women once planned for the tract across Veirs Mill Road. In 1945, developer Abraham Kay bought the college tract and created the residential subdivision of Wheaton Hills, platted two years later.

### *St. Catherine Labouré Catholic Church*

St. Catherine Labouré Catholic Church, located at 11801 Claridge Road, was built in 1969 and represents the growing diversity in the county. In 1976, the church hosted the first known Spanish-language Catholic mass in Montgomery County. The National Register-eligible resource is notable for its sculptural modernist design by architect Donald Johnson, a Washington D.C. based architect of the firm Johnson and Boutin. The church still draws Hispanic worshippers from the Veirs Mill corridor area.

### *Wheaton-Claridge Local Park and Recreation Building*

Wheaton-Claridge Local Park, located at 11901 Claridge Road, was acquired by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in 1950 from a Silver Spring funeral director, Warner Pumphrey. The 20-acre property was acquired due to its location next to Highland Elementary School, as the Commission desired recreational facilities adjacent to schools to maximize utilization of the facilities.

M-NCPPC inherited several amenities with the property, including a house, horse stable and riding ring, swimming pool and picnic grove. The stable was renovated and converted to the Wheaton Recreation Center in 1954. The Wheaton Claridge Local Park is currently under renovation and improvements include Americans with Disabilities Act (ADA) access to the existing park activity building, an enhanced playground, stabilization of an existing natural surface trail and improved vehicular access and parking.



Top: St. Catherine Labouré Catholic Church; Bottom: Hammond Hill

## Connecticut - Randolph District

### *Connecticut Avenue Estates*

Connecticut Avenue Estates (generally defined by Randolph Road to the west and north, Valleywood Drive to the east and Veirs Mill Road to the south) is a large residential subdivision first platted in 1954 by Kay Construction Company, founded by philanthropist and developer Abraham Kay. A Russian immigrant, Abraham Kay attracted a new population to Montgomery County when he opened Indian Spring Club to Jewish membership and built affordable housing. Kay is credited with opening water and sewer lines to Wheaton, as well as opening the area to development.

While the homes within Connecticut Avenue Estates date to the 1950s, the Connecticut Avenue Estates Civic Association was not formed until the early 1990s. Montgomery Housing Partnership, Inc. (MHP) has worked with the civic association nearly since its establishment, to build, improve and maintain neighborhood vitality and quality of life.

In the late 1990s, the Neighborhood Development and Revitalization Program of MHP, in collaboration with the civic association and the Montgomery County Department of Housing and Community Affairs (DHCA) worked to address vacant and foreclosed properties, crime and neighborhood apathy in the Connecticut Avenue Estates. This collaboration resulted in neighborhood improvements including the rehabilitation of approximately 20 homes, the introduction of neighborhood gateway features, increased home ownership and a strengthened neighborhood association.

MHP continues to work with the Connecticut Avenue Estates Civic Association to build community, educate residents on County policies, regulations and services, and promote neighborhood improvements. The housing partnership recently facilitated a community visioning process with the Connecticut Avenue Estates as well as two adjacent neighborhoods, Glenmont Forest and Wheaton Hills, to plan for their communities.

### *Holiday Park Multiservice Senior Center*

South of Veirs Mill Road at Ferrara Drive is the Holiday Park Multi-Service Senior Center, originally built as the Holiday Park Elementary School, which operated from 1961 to 1978. This transformation of use from a school to a senior center was representative of the changing population in the late 20th century.

The Holiday Park Multi-Service Senior Center (3950 Ferrara Drive) is owned and operated by the Montgomery County Department of Recreation and is the county's largest senior center, serving approximately 500 to 600 residents age 55 and older daily.

### *Bushey Drive Elementary School*

Bushey Drive Elementary School, located at 4010 Randolph Road, was built in 1961 as classrooms in the round and operated as a public school until the late 1970s. Architects Deigert and Yerkes, best known for the National Arboretum building, designed the school with affordability in mind, using precast concrete panels and an economical floor plan. For many years, the Bushey Drive School was home to a theater company that became known as the Round House Theater group. The building is currently used for the administrative offices of the Montgomery County Department of Recreation and continues to accommodate theatrical performances.



*Former Bushey Drive Elementary School*



## Robindale District

### Matthew Henson State Park

The Matthew Henson State Park is located in the center of the Veirs Mill Corridor Master Plan Area along Turkey Branch, a tributary of Rock Creek. The park is named in honor of Matthew Henson, the first African American Arctic explorer. Henson's most famous journey was his expedition to the North Pole with Robert Peary in 1909.

Like Josiah Henson, the Methodist minister who was an Underground Railroad conductor, Matthew Henson was born in Charles County, Maryland but the two are of no relation. The portion of Henson State Park located northeast of Veirs Mill Road is managed by the state of Maryland, while the segment southwest of Veirs Mill Road is managed by the Montgomery County Department of Parks.

### Rock Creek Terrace Apartments

Rock Creek Terrace, located at 12630 Veirs Mill Road, was built in 1971 on a wooded site along Rock Creek Park. The project was designed by Washington, DC architects Joseph Abel and Jesse Weinstein, the successor firm of Berla and Abel, pioneers of modernist apartment buildings in the metropolitan area.



#### The Veirs Mill

In 1838, Samuel Clark Veirs constructed a mill on Rock Creek along the south side of the one-lane Rockville Turnpike (today's Veirs Mill Road). The former mill site is somewhere within Rock Creek Stream Valley Park. This saw and grist mill had 14 employees by 1880 who generated 100 bushels of grist per day. Historic maps place the mill east of the turnpike's intersection with a northerly road, now gone, that ran through today's parkland. By 1927, the mill was no longer operating, and a 1937 *State Roads Commission* plat indicated a "stone foundation of Veirs Mill." That plat depicted the widening of Veirs Mill Road and the relocation of Aspen Hill Road to the east, changes constructed in 1955. It is unknown if the mill foundation was disturbed. In addition, the watercourse of Rock Creek was altered over time.

In 1994, the Veirs Mill Site was added to Montgomery County's *Locational Atlas and Index of Historic Sites* (Resource #27/19) during the Aspen Hill Master Plan. Evaluation of the resource was "deferred" pending archaeological investigation.

In 2002, the Maryland State Highway Administration (SHA) reconstructed Veirs Mill Road, to provide bus lanes and shoulders and undertook a Section 106 review, pursuant to the National Historic Preservation Act of 1966. The "Area of Potential Effect" was limited to the construction site. SHA recommended and the Maryland Historical Trust concurred: "No Properties were Affected." In 2003, Montgomery County Department of Transportation initiated Section 106 on the Rock Creek Hiker Biker Trail, noting the previous Section 106 finding. The Montgomery County Department of Parks senior staff archaeologist believed the mill location was outside the limits of construction and the Maryland Historical Trust concurred.

Parks staff conducted field visits between May 2017 and February 2018. Six shovel test pits were excavated in one possible location, near what may have been the mill race. Given intact soil, there is potential for archaeological resources south of the trail bridge. Two additional shovel test pits were excavated further northwest and reveal potential remnants of a mill race, building locations, or 20th century road access. Two final site visits assessed the foundation shown on the 1937 *State Roads Commission* plat where staff determined archaeological resources are unlikely to remain. Given the ambiguity surrounding the mill foundation's location, it is possible the foundation of the Veirs Mill site, an associated building, or archaeological deposits are still present on parkland. The site should be retained on the Locational Atlas. A systematic shovel test pit survey is recommended prior to any ground disturbance.



## Twinbrook District

Americana Halpine, now the Halpine View Apartments, was built in the mid-1960s by Carl M. Freeman, an influential and innovative developer. A founder and president of the Maryland Suburban Home Builders Association, Freeman was recognized as one of the top 12 builders in the nation in 1964. He helped transform local and national housing regulations from building codes to zoning. Freeman was known for residential projects that conserve natural topography and mature trees and he designed housing ranging from garden apartments to condominiums and resort communities.

Set into hillside, his low-slung, modernist Americana Halpine apartment buildings are banked into the sloping land, with glass walls that open to terraces and balconies. Large expanses of greenery and mature trees are made accessible to pedestrians through walkways and picnic areas, and to residents from balconies and terraces. Community life is fostered with such amenities as picnic area and playgrounds.



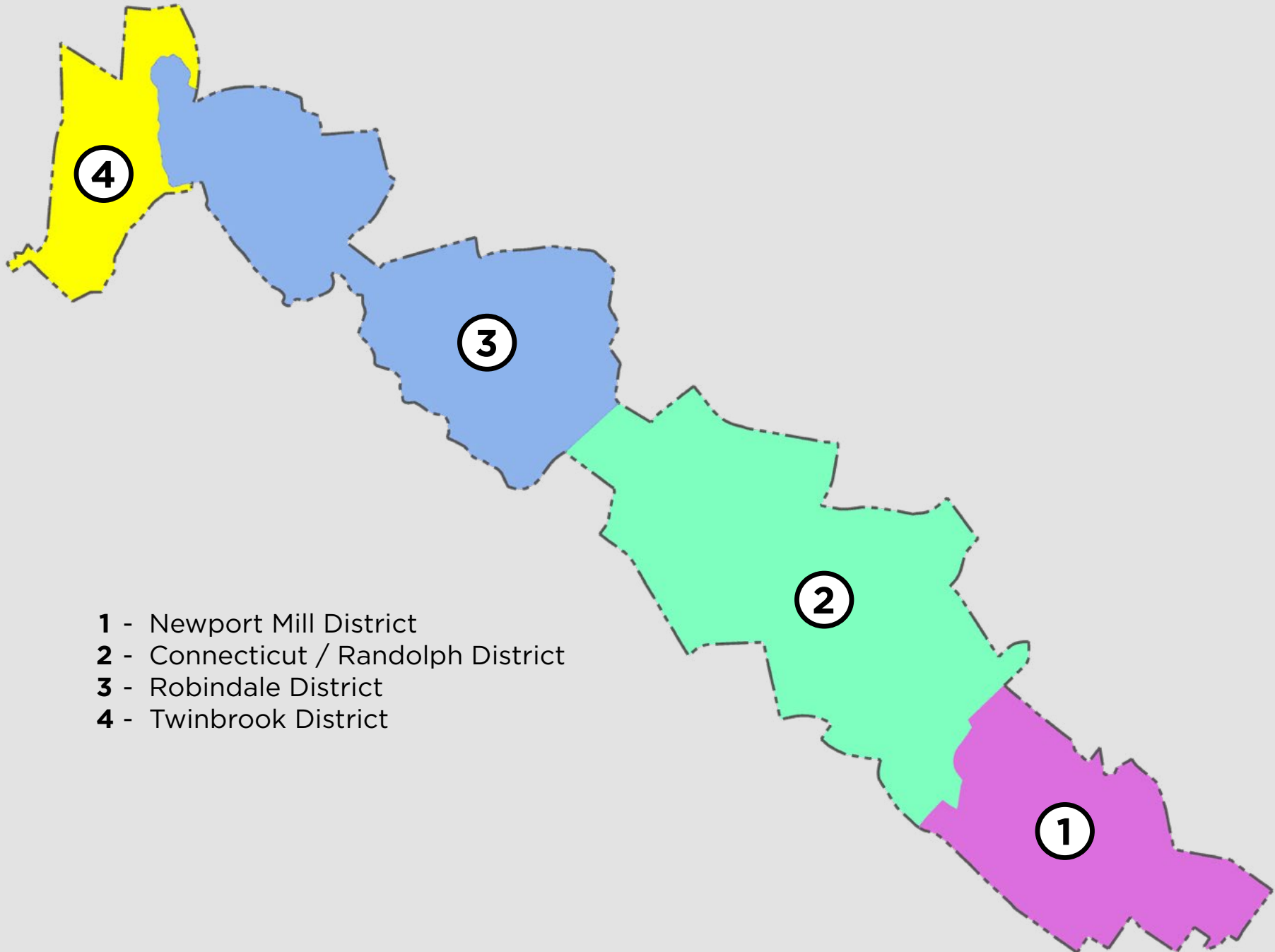
*Rock Creek Woods Apartments*



*Halpine View Apartments*



**Map 14: Plan Districts**



# Chapter 3: Districts

The Veirs Mill Corridor Master Plan has four identifiable districts with varying contexts, opportunities and challenges. These districts are Newport Mill, Connecticut / Randolph, Robindale and Twinbrook, as shown in Map 14.

The plan considers land use, zoning, design and potential improvements to the public realm at the district level to evaluate the existing context, develop recommendations that strengthen the corridor and adjoining communities, and explore opportunities for additional density and alternative housing prototypes.



## 3.1 Newport Mill District

The Newport Mill District begins at the eastern edge of the plan area, at Galt Avenue and College View Drive, and extends to Valleywood Drive and Gail Street. The district is primarily characterized by single-family homes, although two townhouse communities – the Town and Country Townhouses, and the Montclair Manor Townhouses – are in the district.

The district also includes community uses, such as Pleasant View Park, College View Park and Wheaton-Claridge Park, as well as institutional uses, including St. Catherine Labouré Catholic Church, Wheaton Community Church and the Son of David Congregation. Highland Elementary School, Newport Mill Middle School and Albert Einstein High School are located just outside the Newport Mill District and master plan boundary.

Sites within the Newport Mill District that are recommended for rezoning include:

- Town and Country Townhouses.
- Montclair Manor Townhouses.

Refer to Maps 15, 16 and 17 for the existing zoning, proposed zoning and proposed land use in the Newport Mill District.

### 3.1.1 Land Use and Zoning

#### The Town and Country Townhouses

The Town and Country Townhouses, located at Schoolhouse Circle and Veirs Mill Road, are zoned Residential Townhouse (RT-10), a

zone temporarily retained from the previous Montgomery County Zoning Ordinance (effective prior to October 30, 2014). The RT zones were intended to accommodate townhouse developments and provide flexibility in site design.

The RT zones were replaced with three townhouse zones in the 2014 Zoning Ordinance: Townhouse Low Density (TLD), Townhouse Medium Density (TMD) and Townhouse High Density (THD). As master plans are updated, the RT zones are gradually being replaced with the TLD, TMD and THD zones, as appropriate through the sectional map amendment process.

#### Recommendation

- Rezone the Town and Country Townhouses from RT-10 to the Townhouse Medium Density (TMD) zone.

#### The Montclair Manor Townhouses

The Montclair Manor Townhouses, located at 11739 – 11769 Veirs Mill Road, are zoned RT-12.5. This zone was temporarily retained from the previous Montgomery County Zoning Ordinance but cannot be upheld through the master plan's sectional map amendment process due to new regulations established in the 2014 zoning code.

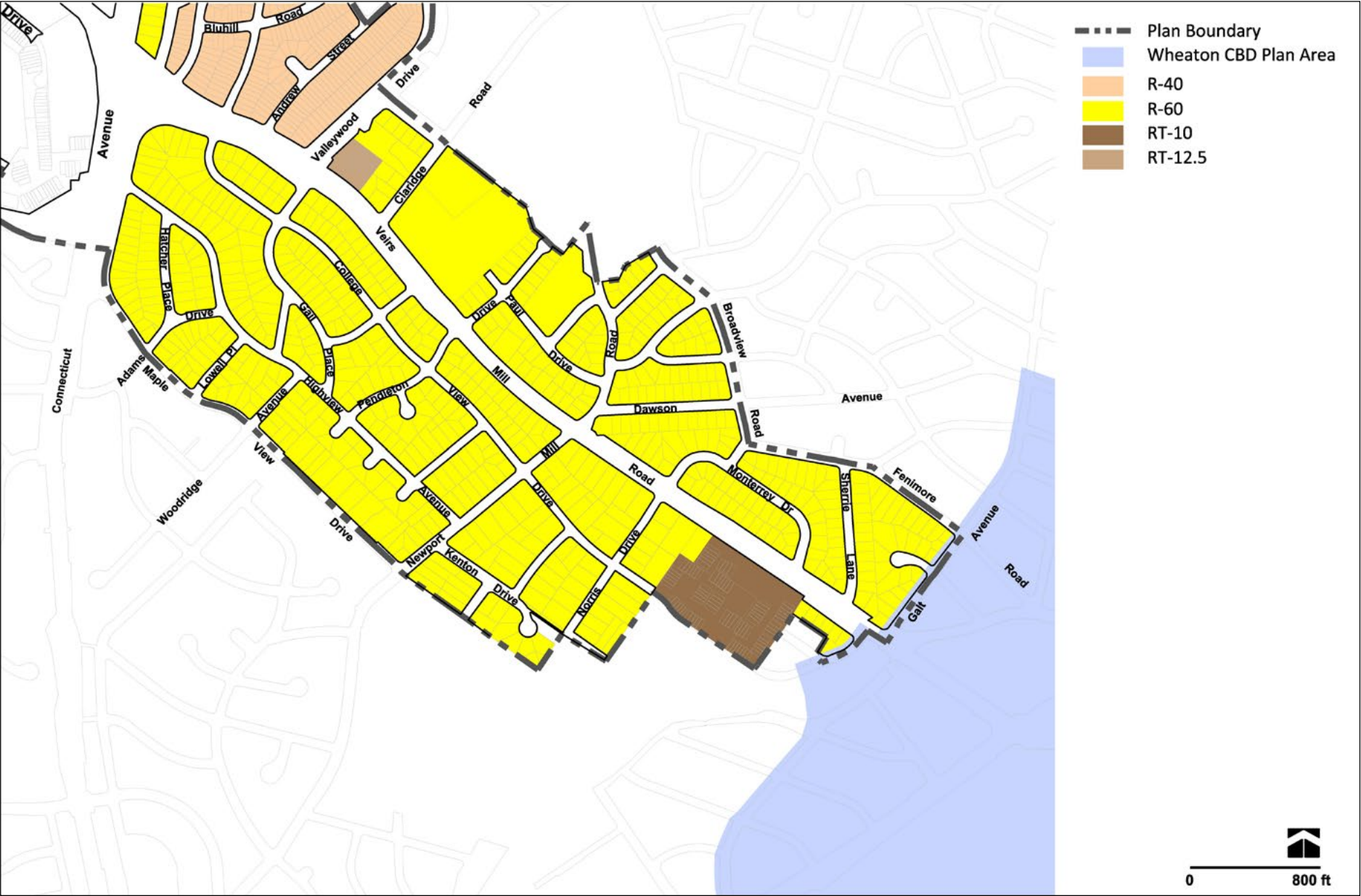
#### Recommendation

- Rezone the Montclair Manor Townhouses from RT-12.5 to the Townhouse Medium Density (TMD) zone.

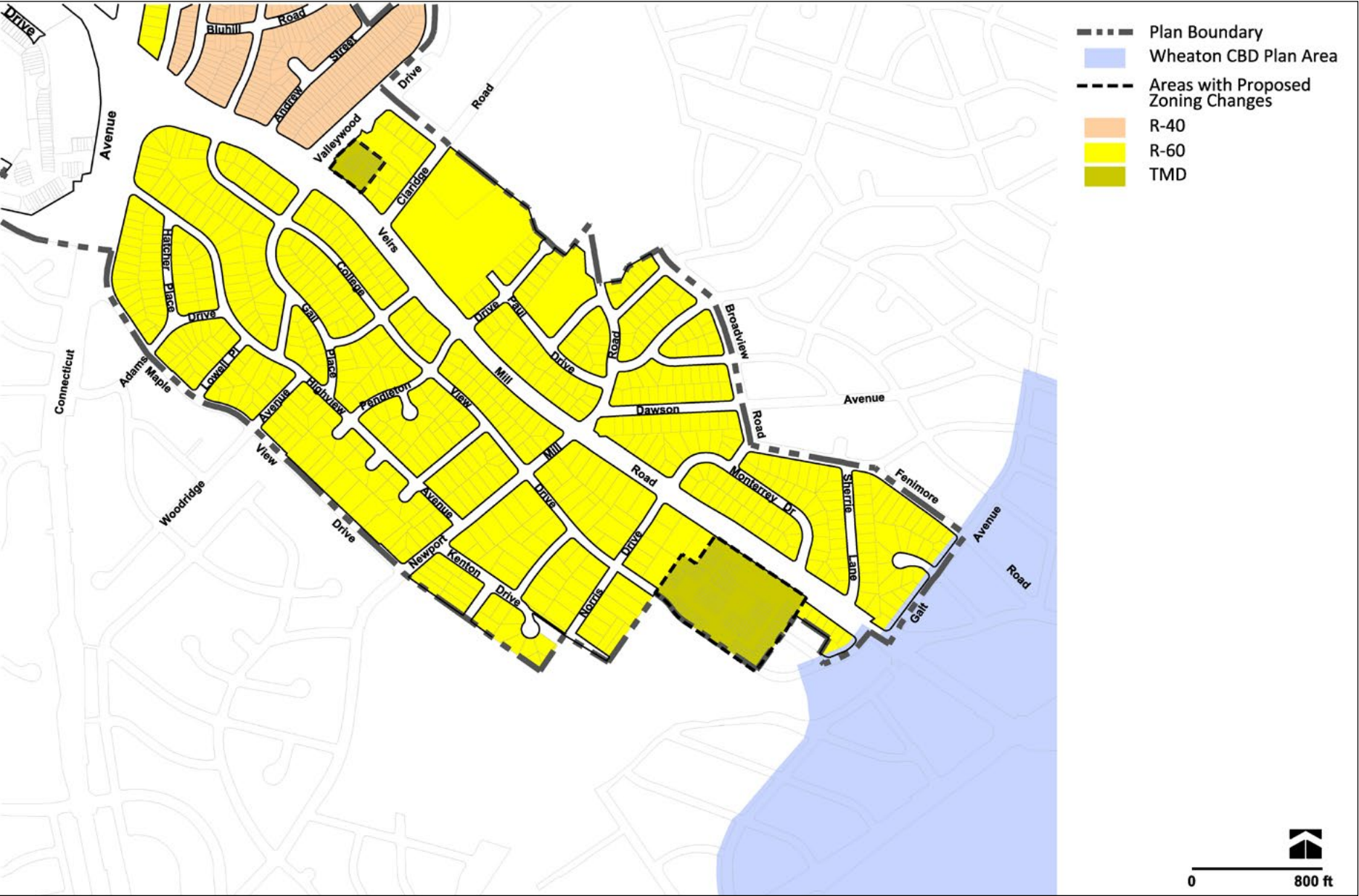




Map 15: Newport Mill District Existing Zoning

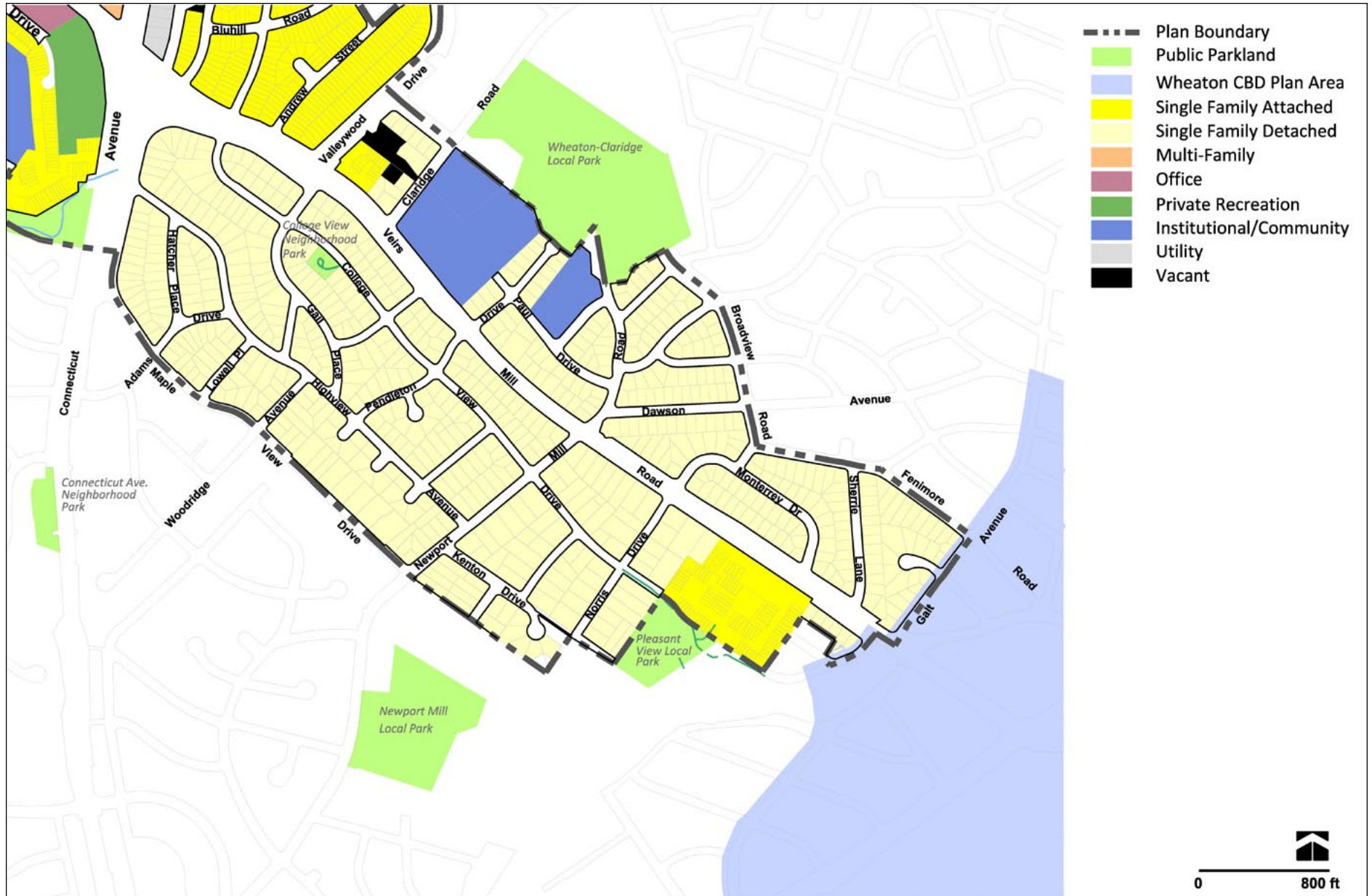


Map 16: Newport Mill District Proposed Zoning





Map 17: Newport Mill District Proposed Land Use





## 3.2 Connecticut / Randolph District

The Connecticut / Randolph District begins at Valleywood Drive and extends to the eastern edge of Matthew Henson State Park. This district includes a variety of housing types, including single-family, two-family and multi-family units. In addition to the residential uses, the Connecticut / Randolph District is also the commercial center of the Veirs Mill corridor and contains most of the commercial uses and employment establishments within the plan area.

Many community facilities and institutional uses are also located within the district, including the Holiday Park Multi-Service Senior Center, the privately owned and operated Connecticut Belair Pool, the Department of Recreation Administrative Offices and the Viers Mill Baptist Church.

The Connecticut / Randolph District is the center of the plan area, both in geography and in activity.

The commercial uses, community facilities and proximity to several bus routes result in many people walking, biking and accessing transit in this district. Pedestrians, bicyclists and transit riders are likely to increase with the future introduction of bus rapid transit on both Veirs Mill Road and Randolph Road. Due to its location and composition, the Connecticut / Randolph District is a critical location for improved access and enhanced neighborhood amenities.

Sites within the Connecticut / Randolph District that are recommended for rezoning include:

- Stonemill Square Shopping Center.
- Veirs Mill Village Shopping Center.
- Northeast Quadrant of Veirs Mill Road and Randolph Road.
- Department of Recreation Administrative Offices.

Refer to Maps 18, 19 and 20 for the proposed land use, existing zoning and proposed zoning in the Connecticut / Randolph District.

### 3.2.1 Land Use and Zoning

#### Stonemill Square

The Stonemill Square and Veirs Mill Village Shopping Centers contain most of the plan area's retail and neighborhood-serving uses. Stonemill Square, located between Veirs Mill Road and Colie Drive, is approximately 13.6 acres in size and offers approximately 130,000 square feet of commercial uses.



*Veirs Mill Village*



Tenants include Korean Korner, Unique Thrift, CVS and neighborhood-serving uses, such as restaurants, gas stations and a dry cleaner. Nearly 13 acres of the site are owned by one entity, CBS Associates Limited Partnership, with a long-term ground lease, valid until 2059, on a sizable portion of the property. The site is currently zoned CRT-0.75, C-0.75, R-0.25, H-45 and R-60.

Stonemill Square presents an ideal opportunity for new or infill development to transition the auto-oriented suburban center to a walkable, transit-oriented development with improved neighborhood amenities, including additional housing and a public gathering space. While the site is uniquely positioned for development, the primary property owner has not expressed interest in redevelopment at this time. The ground lessee, however, has expressed some interest in a potential long-term development, either on the portion of the site subject to the ground lease or through a consolidated redevelopment with the primary property owner.

As the redevelopment of Stonemill Square is not anticipated in the near-term, the plan recommends a series of short-term improvements to enhance the community

orientation, walkability and site circulation. For example, the plan recommends building on the existing site amenities, including the mobile food trucks now serving residents, employees and retail patrons. Improving the organization of this function could begin to introduce a community gathering space at this central location.

The property includes older retail uses, including a gas station pad site that will likely need to be redeveloped in the short-term. The plan acknowledges that the existing gas station and its facilities, and other existing development may be modernized and redeveloped pursuant to Division 7.7 of the Zoning Ordinance, Exemptions and Nonconformities.

Additional short-term recommendations are discussed in greater detail in the urban design section of this chapter. While short-term improvements are recommended to provide the community with an updated neighborhood center, it is important to acknowledge that the existing commercial centers are vibrant and successful, with consistently low vacancies. With short-term improvements and long-term redevelopment, the retention of these successful neighborhood-serving uses is desired, as is the addition of comparable uses, including small businesses.

As Stonemill Square is conveniently positioned to provide neighborhood-serving uses and access to existing and future transit, the plan also includes long-term recommendations to guide the future redevelopment of this site. The plan encourages a mixed-use, transit-oriented development with active uses visible from both Veirs Mill Road and Randolph Road, new street connections and a publicly accessible open space or plaza to serve as a community gathering space. The plan recommends that new development provide appropriate transitions to existing residential communities.

#### Recommendation

- Rezone the properties at the existing Stonemill Square from Residential-60 and Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to CRT 1.25, C-0.75, R-1.0, H-75 to encourage additional mixed-use development, including housing units to provide neighborhood-serving amenities and a diversity of housing options in the area.
- Allow for upgrades or improvements to the existing shopping center that do not compromise the master plan's ultimate goals and recommendations if it provides for growth opportunities for existing businesses and uses.

*Stonemill Square*



### Veirs Mill Village

Veirs Mill Village is a neighborhood-serving retail center constructed in the mid-1950s that comprises approximately 50,000 square feet of commercial uses on a three-acre site. Tenants include Rodman's, La Baguette de Paris, Dunkin Donuts, Rite Aid, local restaurants and a laundromat. The site is owned by one property owner, VMR Associates, and is zoned CRT-0.75, C-0.75, R-0.25, H-45 and R-60.

Veirs Mill Village is significantly smaller than Stonemill Square, but redevelopment of the site could provide an opportunity to introduce smaller scale, transit-oriented improvements. Future redevelopment could improve walkability, introduce limited housing and provide community amenities, including a publicly accessible open space or plaza. Redevelopment could also improve the relationship between the site and the surrounding residential community.

### Recommendation

- Rezone the properties at the existing Veirs Mill Village from Residential-60 and Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to CRT 1.25, C-0.75, R-1.0, H-75 to encourage mixed-use development, including housing units to provide neighborhood serving amenities as well as new residential options.
- Allow for upgrades or improvements to the existing shopping center that do not compromise the master plan's ultimate goals and recommendations if it provides for growth opportunities for existing businesses and uses.







### Northeast Quadrant of Veirs Mill Road and Randolph Road

The properties at the northeast quadrant of Veirs Mill Road and Randolph Road include five parcels and total approximately 5 acres. These properties accommodate a bank, a laundromat, a restaurant and surface parking. The properties are zoned CRT-0.75, C-0.75, R-0.25, H-45 and CRN-0.5, C-0.5, R-0.25, H-35.

The property owner of 12125 Veirs Mill Road (the parcel with the bank) has stated an interest in pursuing a townhouse development on the 1.9-acre site, which is currently split-zoned CRT and CRN. The remaining three property owners have not participated in the planning process to date and have not articulated any interest in redevelopment at this time.

The plan recommends a consolidated redevelopment of these properties to create a compact, walkable, transit-oriented development with neighborhood-serving retail and housing options. A consolidated redevelopment provides an opportunity to transition these parcels from an auto-oriented collection of uses to a consolidated development that takes advantage of the proximity to the commercial center, community uses and existing and future transit. While assembly of properties can be challenging, the plan encourages assembly and consolidated development to anchor the mixed-use development envisioned at both Stoneyhill Square and Veirs Mill Village.

### Recommendation

- Rezone the properties at the northeast quadrant of the intersection of Veirs Mill Road and Randolph Road (4100 Randolph Road, 12125 and 12135 Veirs Mill Road and the vacant parcels) from CRT-0.75, C-0.75, R-0.25, H-45 and CRN-0.5, C-0.5, R-0.25, H-35 to CRT 1.25, C-0.75, R-0.75, H-65 to encourage mixed-use development.



### Department of Recreation Administrative Offices

Montgomery County owns two parcels adjacent to the commercial core of the Connecticut / Randolph District, 4010 Randolph Road and a vacant parcel. These parcels are currently occupied by surface parking, a small playground and the Montgomery County Department of Recreation administrative offices. The overall site is approximately 6 acres and is currently zoned R-60.

As the site is located near the commercial core and existing and future transit, the plan envisions an opportunity to introduce diverse housing prototypes at this location. This housing, including designs inspired by the “missing middle” concept, could provide a transition in density from the transit-oriented development recommended at Stonemill Square to the existing single-family residential community east of the site.

In a community predominantly characterized by single-family homes, the introduction of new housing prototypes can provide a higher density residential development that accommodates a growing population, an increased desire for a walkable lifestyle and a variety of housing needs.

### Recommendation

- Rezone the Department of Recreation administrative offices site (4010 Randolph Road and the vacant parcel) from R-60 to CRN 1.0, C-0.5, R-1.0, H-65 to allow the construction of medium density residential uses and neighborhood-serving commercial uses near the commercial center.

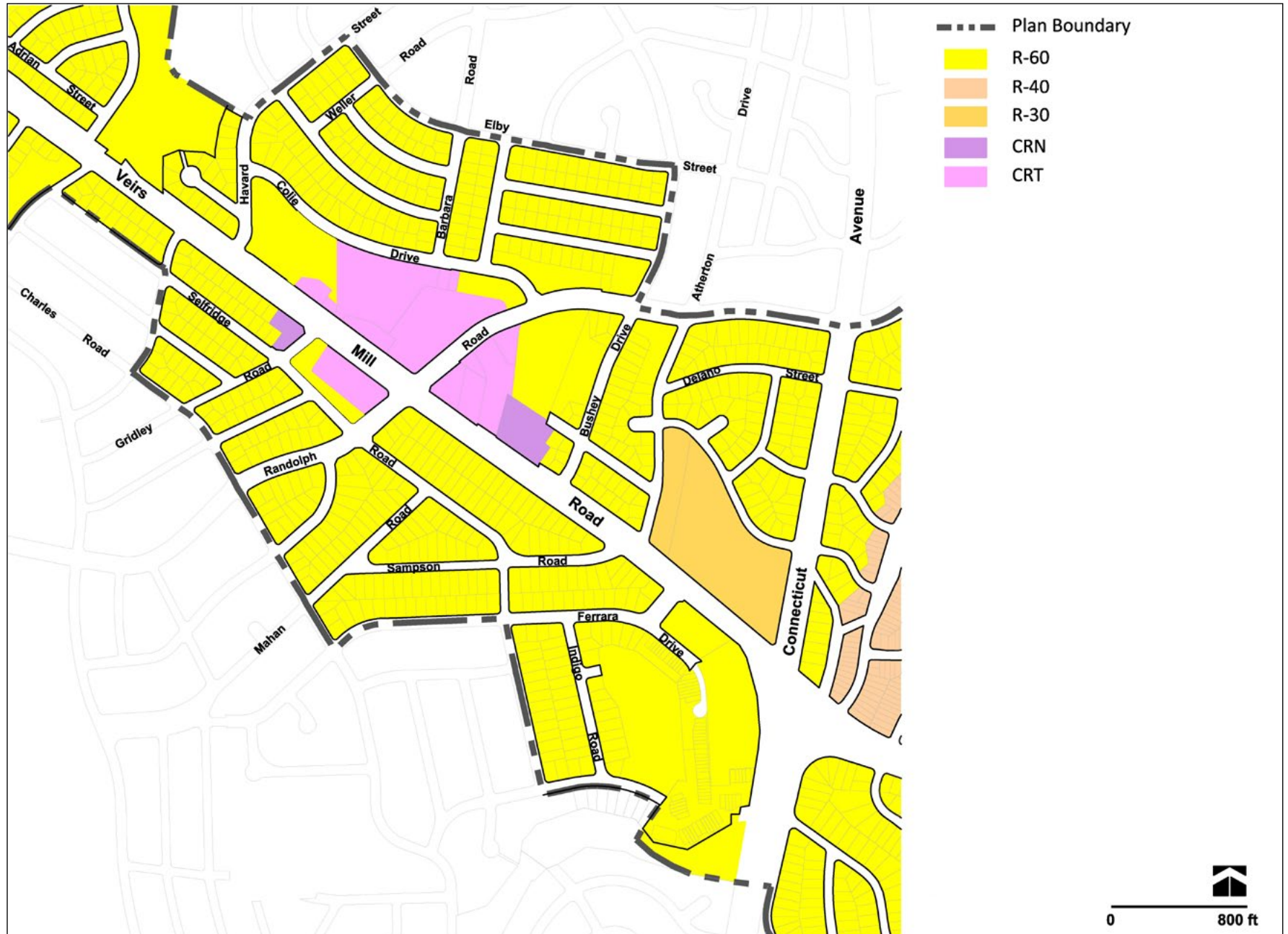
### Design Guidance

- Concentrate development intensity along major roads and higher density uses.
- Consider attached single-family building types or stacked townhouses to transition to adjacent single-family neighborhoods.
- Consider street oriented development patterns that create architectural variety along new and existing streets.
- Consolidate open spaces for public use and locate in areas accessible to existing residential properties and higher-density residential housing.

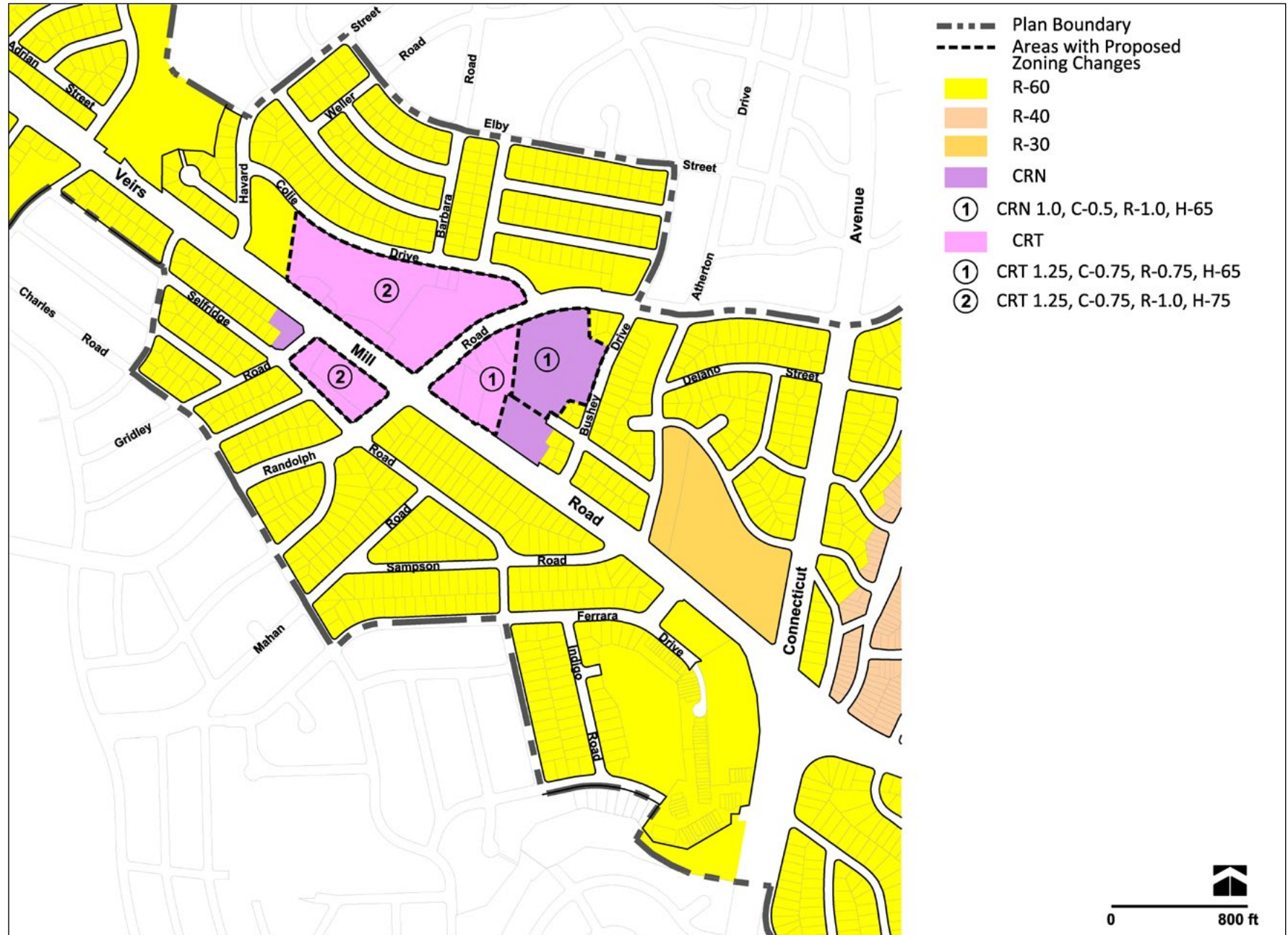




**Map 18: Connecticut / Randolph District Existing Zoning**

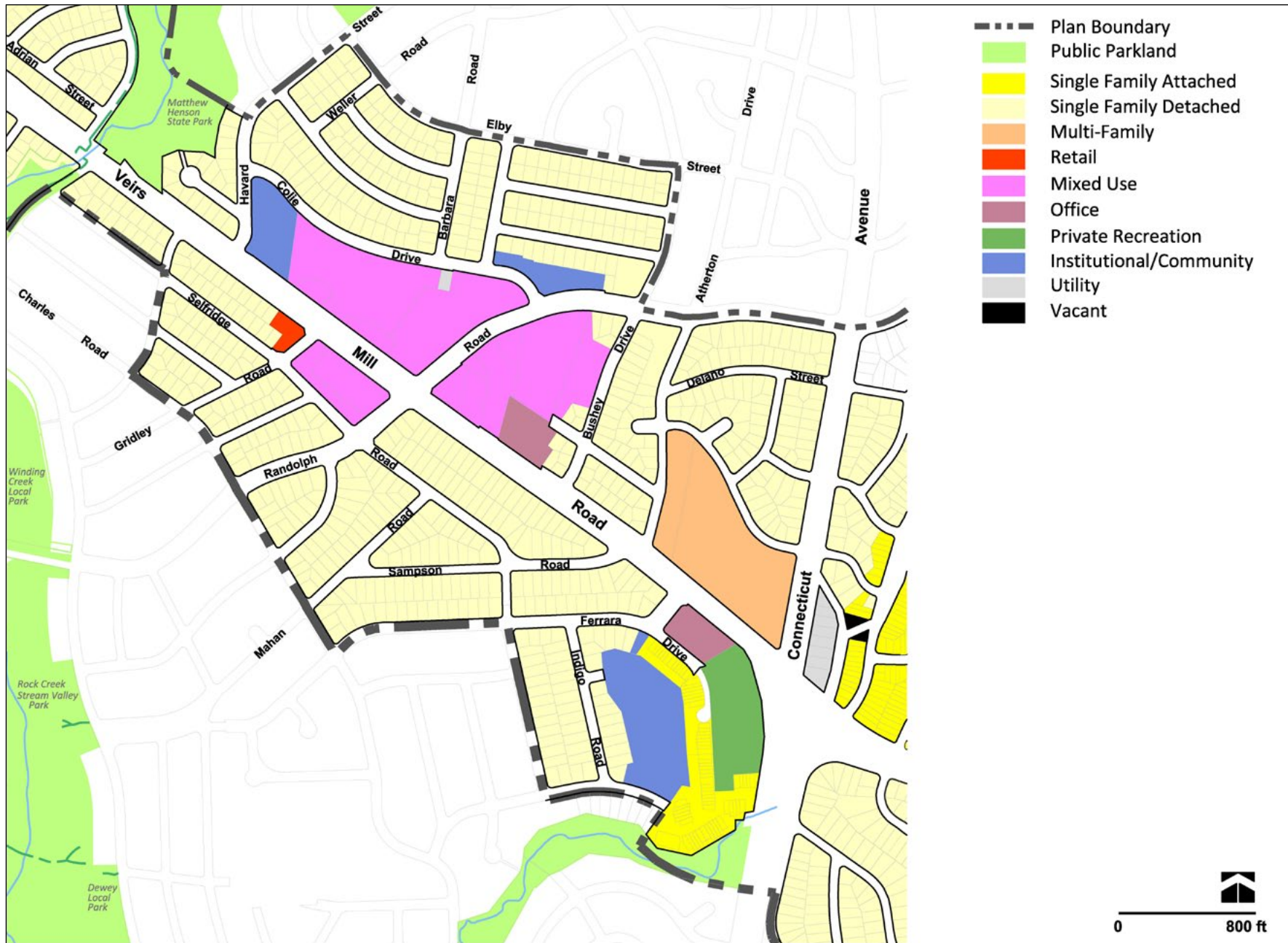


Map 19: Connecticut / Randolph District Proposed Zoning





**Map 20: Connecticut / Randolph District Proposed Land Use**





### 3.2.2 Urban Design

Improvements to several properties at the intersection of Veirs Mill Road and Randolph Road have the potential to provide the community with an upgraded neighborhood center.

Stonemill Square (Block bounded by Veirs Mill Road, Randolph Road and Havard Street)

- Short-term improvements on the Stonemill Square property should:
  - Clarify vehicular and pedestrian circulation through the property to improve connectivity between the corridor and surrounding neighborhood.
  - Identify potential areas where interim open space could be established to guide the ultimate open space configuration, as illustrated in Figure 24.
- Long-term redevelopment of the Stonemill Square property should:
  - Consider innovative types of development that, to the extent feasible, incorporate distinctive local uses to create a recognizable

neighborhood center.

- Reduce the scale of this large block by creating a compact development pattern with short blocks and active streets.
- Include through-block streets that connect to existing neighborhood streets, as illustrated in Figure 25.
- Concentrate development intensity along major roads and transition to adjacent single-family uses with uses that are compatible in scale.
- Provide a centrally located open space for public use, activated by surrounding uses.
- Alternative design approaches that better meet the intent of these guidelines may be approved by the Planning Board.

Veirs Mill Village (Block bounded by Veirs Mill Road, Randolph Road, Gridley Road and Selfridge Road)

- 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.

- Create open space for public use that is activated by surrounding uses and accessible from adjacent communities.
- 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 quadrant of Veirs Mill and Randolph Roads (Block bounded by Veirs Mill Road, Randolph Road and Bushey Drive)

- 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 the single-family residential scale toward the south and east.
- Integrate proposed bus rapid transit into any redevelopment.
- Provide a centralized open space for public use.
- Include connections through this block to Gannon Road and, if feasible, to Colie Drive to the north.

*Redevelopment with mixture of uses*



*Through-block connections*







### 3.2.3 Parks, Trails and Open Space

- Explore new trail connections to the Matthew Henson Trail from the communities to the east.

For Stonemill Square, this plan recommends:

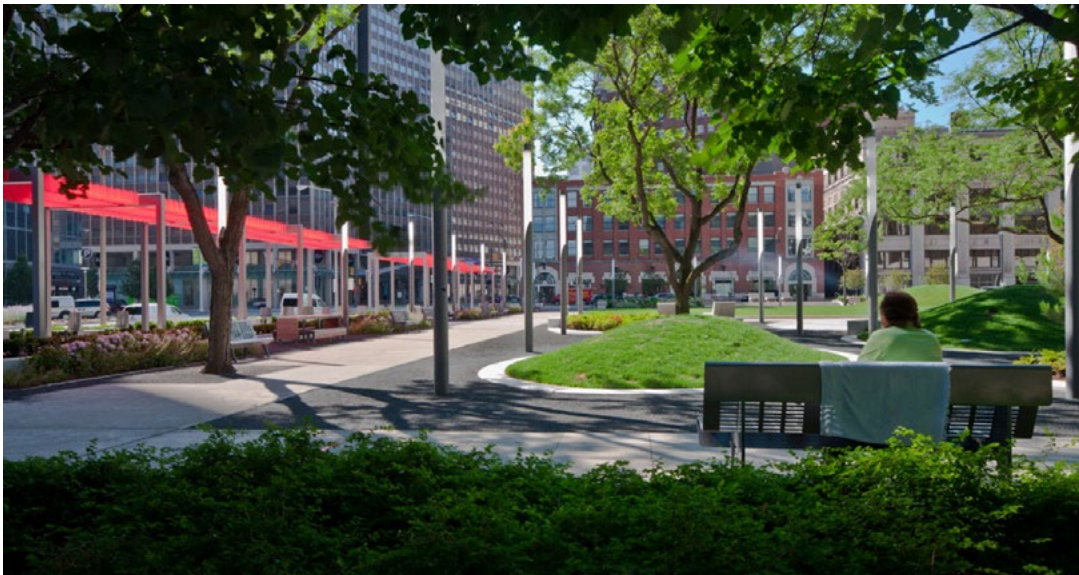
- Create a public open space at least one acre in size, similar to a neighborhood green urban park (as defined in the PROS Plan), at the Stonemill Square property when it redevelops. The public open space should include hardscape elements and lawn areas to serve as a gathering space and focal point for the Connecticut / Randolph District. It should be formally planned with visibility from Veirs Mill Road and the future Bus Rapid Transit station.

For Veirs Mill Village, this plan recommends:

- Create a public open space of a quarter-acre at a minimum, similar to a neighborhood green urban park (as defined in the PROS Plan) at the Veirs Mill Village property when it redevelops. The park should offer a flexible lawn area, integrated play structures and shaded seating.

For the Department of Recreation administrative Offices, this plan recommends:

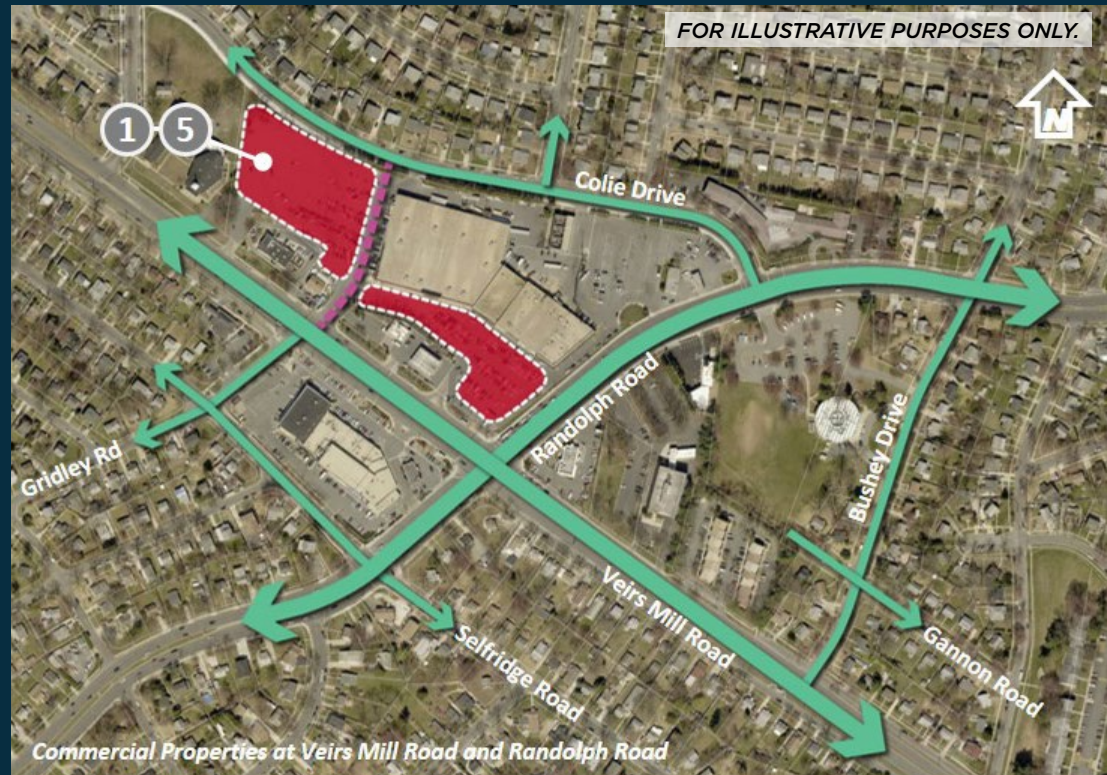
- Create a public open space of a half-acre at a minimum, similar to a neighborhood green urban park (as defined in the PROS Plan) at the Bushey Drive property when the Montgomery County Department of Recreation Administrative Offices are redeveloped. The park should include neighborhood amenities, including play structures, shaded seating and a flexible lawn area.



*Redevelopment to include a mixture of uses, forms and open spaces*



Figure 24: Short-Term Improvements on Commercial Properties



### Short-Term

Focus on surface parking lots to identify potential areas where interim open spaces for public use could be established. Improve streetscape, stormwater management and existing storefronts.

Example of retrofitted parking lot to accommodate parking and occasional events (TAXI Development, Denver CO)

(1) Overall view (2) Overall view during event (3)(4) Retrofits to add drainage, landscaping, and landscape panels between parking spaces (5) Seating area within new landscape.





Figure 25: Long-Term Improvements on Commercial Properties



### Long-Term

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

(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.





### 3.3 Robindale District

The Robindale District begins at the eastern edge of the Matthew Henson State Park and extends to the Rock Creek crossing at Veirs Mill Road. It is characterized by parks, trails and open space, including the Matthew Henson and Rock Creek Trails as well as single-family and multi-family housing.

The Kensington Volunteer Fire Department and the Shrine of St. Jude Catholic Church are also located in the district. Wheaton Woods Elementary School and Wheaton Woods Local Park are located just outside the Robindale District and the master plan boundary.

Sites within the Robindale District that are recommended for rezoning or a future floating zone application include:

- Single-family parcels at Robindale Drive.
- Rock Creek Terrace Apartments.
- M-NCPPC parkland.

Refer to Maps 21, 22 and 23 for the proposed land use, existing zoning and proposed zoning in the Robindale District.

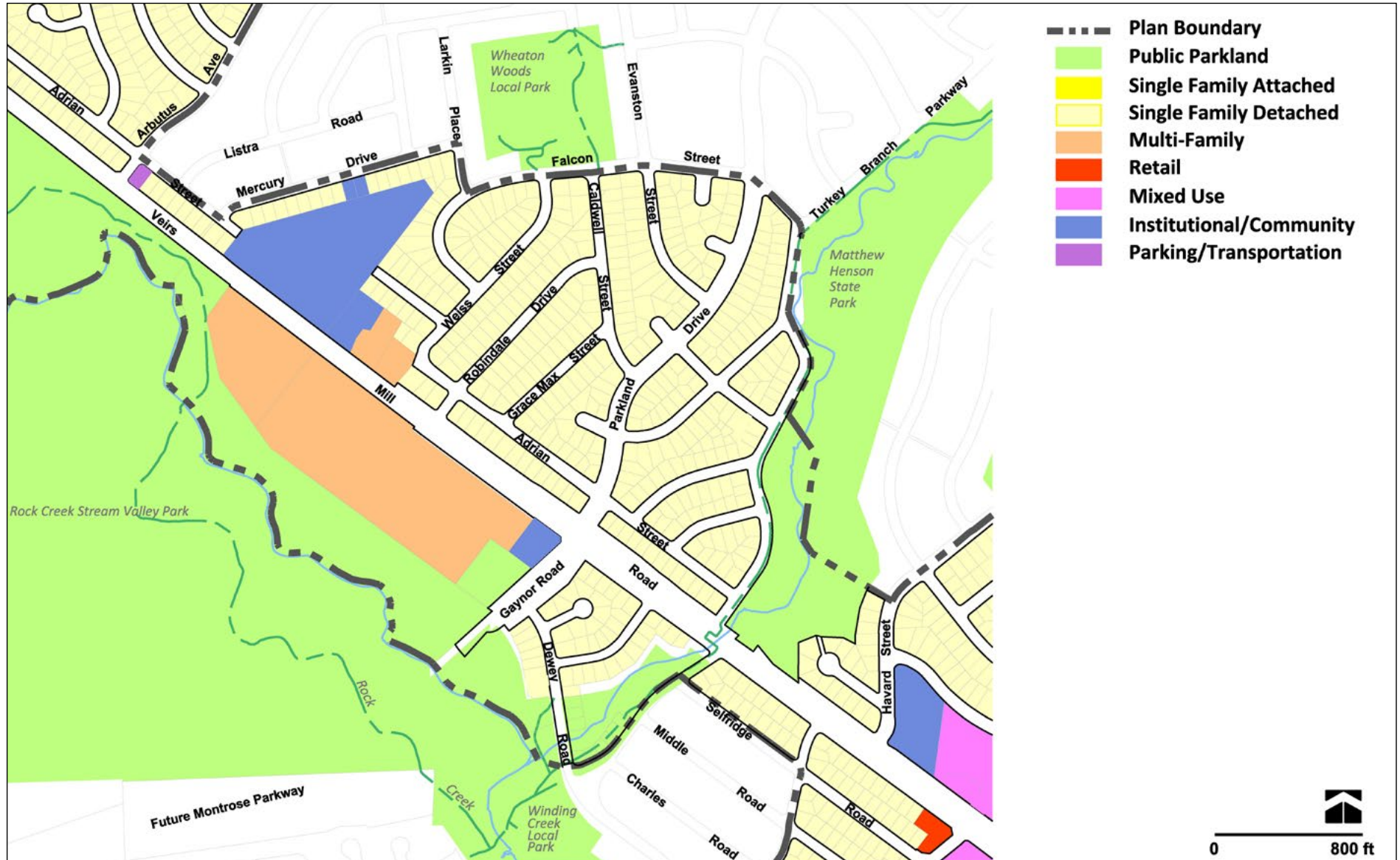
#### 3.3.1 Land Use and Zoning

The Robindale District is unique to the plan area as it includes high-rise residential apartments directly adjacent to Veirs Mill Road. The Rock Creek Terrace Apartments, which include a mixture of high-rise and garden-style apartments, are located south of Veirs Mill Road adjacent to Rock Creek Stream Valley Park. Veirs Mill Road serves as the transition between the high-rise apartments and the single-family residential scale typical of the plan area.

*Shrine of Saint Jude Thaddeus Catholic Church*

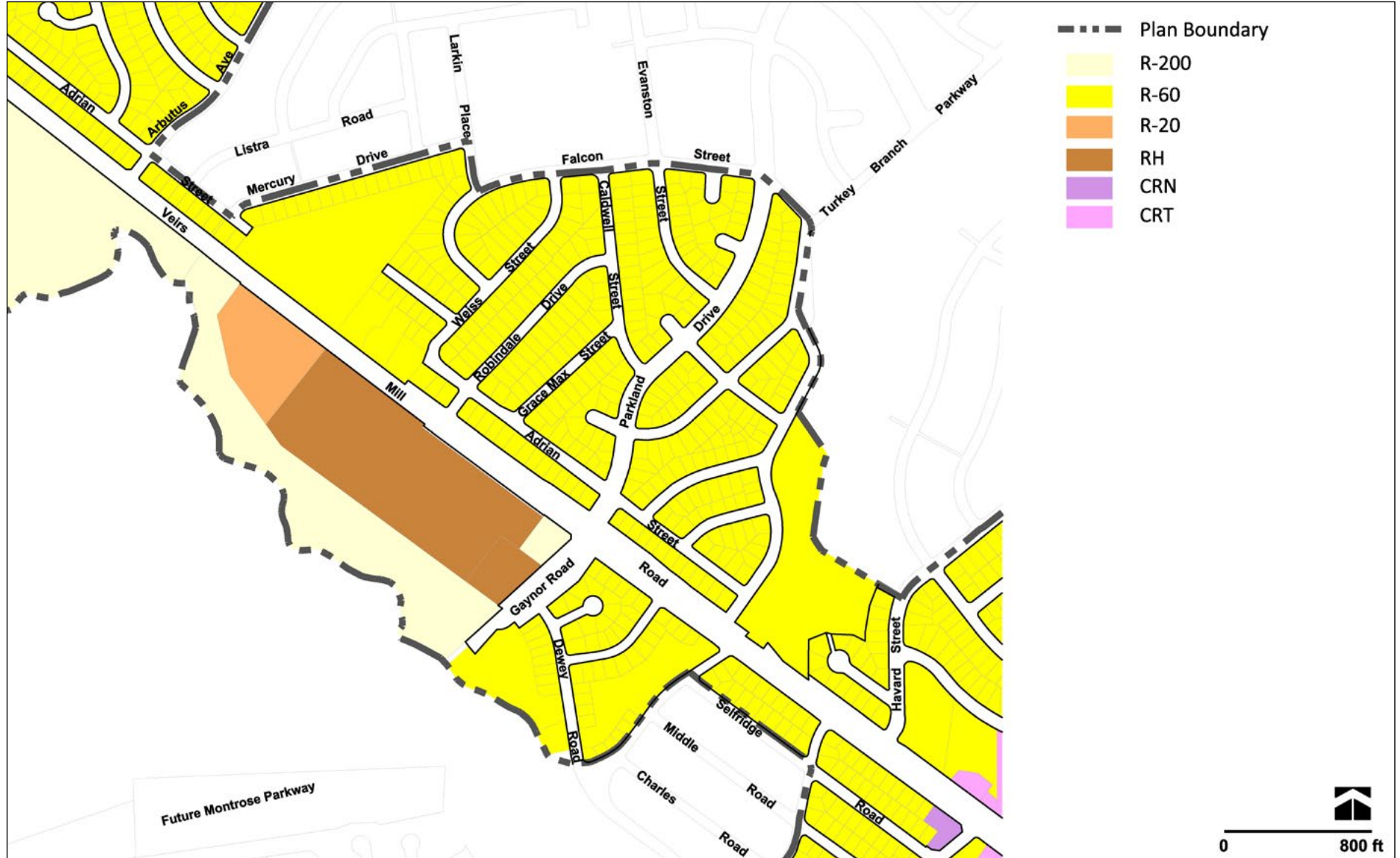


Map 21: Robindale District Proposed Land Use

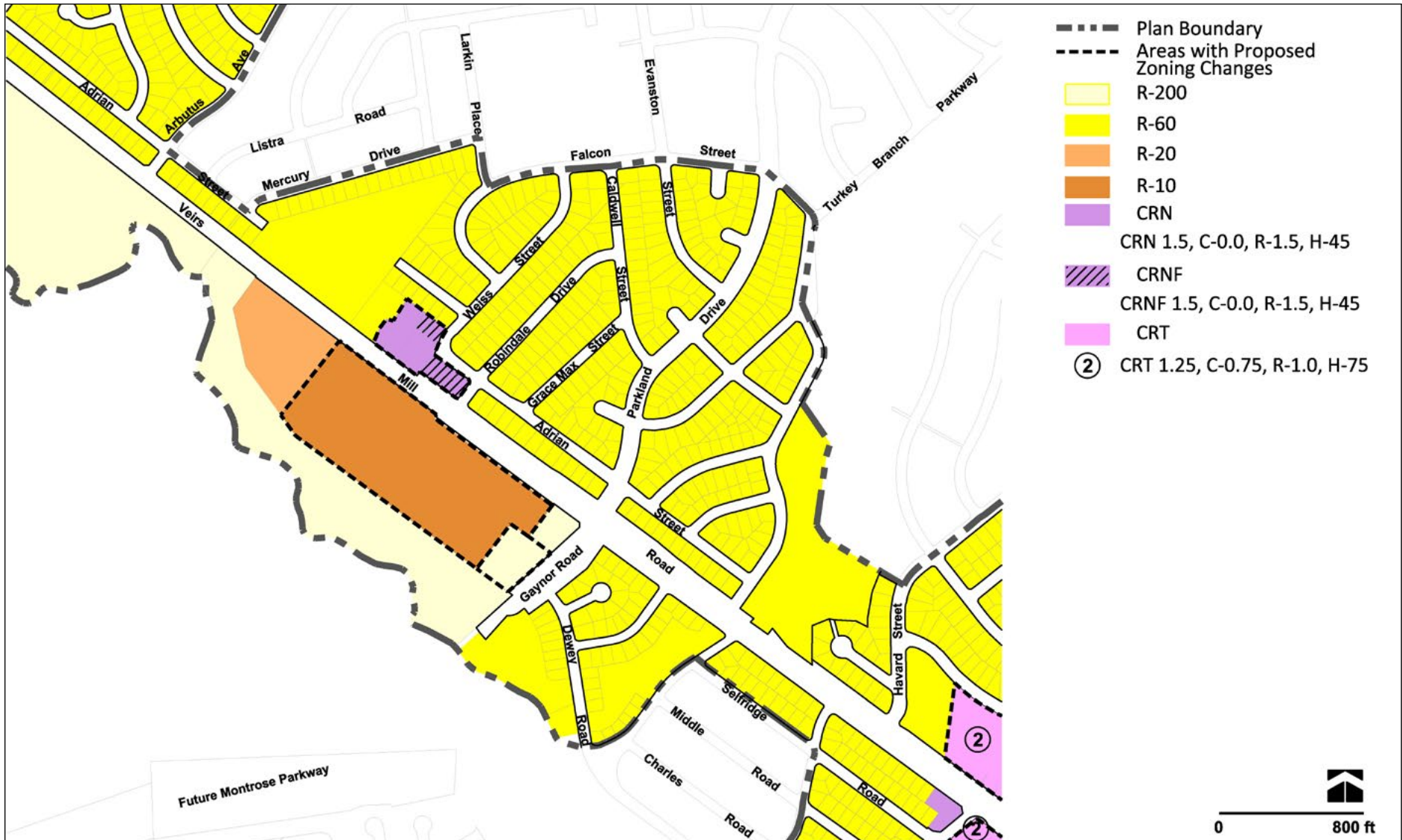




Map 22: Robindale District Existing Zoning

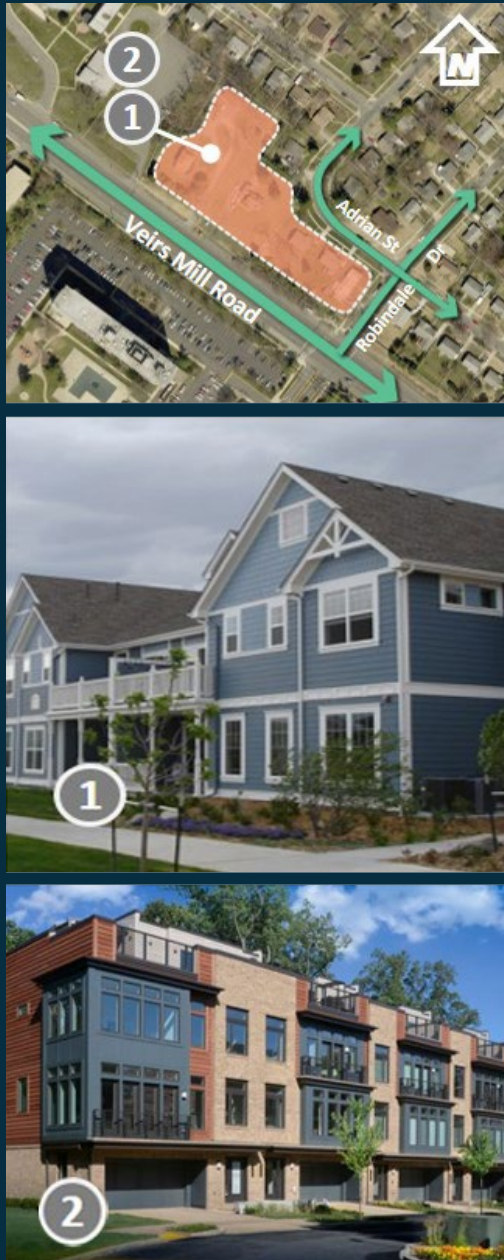


Map 23: Robindale District Proposed Zoning





**Figure 26: Intensification of Single-Family Residential Uses**



**(1)(2)** Promote alternatives for higher-density low-rise housing prototypes on key properties along Veirs Mill Road.

#### Single-Family Parcels at Robindale Drive

The single-family residential parcels across Veirs Mill Road from the Rock Creek Terrace Apartments provide an opportunity to evaluate options for the introduction of alternative housing prototypes that improve the relationship between the scale and character of the high-rise apartments and the residential community to the north, as illustrated in Figure 26. While these residential parcels currently provide market-affordable housing, they are also vulnerable to redevelopment due to their proximity to a significant roadway and transit corridor.

As discussed in greater detail in Chapter 2, this plan recommends that subsequent phases of bus rapid transit planning and design evaluate proposed station locations to prioritize proximity to higher density land uses and potential redevelopment opportunities to maximize ridership. For these reasons, the parcels near Robindale Drive are particularly appropriate to consider for increased residential densities.

The plan recommends rezoning two single-family residential properties near Robindale Drive, 12607 and 12615 Veirs Mill Road from R-60 to CRN 1.5, C-0.0, R-1.5, H-45. In addition, the plan supports a future floating zone application for the single-family residential properties that directly abut 12607 and 12615 Veirs Mill Road, bordered by Adrian Street to the north and Robindale Drive to the east, if these property owners initiate assembly for a consolidated redevelopment of higher-density residential uses, such as townhouses, stacked townhouses or a small apartment building. This limited redevelopment promotes investment in the community, provides an improved transition between the high-rise apartments

and the residential community, supplies additional housing options and supports existing and future transit.

#### Recommendation

- Rezone 12607 and 12615 Veirs Mill Road from R-60 to CRN 1.5, C-0.0, R-1.5, H-45 to permit higher density residential uses at this future potential bus rapid transit station and achieve greater variation in housing types adjacent to Veirs Mill Road.
- Support a future application for the Commercial Residential Neighborhood Floating Zone (CRNF) for five properties: 12700 Robindale Drive, 4710 Adrian Street, 4714 Adrian Street, 12700 Weiss Street and for the abutting outlot behind 12700 Weiss Street. This plan supports CRNF 1.5, C-0.0, R-1.5, H-45 for these parcels to permit higher density residential uses at this future potential bus rapid transit station and achieve greater variation in housing types adjacent to Veirs Mill Road. With a possible future rezoning, this plan encourages:
  - o Higher-density residential uses on corridor-fronting properties to introduce alternative housing types, support bus rapid transit and improve walkability.
  - o Compatibility with prevailing residential scale when introducing additional density on predominantly single-family residential blocks.
  - o Development that enhances access for pedestrians and bicyclists and is located to support recommended transit stops.



*Rock Creek Terrace Apartments*

### Rock Creek Terrace Apartments

The Rock Creek Terrace Apartments, located at 12630 Veirs Mill Road, are zoned R-H. This zone was temporarily retained from the previous Montgomery County Zoning Ordinance but cannot be confirmed through the master plan's sectional map amendment process due to new regulations in the 2014 zoning code.

#### Recommendation

- Rezone the Rock Creek Terrace Apartments from R-H to R-10.

### M-NCPPC Parkland

Existing parkland owned by the Maryland National Capital Park and Planning Commission (M-NCPPC) on Gaynor Road is zoned R-H, a zone which was retained from the previous Montgomery County Zoning Ordinance but cannot be confirmed through the master plan's sectional map amendment process.

#### Recommendation

- Rezone the M-NCPPC property from R-H to R-200, consistent with the zoning for the Rock Creek Stream Valley Park.





### 3.3.2 Urban Design

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

### 3.3.3 Parks, Trails and Open Space

For the parks, trails and open space in the Robindale District, this plan recommends:

- Redesign Parklawn Local Park when the bus rapid transit and/or improved pedestrian and bicycle facilities are constructed to include an improved park frontage along Veirs Mill Road; improved parking and ingress/egress; activation of the park with a playground or dog park; renovation of the ballfields to further improve drainage; potential relocation of the Rock Creek Trail out of the floodplain for Rock Creek; and highlight and interpret the design of the nearby historic Veirs Mill.

*Parklawn Local Park*







### 3.4 Twinbrook District

The Twinbrook District extends from the Rock Creek crossing on Veirs Mill Road to the western plan boundary along Twinbrook Parkway. The district is primarily characterized by the Rock Creek Stream Valley Park and garden-style apartments constructed within a park setting.

Sites within the Twinbrook District that are recommended for rezoning include:

- Rock Creek Woods property at 13205 Twinbrook Parkway.
- Halpine View property at 13001 Twinbrook Parkway, 12813 Twinbrook Parkway and 5508 Dowgate Court.
- Parkway Woods property at 12901 Twinbrook Parkway owned by the Housing Opportunities Commission.
- Halpine Hamlet property at 5501 Halpine Place owned by the Montgomery Housing Partnership.

Refer to Maps 24, 25 and 26 for the proposed land use, existing zoning and proposed zoning in the Twinbrook District.

*Rock Creek Trail Bridge*





### 3.4.1 Land Use and Zoning

Similar to the single-family housing in the plan area, the garden-style apartment developments in the Twinbrook District provide a source of market-affordable rental housing. While the Rock Creek Woods Apartments and the Halpine View Apartments pre-date the county's moderately priced dwelling unit (MPDU) ordinance, both developments provide dwellings for households earning below 80 percent of the area median income. Parkway Woods and Halpine Hamlet, owned and operated by Housing Opportunities Commission and Montgomery Housing Partnership, respectively, also provide subsidized rental housing within the Twinbrook District.

The Twinbrook District is positioned near existing and future transit, including the Twinbrook Metrorail Station and the future bus rapid transit on Veirs

Mill Road. Due to this proximity, the aging garden-style apartments in the district are vulnerable to redevelopment. The redevelopment of existing market-affordable rental units near transit is an issue which has been discussed in several of the Planning Department's recent master plans as well as its 2017 *Rental Housing Study*.

In addition to providing a source of market-affordable housing, these developments also provide a significant percentage of two- and three-bedroom units within sites designed to emphasize a relationship with the natural context of the Rock Creek Stream Valley. The plan encourages replacement of many of these units and seeks to replace not only the two- and three-bedroom units, but recreate the character, setting and environmental significance with redevelopment.

The owners of the Rock Creek Woods Apartments have indicated that redevelopment of the property is highly likely due to the age of the buildings and challenges with the site's layout, including its utilities. This plan recommends rezoning the Rock Creek Woods Apartments from R-20 to CRT-1.25, C-0.25, R-1.25, H-85 to permit strategic redevelopment of higher density residential uses near the future potential bus rapid transit station.

With the redevelopment of the Rock Creek Woods Apartments, this plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of the units should be two-bedroom units and five percent of the units should be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rents. Redevelopment of the Rock Creek Woods Apartments should also incorporate an improved frontage on Veirs Mill Road.

This plan further proposes to rezone the remaining parcels in the Twinbrook District, including the Halpine View Apartments, Parkway Woods and Halpine Hamlet to a commercial residential zone to achieve higher-density residential development near existing and future transit.





The plan envisions a synergistic redevelopment of Halpine View, Parkway Woods and Halpine Hamlet to facilitate a higher-density, transit-oriented development that provides a transition between the scale of development near the Twinbrook Metrorail Station and the existing single-family neighborhoods to the north and west.

The Aspen Hill Road extension is located south of Parkway Woods and bifurcates the Halpine View property. The 1992 *North Bethesda - Garrett Park Master Plan* and the 1994 *Aspen Hill Master Plan* recommended the deletion of the Aspen Hill Road extension across the Rock Creek Stream Valley Park. The North Bethesda - Garrett Park plan also recommended the integration of a pedestrian and bicycle connection in the general location of the extension to provide access to the Rock Creek Trail.

In 2013, Halpine Park, LLC submitted a limited preliminary plan amendment (No. 11964054A) to request an abandonment of this undeveloped road extension and incorporation of the 1.9 acres into the adjacent Halpine View property. The Montgomery County Planning Board approved the limited preliminary plan amendment on December 19, 2013 with conditions that required the applicant to record a new record plat that consolidates the road extension and the adjacent parcel into a new lot; provide a recorded deed of transfer that demonstrates conveyance from Montgomery County to the applicant; and provide a public access easement for a shared-use path. After the review and approval of the limited preliminary plan amendment, Montgomery County and the property owner confirmed that the road extension was conveyed by a deed in fee simple. As such, the Aspen Hill Road extension cannot be abandoned but rather must be disposed of through the County's disposition process.

The Veirs Mill Corridor Master Plan supports the return of the Aspen Hill Road extension to the Halpine View property through Montgomery County's disposition process in exchange for the requirement to provide



*Halpine View Apartments*

a minimum of 30 percent of the dwelling units attributable to the density of the 1.9-acre parcel in the form of MPDUs. Further, this master plan continues to recommend a trail through the properties to connect to the new Twinbrook Trail and ultimately the Rock Creek Trail.

#### Recommendation

- Rezone the Rock Creek Woods Apartments from R-20 to CRT 1.25, C-0.25, R-1.25, H-85. Maximize residential development on the site, with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling

units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units under a rental agreement for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of all units must be two-bedroom units and five percent of all units must be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rental agreements.

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



- o The plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should:
  - Provide a minimum of 15 percent MPDUs.
  - Provide 10 percent market-rate affordable units under a rental agreement for up to 30 years. To achieve no net loss in market-rate affordable units, each phase of development should provide a number of affordable units (MPDUs plus market-affordable units under rental agreement) equal to the number of units being removed.
  - Provide a range of unit sizes, including those that accommodate larger families. With redevelopment, a minimum of 20 percent of all units must be two-bedroom units and five percent of all units must be provided as three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rental agreements.
- o This plan recommends the following design guidance with the redevelopment of Halpine View:
  - Provide lower-scale housing typologies along Twinbrook Parkway to transition between the existing single-family detached homes west of the property

and potential taller building heights closer to Rock Creek Stream Valley Park.

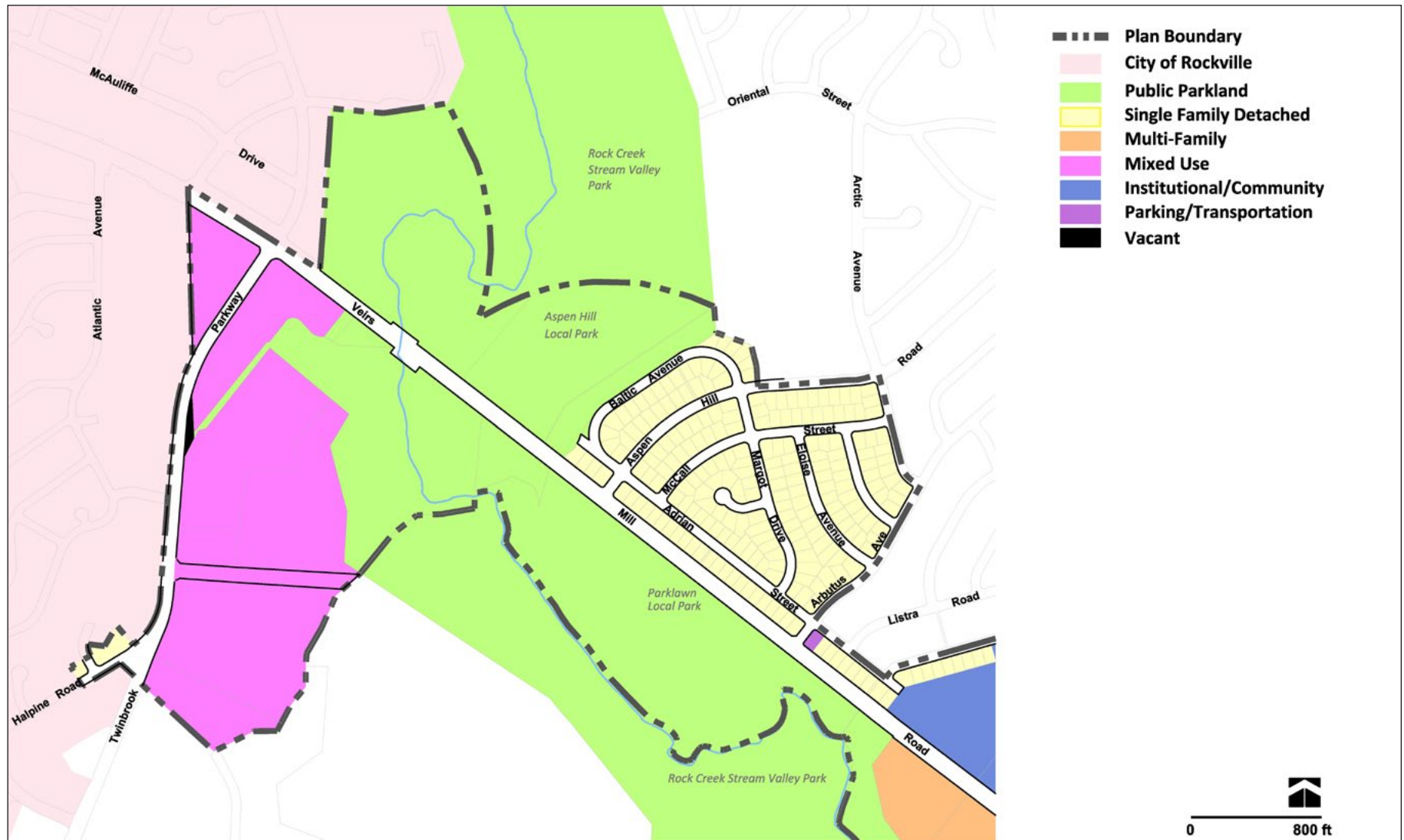
- Building upon the lower-scale housing typologies, create open space that integrates park-like features reminiscent of the existing Halpine View apartments open areas such as rolling terrain, a variety of public open spaces, and a substantial tree canopy that may include preservation of existing mature specimens.
- Create frontages along Rock Creek Stream Valley Park to establish community presence and to enhance the park's edge with conservation and/or restoration efforts. Create accessible areas for passive recreation, such as a linear park, along the park's edge.
- Create an interconnected open space system that links Twinbrook Parkway and the stream valley park and provides visual and physical access through the property. Preserve and renovate the existing community building and integrate it into the community open space. If preservation and renovation of the existing community building proves infeasible, construct a new community building integrated into the open space.
- Incorporate significant existing landscape features, such as mature tree canopy.

- Provide an internal pedestrian system that establishes visual and physical connections to adjacent regional trails.
- Seek long-term redevelopment that builds synergies with adjacent affordable housing complexes.

- Rezone Parkway Woods from R-30 to CRT 1.50, C-0.25, R-1.50, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.
- Rezone Halpine Hamlet from R-30 to CRT 1.25, C-0.25, R-1.25, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

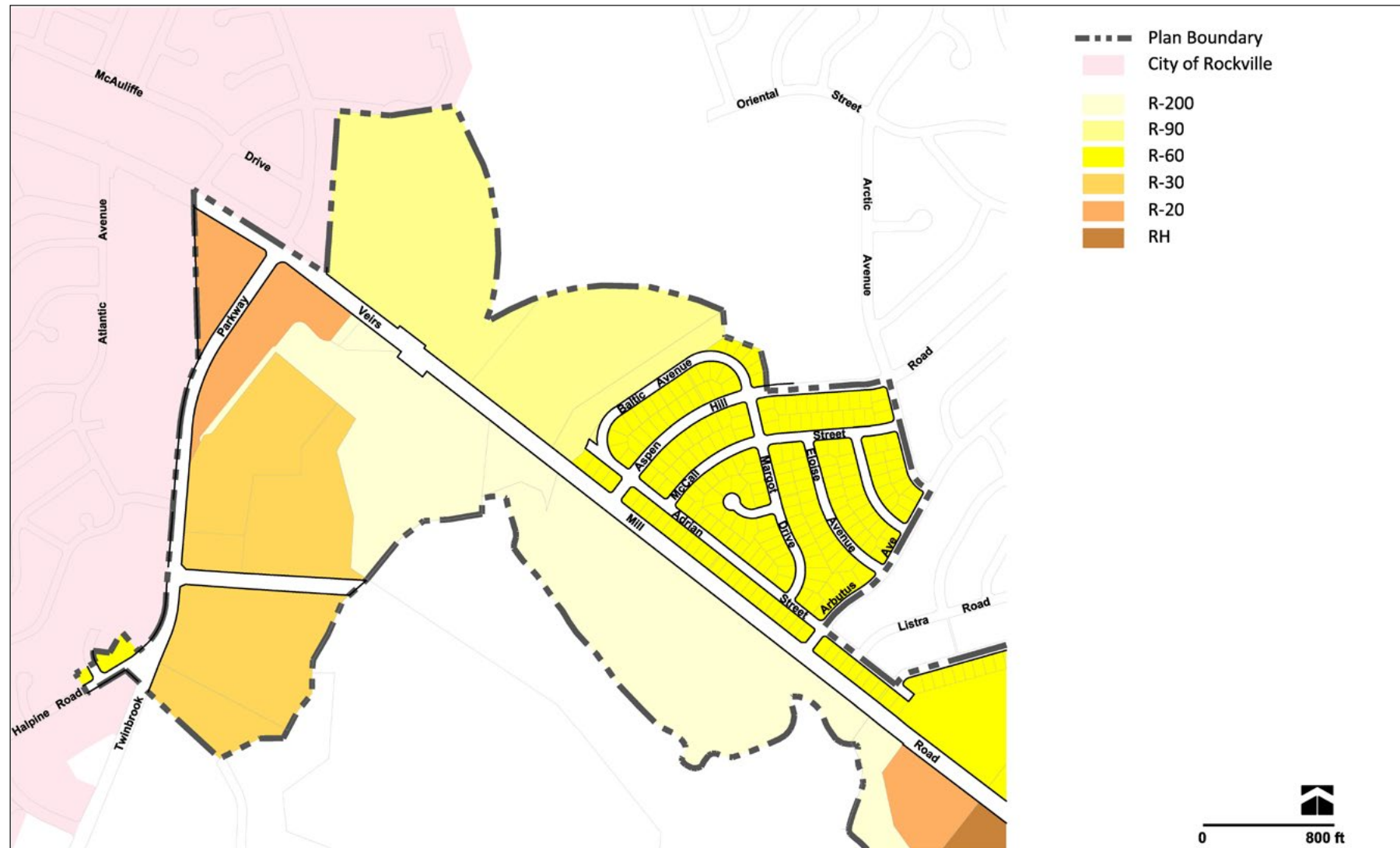


Map 24: Twinbrook District Proposed Land Use





**Map 25: Twinbrook District Existing Zoning**



Map of Rockville, Maryland, showing proposed zoning changes. The map includes a legend for Plan Boundary, City of Rockville, Areas with Proposed Zoning Changes, and various zoning codes (R-200, R-90, R-60, R-30, R-20, R-10, CRT). It also includes a scale bar (0 to 800 ft) and a north arrow.

**Legend:**

- Plan Boundary
- City of Rockville
- Areas with Proposed Zoning Changes
- R-200
- R-90
- R-60
- R-30
- R-20
- R-10
- CRT

**Key:**

- ① CRT 1.25, C-0.25, R-1.25, H-85
- ② CRT 1.5, C-0.25, R-1.5, H-85

**Scale:** 0 to 800 ft



### 3.4.2 Urban Design

- Support redevelopment within existing multifamily properties to add higher density housing at locations that can support existing mass transit alternatives, as illustrated in Figure 27.
  - o Incorporate existing landscape features, such as significant tree canopy.
  - o Explore connections to adjacent regional trails.
  - o Seek synergies between long-term redevelopment and adjacent affordable housing complexes.
- Future development should extend Rock Creek Mill Road to align with Halpine Road and provide an additional connection between Twinbrook Parkway and Fishers Lane.

structures, shaded seating and/or flexible lawn areas. A connection to the future Bus Rapid Transit station should be considered at the time of development review.

- With the redevelopment of Halpine View, Parkway Woods and Halpine Hamlet provide:
  - o A paved trail connection to the new Twinbrook Trail connector to the Rock Creek Trail.
  - o Provide public open space under the requirements of the CRT zone. Consolidate open space, as site constraints allow, to create the largest practicable open spaces, totaling 4.5 acres combined, that may include play structures, shaded seating and/or flexible lawn areas.

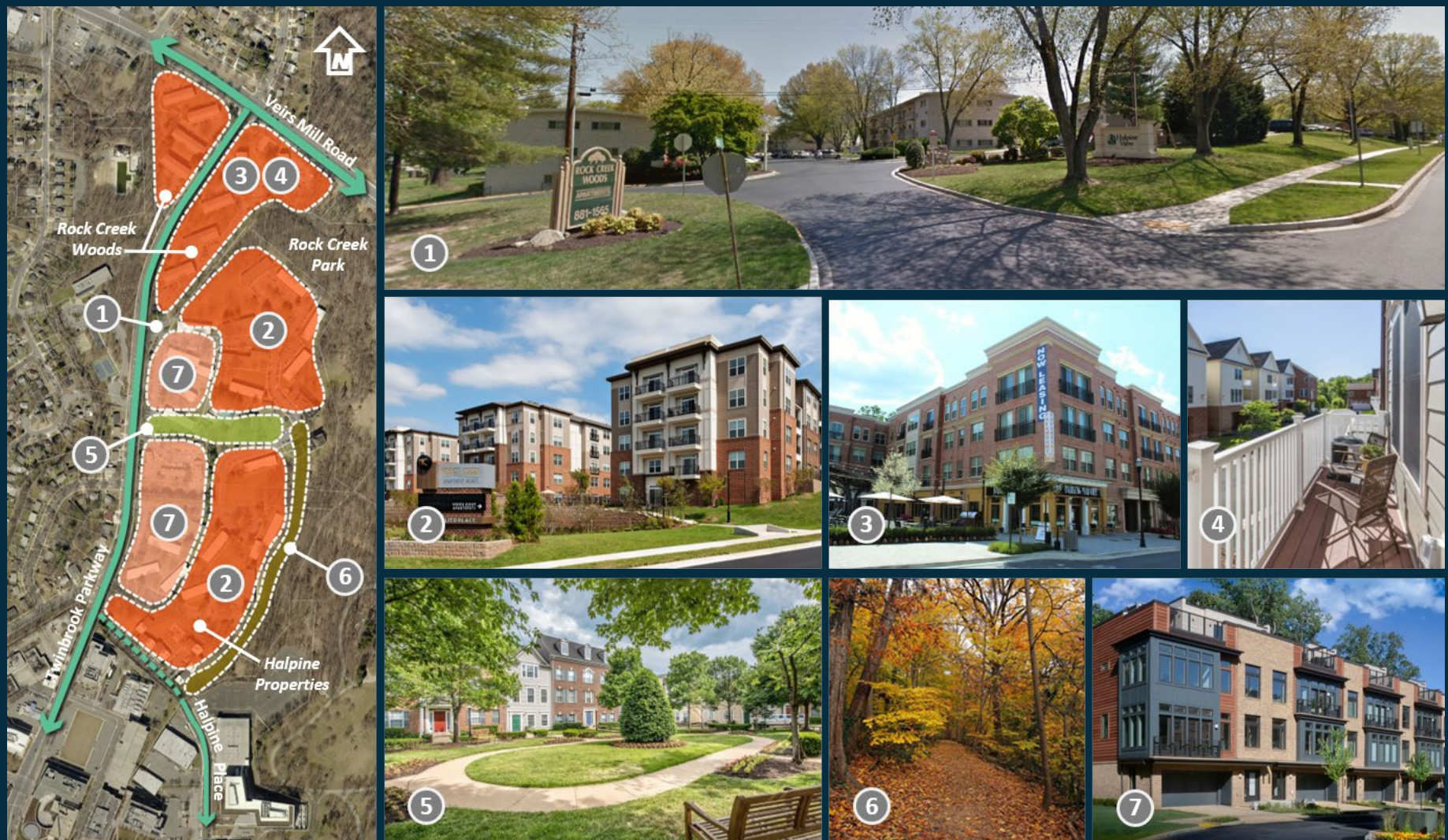
### 3.4.3 Parks, Trails and Open Space

For the parks, trails and open space in the Twinbrook District, this plan recommends:

- With the redevelopment of Rock Creek Woods:
  - o Provide public open space on both sides of the Rock Creek Woods apartments, under the requirements of the CRT zone. Consolidate open space, as site constraints allow, to create significant open spaces that may include play



Figure 27: Intensification of Multi-Family Residential Uses



**(1)** Existing multi-family apartments **(2)(3)(4)** Higher density multi-family development closer to Twinbrook Metro and Veirs Mill Road near proposed BRT stop **(5)** New multi-family should provide centralized areas for public use **(6)** New development should engage adjacent Rock Creek Park and build connections where feasible **(7)** Promote alternatives for higher-density low-rise housing prototypes on key properties along Veirs Mill Road.







# Chapter 4: Implementation



## 4.1 Financing

The implementation of the Veirs Mill Corridor Master Plan will require significant investments from the public sector to achieve both short-term improvements and the long-term transformation of Veirs Mill Road to a multimodal complete street with the introduction of bus rapid transit, as outlined in Table 8. Investments from the private sector or public-private partnerships can also contribute to the incremental implementation of this plan.

Immediate infrastructure needs, such as sidewalks, crosswalks, bikeways and access to existing transit, will likely require funding through the state and county capital improvement programs. This master plan recommends that Montgomery County consider the creation of a standalone capital improvement program to implement these improvements on Veirs Mill Road. Long-term infrastructure investments may leverage federal and state aid, similar to previous federal aid programs, such as the Better Utilizing Investments to Leverage Development (BUILD) program.

Localized short-term improvements to existing commercial properties and continued neighborhood revitalization efforts will require public-private partnerships through existing and future community development opportunities.

## 4.2 Zoning

Following this plan's approval by the Montgomery County Council and adoption by the Maryland-National Capital Park and Planning Commission, a

sectional map amendment (SMA) will apply the plan's zoning recommendations to the official county zoning map.

## 4.3 Public Benefits

This plan recommends commercial residential town (CRT) zones for several properties in the Connecticut / Randolph District as well as properties in the Twinbrook District. The CRT zone, as well as the commercial residential (CR) zone permit two forms of development: standard and optional method. As CRT zones are recommended for several properties within the Veirs Mill corridor area, this plan focuses on those zones.

Standard method development in the CRT zone is limited to a floor area ratio (FAR) of 1.0 or 10,000 square feet. The optional method permits higher densities, up to the maximum allowed by the zone, with the provision of public benefits and amenities that support the proposed density.

Optional method development in the CRT zone requires public benefits between two and three benefit categories and between 25 and 50 public benefit points. The following public benefits are priorities for this plan area:

- Supply an increased percentage of moderately-priced dwelling units (MPDUs) and market-rate affordable units pursuant to a rental agreement for new residential development.
- Provide major public facilities, including public transportation (bus rapid transit stations), and undergrounding of utilities.

- Strengthen connectivity and mobility, including transit access improvements, streetscape improvements and way finding.
- Ensure a diversity of uses and activities, including moderately priced dwelling units, dwelling unit mix and enhanced accessibility for seniors and the disabled.
- Elevate the quality of building and site design, including public art and public open space.
- Protect and enhance the natural environment, including tree canopy and habitat preservation and restoration.
- The Veirs Mill Corridor Master Plan also recommends the provision of market-rate affordable units under a rental agreement for up to 30 years with redevelopment of select properties in the Twinbrook District, including Rock Creek Woods and Halpine View. This plan acknowledges that amendments to the County Code are necessary to formalize this recommendation. This plan recommends amendments to Chapters 25 and 59 of the County Code to achieve regulated market-affordable units under a rental agreement for Optional Method Development projects in the C/R zones.

## 4.4 Updated Road Design Standard

This plan recommends the creation of a street type and design standards for high-quality transit corridors in residential communities through the development of Montgomery County's Complete Streets Design Guide to reduce target speeds and lane widths, and improve infrastructure for pedestrians, bicyclists and transit users.

## 4.5 Bicycle and Pedestrian Priority Area (BiPPA)

This plan recommends the expansion of the existing Veirs Mill Road and Randolph Road Bicycle and Pedestrian Priority Area to ensure that widespread improvements for pedestrians and bicyclists are implemented in the plan area.



#### 4.6 Capital Improvements Program

**Table 8: Capital Improvements Program**

Project Name	Category	Estimated Cost	Lead Agency	Coordinating Agencies
Implement school speed zone on Veirs Mill Road between Galt Avenue and Connecticut Avenue.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Modify the Montrose Parkway East project to include sidewalks, crosswalks and bikeways.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Improve pedestrian infrastructure on Veirs Mill Road and on priority residential streets.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Rebuild the pedestrian bridge over Joseph's Branch Creek.	Transportation		MCDOT	M-NCPPC
Develop an interim bicycle network along and parallel to Veirs Mill Road. This includes bikeways on Veirs Mill Road, College View Drive, Glorus Place, Ferrara Avenue, Ferrara Drive, Selfridge Road, Edgebrook Road, Adrian Street, Weiss Street, Falcon Street, Larkin Place, Mercury Drive, Aspen Hill Road and existing trails.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Improve access to and quality of existing bus stops.	Transportation		MCDOT / MDOT SHA / WMATA	M-NCPPC
Retrofit existing signalized intersections with the design and implementation of long-term redevelopment or infrastructure projects, such as BRT, to improve safety.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Implement the short-term alternative for the Veirs Mill Road (MD 586) bus rapid transit.	Transportation		MCDOT / MDOT SHA	M-NCPPC, City of Rockville
Improve the Matthew Henson Trail crossing with a protected crossing that eliminates conflicts and has a high rate of compliance, a direct crosswalk and additional pedestrian-scale lighting.	Transportation and Parks, Trails and Open Space		MCDOT / MDOT SHA / M-NCPPC	
Improve the visual presence of and connectivity to community destinations.	Civic		M-NCPPC, Montgomery County Department of Recreation	
Redesign Veirs Mill Road as a multimodal complete street.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material and automated enforcement.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Eliminate unsignalized left-turns where feasible. Potential locations include: Galt Avenue, Norris Drive, Pendleton Drive, Gail Street and Bushey Drive.	Transportation		MCDOT / MDOT SHA	M-NCPPC
As a goal, the number of additional lanes at signalized intersections should be minimized so that crossing distances and exposure of pedestrians and bicyclists to traffic when crossing the road is also minimized. Wherever it is determined to be beneficial to safety and does not create unacceptable congestion levels as defined by the applicable Subdivision Staging Policy congestion standard, the number of left turn lanes at a signalized intersection should be limited to one. Where dual left turn lanes are provided, consider the implementation of strategies to mitigate the speed of left-turning vehicles and to mitigate the additional width of the road that pedestrians and bicyclists must cross.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Restripe Veirs Mill Road to improve lane continuity.	Transportation		MCDOT / MDOT SHA	M-NCPPC

**Table 8: Capital Improvements Program**

Project Name	Category	Estimated Cost	Lead Agency	Coordinating Agencies
<p>Introduce additional protected crossings at the following locations that eliminate conflicts and have high rates of compliance:</p> <ul style="list-style-type: none"> <li>• Veirs Mill Road and Andrew Street.</li> <li>• Veirs Mill Road and Norris Drive.</li> <li>• Veirs Mill Road and Arbutus Avenue.</li> <li>• Veirs Mill Road and Galt Avenue.</li> <li>• Veirs Mill Road and Bushey Drive.</li> <li>• Veirs Mill Road and Pendleton Drive.</li> <li>• Twinbrook Parkway and Halpine Road.</li> <li>• Twinbrook Parkway and Vandegrift Avenue.</li> <li>• Veirs Mill Road and Havard Street.</li> </ul>	Transportation		MCDOT / MDOT SHA	M-NCPPC
Implement the long-term alternative for the Veirs Mill Road (MD 586) bus rapid transit.	Transportation		MCDOT / MDOT SHA	M-NCPPC, City of Rockville
Provide a sidepath on the north side of Veirs Mill Road that transitions to two-way separated bicycle lanes and a sidewalk at areas with commercial land use. Provide two-way separated bicycle lanes and a sidewalk on the south side of Veirs Mill Road. The two-way separated bicycle lanes and sidewalk should transition to a sidepath between the future Montrose Parkway and the western plan boundary.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Provide bikeways on priority streets (Twinbrook Parkway, Aspen Hill Road, Parkland Drive, Montrose Parkway, Havard Street, Colie Drive, Barbara Road, Randolph Road, Connecticut Avenue, Valleywood Drive, Parker Avenue, and Newport Mill Road).	Transportation		MCDOT / MDOT SHA	M-NCPPC
Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible. If channelized right-turn lanes prove to be necessary, design the lanes to limit the exposure of vulnerable road users, including implementing measures to reduce the speed of turning vehicles so that vehicles yield, as required, to improve safety for pedestrians and bicyclists crossing the turn lane.	Transportation		MCDOT / MDOT SHA	M-NCPPC
Underground utilities along Veirs Mill Road	Transportation		MCDOT / MDOT SHA	M-NCPPC
Street trees on Veirs Mill Road	Transportation		MCDOT / MDOT SHA	M-NCPPC
Gannon Road Extended	Transportation		Private	MCDOT / M-NCPPC
Rock Creek Mill Road Extended	Transportation		Private	MCDOT / M-NCPPC
Provide a pedestrian and bicycle overpass for the Matthew Henson Trail.	Transportation and Parks, Trails and Open Space		MCDOT / MDOT SHA / M-NCPPC	
Provide a connection to Matthew Henson State Park from the East	Parks, Trails and Open Space		M-NCPPC	
Redesign Parklawn Local Park	Parks, Trails and Open Space		M-NCPPC	MCDOT / MDOT SHA
Improve the visual presence of and connectivity to community destinations.	Civic		Montgomery County Department of Recreation	M-NCPPC
Consider opportunities to integrate evening programming for youth.	Civic		Montgomery County Department of Recreation	



# Glossary

	Term	Definition
1	Accessible Pedestrian Signals	Devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections and mid-block crossings in non-visual formats to pedestrians who are blind or who have low vision.
2	Automated Speed Enforcement	Infrastructure involving video cameras and other sensors used to police speed and other traffic safety infractions in an impartial way.
3	Bicycle Pedestrian Priority Area	Defined geographical areas in Montgomery County, where the enhancement of pedestrian and bicyclist traffic and safety is a priority.
4	Bus Rapid Transit	A high-quality and high-capacity bus-based transit system that delivers fast, comfortable, reliable and cost-effective transit service.
5	Bus Rapid Transit - Dedicated Lanes	Lanes that are for the exclusive use of a transit vehicle.
6	Bus Rapid Transit - Mixed Traffic	Lanes where buses operate in the same lanes as general purpose traffic.
7	Carbon Footprint	The quantity of greenhouse gas emissions released into the atmosphere by human activities.
8	Channelized Right-Turn Lane	Right turn lanes at intersections that provide for free-flow or nearly free-flow right-turn movements, often separated from the main intersection by a concrete island. Sometimes referred to as a "free right", "hot right", or "separated right."
9	Complete Street	A street designed, operated and maintained to provide safe accommodations for all users, including people who walk, bicycle, use transit and drive motor vehicles.
10	Constructed Soil	A modular system to contain healthy soil below pavement while supporting the weight of vehicles and utilities.
11	Context Sensitive Design	An approach to project development where the project is designed not only to focus on transportation, but to also give greater heed of aesthetic, social, economic, and environmental values, needs, constraints, and opportunities within the larger community setting.
12	Contra-Flow Bike Lane	Bike lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. Contra-flow bike lanes convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, the other for bikes only.
13	Countdown Pedestrian Signals	Devices that communicate information about the number of seconds remaining in the pedestrian DON'T WALK interval.
14	Curb Extensions	A traffic calming measure primarily used to extend the sidewalk, reducing the distance pedestrians need to cross while also improving visibility between pedestrians and oncoming motorists. Sometimes also referred to as "bulb outs" and "bump outs."
15	Corner Radii	At an intersection or driveway, the curb curves around a bend and forms part of a circular shape. The corner radii is the distance between the curb and the center of this circular shape. A smaller radius reduces pedestrian crossing distance and slows turning vehicles. Sometimes also referred to as "curb radii", or by its singular form "corner/curb radius."
16	Grade Separated Crossing	A walkway or bikeway that is separated from the road with an overpass or underpass.
17	Green Infrastructure	Stormwater management systems which use vegetation, soils and other elements to reduce and treat stormwater.
18	High Risk Roadway	Roads in Montgomery County's Vision Zero Action Plan located within the High Injury Network.
19	High Injury Network	Roads in Montgomery County's Vision Zero Action Plan with five or more severe or fatal collisions and one or more collisions per mile per year. The reporting period in this Action Plan is 2012-2016.
20	Lane Continuity	Lane continuity is the provision of continuous travel lanes along a road so that traffic does not have to change lanes to continue traveling straight and any shifts in lane alignment are readily apparent and not sudden or abrupt. Lane continuity helps to improve traffic safety by minimizing the need for some decisions.
21	Leading Pedestrian Interval	An approach to traffic signalization that allows pedestrians or bicyclists to enter the intersection in advance of vehicles traveling in the same direction.
22	Market Rate Affordable Housing	Market-rate affordable dwelling units rent at prices affordable to households earning no more than 80 percent of area median income, based on unit and household sizes. Market-rate affordable dwelling units are not income-restricted by government regulation.
23	Missing Middle	Multi-unit, clustered housing, such as townhouses, courtyard dwellings and smaller apartment buildings, that can bridge low and high density areas.
24	Moderately Priced Dwelling Unit (MPDU)	A moderately priced dwelling unit (MPDU) is built under a government regulation or a binding agreement requires the unit to be affordable to households at or below the income eligibility for the MPDU program. Under this program, income requirements are usually 65 percent of area median income (AMI) for garden apartments, and 70 percent (AMI) for high-rise apartments.

	Term	Definition
25	Multimodal	Of and relating to multiple travel modes, such as walking, bicycling, using transit, and motor vehicles.
26	Neighborhood Green Urban Park	Formally planned, flexible open spaces that serve as places for informal gathering, lunchtime relaxation, or small special event gatherings. Lawn area, shaded seating and pathways are typical facilities. Facility may also include a play area, a skate spot, a community garden, or similar neighborhood facilities.
27	Neighborhood Greenway	Neighborhood greenways are streets with low motorized vehicle traffic volumes and speeds, designed and designated to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, comfortable crossings of busy arterial streets.
28	Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. The signals remain dark / off when not in use. When activated by a pedestrian it will flash a yellow warning light before switching to two red lights to completely stop traffic. Also known as "HAWK Signals".
29	Pedestrian-Activated Signals	Traffic control devices that require pedestrians to press a button to trigger the pedestrian crossing phase to stop conflicting traffic from entering the crosswalk.
30	Protected Crossing	A crossing designed to improve the safety and comfort of pedestrians and bicyclists crossing the street with traffic control devices, such as full traffic signals and Pedestrian Hybrid Beacons, that prohibit conflicting left turns and through vehicular movements.
31	Protected Intersection	A collection of design elements to improve the safety and comfort of pedestrians and bicyclists crossing intersecting streets through reducing speeds of turning motor vehicles, increasing visibility of pedestrians and bicyclists, increasing yielding to pedestrians and bicyclists, reducing crossing distances and eliminating conflicts for bicyclists performing left turns.
32	Public Realm	Those spaces where civic interaction can occur, such as publicly owned parks, trails, plazas, streets and sidewalks.
33	Right-of-Way	A strip of land intended for use by the public. A public right-of-way is occupied or intended to be occupied by a road, bikeway, sidewalk, path, or transit facility, as well as any ancillary facilities such as storm drains and stormwater management facilities. Public utilities such as electric transmission lines, telephone lines, cable TV lines, gas mains, water mains, and sanitary sewers may be permitted in the public right-of-way. A public right-of-way may be obtained by dedication as part of the development process or purchased in whole or in part by a public agency.
34	Road Design Standard	Road design standards developed by transportation agencies define how roads and roadway elements are to be designed. In the US, this is heavily influenced the Association of American State Highway and Transportation Officials (AASHTO) document titled "A Policy on Geometric Design of Highways and Streets," colloquially known as the "Green Book."
35	Safe Speed Enforcement Program	Program administered by the Montgomery County Police Department where automated speed enforcement is conducted.
36	School Speed Zone	The area around schools where speed limits are reduced below signed limits between school arrival and dismissal hours.
37	Sediment Load	The presence of solid particles, including silt, sand, gravel and chemicals in waterways.
38	Separated Bike Lanes	Separated bike lanes are exclusive bikeways that combine the user experience of a sidepath with the on-street infrastructure of a conventional bike lane. They are physically separated from motor vehicle traffic and distinct from the sidewalk.
39	Shared Street	An urban design approach where pedestrians, bicycles and motor vehicles can comfortably coexist in a shared space and that prioritizes pedestrian and bicycle movement by slowing vehicular speeds and communicating clearly through design features that motorists must yield to all other users. Motorists are considered "guests" in this environment.
40	Sidepath	Sidepaths are shared use paths located parallel to and within the road right-of-way, providing two-way travel for walking, bicycling, jogging and skating.
41	Speed Camera Corridor	Highway corridors in Montgomery County where automated speed enforcement is conducted by the Montgomery County Police Department.
42	Stormwater Management	An effort to minimize the runoff of rainwater or melted snow into streets to improve water quality.
43	Target Speed	The speed at which vehicles should operate on a roadway when all of the factors that influence operating speed are in place, including adjacent lane use, access to adjacent land use, building massing and setbacks, pedestrian and bicycle activity, road classification and function, traffic control, intersection spacing, traffic calming, posted speed limit, enforcement and roadway geometry.
44	Trails	Trails are shared use paths located outside of the road right-of-way and provide two-way travel for people walking, bicycling and other non-motorized users. Trails include off-street trails, stream valley park trails and neighborhood connectors, or short paths that provide critical connections in the residential walking and bicycling network.
45	Vision Zero	A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all.
46	Vision Zero Action Plan	A plan of activities to eliminate all traffic fatalities and severe injuries.



# County Council Resolution

Resolution No.: 19-76  
Introduced: April 23, 2019  
Adopted: April 23, 2019

## COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN MONTGOMERY COUNTY, MARYLAND

Lead Sponsor: County Council

SUBJECT: Approval of December 2018 Veirs Mill Corridor Master Plan

1. On December 20, 2018, the Montgomery County Planning Board transmitted to the County Executive and the County Council the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.
2. The December 2018 Planning Board Draft Veirs Mill Corridor Master Plan contains the text and supporting maps for an amendment to portions of the approved and adopted 1989 Master Plan for the Communities of Kensington-Wheaton; 1992 North Bethesda-Garrett Park Master Plan, as amended; and 1994 Aspen Hill Master Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the 2013 Countywide Transit Corridors Functional Master Plan; the Master Plan of Highways and Transitways, as amended; and the Bicycle Master Plan.
3. On February 7, 2019, the County Council held a public hearing on the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan. The Master Plan was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On February 5, 2019, the Office of Management and Budget transmitted to the County Council the Executive's Fiscal Impact Statement for the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.
5. On February 25, March 4, and March 7, 2019, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Veirs Mill Corridor Master Plan.
6. On March 26, 2019, the County Council reviewed the Planning Board Draft Veirs Mill Corridor Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Page 2

Resolution No.: 19-76

### Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Veirs Mill Corridor Master Plan, dated December 2018, is approved with revisions. County Council revisions to the Planning Board Draft Veirs Mill Corridor Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2018 Planning Board Draft Veirs Mill Corridor Master Plan.

Page 2: Add a new paragraph after the last paragraph under "1.5 Community Outreach" as follows:

Recognizing that there are barriers such as language and geographic access to the decision-making process that may prevent people in the immigrant community from playing an active role in important issues that affect their daily lives, Council staff engaged collaboratively with key partners and the communities around the Veirs Mill Corridor to create and publicize bilingual outreach brochures, engage in informational sessions about the Master Plan before the hearing, and assist with the process of signing up to testify. The Council provided simultaneous English to Spanish translation and interpretation services for audience members provided through headsets. These efforts are a direct result of the Latino Civic Project, launched by the Council in 2012, to strengthen the civic participation of the immigrant community in the decision-making process in a linguistic and culturally-proficient manner, which resulted in the Veirs Mill Corridor Master Plan public hearing's attendance being reflective of the diversity of the corridor as residents were able to testify in both English and Spanish and share their recommendations on the Plan.

Page 8: Revise Table 1 to include the following short-term recommendation after #16 per the Council decision:

Provide a pedestrian and bicycle overpass of Veirs Mill Road for users of the Matthew Henson Trail.

Page 8: Revise Table 1, #10 to include the following short-term recommendation per the Council decision:

[Consider the elimination of the proposed interchange at Veirs Mill and Randolph Road from the Master Plan of Highways and Transitways. If such an interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes.] Confirm the proposed interchange at Veirs Mill Road and Randolph Road in the Master Plan of Highways and Transitways.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

The minimum recommended right-of-way (ROW) includes residential service roads along segments of Veirs Mill Road. The minimum ROW may not include land needed for spot improvements, such as but not limited to local bus or BRT stations, protected intersections and other non-auto facilities, auxiliary travel lanes such as turn lanes, or areas needed for future grade separation projects.

Page 40: Amend the fourth sub-bullet under the first bullet as follows:

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

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

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

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

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

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

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

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

Notably absent from these intersections are components that emphasize and highlight the pedestrian and bicyclist domains, including pedestrian countdown signals, leading pedestrian intervals, high-visibility crosswalks, pedestrian-scale lighting and median refuge islands.

Page 54: Delete the third sentence of the second paragraph under “2.5.12 Intersections” as follows:

[A grade-separated interchange at this intersection is inconsistent with the overall transportation goals of this plan, which seek to improve conditions for pedestrians, bicyclists and transit users on Veirs Mill Road and the surrounding communities.]

Page 54: Amend the third paragraph under “2.5.12 Intersections” as follows:

[If such an] When the interchange is constructed, it must be constructed in such a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes.

Page 54: Amend the second bullet under “2.5.13 Intersection Recommendations” as follows:

[Remove] Wherever it is determined to be beneficial to safety, remove the channelized right-turn lanes, particularly at the intersection of Veirs Mill Road and Connecticut Avenue, if feasible. [to improve safety for pedestrians, bicyclists, transit users and motorists.] If channelized right-turn lanes prove to be necessary, design the lanes to limit the exposure of vulnerable road users, including implementing measures to reduce the speed of turning vehicles so that vehicles yield, as required, and/or consider implementation of no right-turn on red restrictions to improve safety for pedestrians and bicyclists crossing the turn lane.

Page 54: Amend the second sentence of the third bullet under “2.5.13 Intersection Recommendations” as follows:

Retrofits can include curb extensions, reduced corner radii, accessible pedestrian signals, leading pedestrian intervals, high visibility crosswalks on each intersection leg, pedestrian-scaled lighting and median refuge islands, where feasible.

Page 54: Amend the last bullet under “2.5.13 Intersection Recommendations” as follows:

[Consider the elimination of] Confirm the proposed interchange at Veirs Mill Road and Randolph Road [from] in the Master Plan of Highways and Transitways. [If such an interchange is constructed.] The construction of the interchange must not be prioritized over the construction of Bus Rapid Transit on Veirs Mill Road, and it must be constructed in [such] a way that would not inhibit pedestrian, bicycle and transit accessibility. In addition, it should minimize disruption to local businesses and homes, as conceptually shown in Figure 18.

Page 54: Amend Figure 18 to reflect the Council decisions.

Page 54: Insert a new bullet at the end of section “2.5.13 Intersection Recommendations” as follows:

Amend the 2016 Subdivision Staging Policy to create an intersection delay standard of 100 seconds per vehicle at signalized intersections on Veirs Mill Road between the Wheaton Central Business District Policy Area and the Rockville City Policy Area. Due to the high level of fatalities and severe crashes on Veirs Mill Road, there is particular urgency to prioritizing road safety over congestion there.

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

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

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

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

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

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

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

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

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

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

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

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

Page 75: Amend the second bullet under “3.1.1 Land Use and Zoning” as follows:

Rezone the Montclair Manor Townhouses from RT-12.5 to the Townhouse [Low] Medium Density [(TLD)] (TMD) zone.

Page 77: Amend Map 16 to reflect the Council decisions.

Page 83: Amend the first bullet under “Department of Recreation Administrative Offices” as follows:

Rezone the Department of Recreation administrative offices site (4010 Randolph Road and the vacant parcel) from R-60 to [CRN 1.0, C-0.0, R-1.0, H-65] ~~CRN 1.0, C-0.5, R-1.0, H-65~~ to allow the construction of medium density residential uses and neighborhood-serving commercial uses near the commercial center.

Page 85: Amend Map 19 to reflect the Council decisions.

Page 86: Amend Map 20 to reflect the Council decisions.

Page 96: Amend the first sentence of the second bullet under “Recommendation” as follows:

Support a future application for the Commercial[-]Residential Neighborhood[-]Floating Zone (CRNF) for [the single-family residential properties that directly abut 12607 and 12615 Veirs Mill Road, bordered by Adrian Street to the north and Robindale Drive to the east] five properties: 12700 Robindale Drive, 4710 Adrian Street, 4714 Adrian Street, 12700 Weiss Street and for the abutting outlet behind 12700 Weiss Street.

Page 99: Amend the fifth paragraph under “3.4.1 Land Use and Zoning” as follows:

With the redevelopment of the Rock Creek Woods Apartments, this plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of the units should be two-bedroom units and five percent of the units should be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rents. Redevelopment of the Rock Creek Woods Apartments should also incorporate an improved frontage on Veirs Mill Road.

Page 100: Insert a new sentence at the end of the third paragraph as follows:

After the review and approval of the limited preliminary plan amendment, Montgomery County and the property owner confirmed that the mad extension was conveyed by a deed in



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

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

[Consistent with the previous master plans, the] The Veirs Mill Corridor Master Plan [continues to support the abandonment] supports the return of the Aspen Hill Road extension [to further facilitate the synergistic redevelopment of Halpine View, Parkway Woods and Halpine Hamlet.] to the Halpine View property through Montgomery County's disposition process in exchange for the requirement to provide a minimum of 30 percent of the dwelling units attributable to the density of the 1.9-acre parcel in the form of MPDUs.

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

Rezone the Rock Creek Woods Apartments from R-20 to CRT 1.25, C-0.25, R-1.50, H-85. Maximize residential development on the site, with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone. An optional method project that includes residential dwelling units should provide a minimum of 15 percent Moderately Priced Dwelling Units (MPDUs) and five percent market-affordable units under a rental agreement for up to 30 years. This plan also prioritizes two- and three-bedroom units for public benefit points. With redevelopment, a minimum of 20 percent of all units must be two-bedroom units and five percent of all units must be three-bedroom units. Priority should be given to existing residents for the two- and three- bedroom units and the units under market-affordable rental agreements.

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

Rezone the Halpine View Apartments[, Parkway Woods and Halpine Hamlet] from R-30 to CRT 1.25, C-0.25, R-1.25, H-85 to allow increased residential density near the Twinbrook Metrorail Station and the future bus rapid transit station.

Page 100: Amend the first sub-bullet under the second bullet under "Recommendation" as follows:

The plan recommends maximizing residential development with a minimal amount of commercial density to fulfill the requirements of the Optional Method Development of the CRT zone[, with the following public benefits]. An optional method project that includes residential dwelling units should:

- Provide a minimum of 15 percent MPDUs [as the highest priority public benefit];
- Provide [5] 10 percent market-rate affordable units [pursuant to] under a rental agreement [with the Department of Housing and Community Affairs for twenty years. Redevelopment shall be phased to ensure maintenance and/or creation of a minimum of 5 percent market-rate affordable units.] for up to 30 years. To achieve no net loss in market-rate affordable units, each phase of development should provide a number of affordable units (MPDUs

plus market-affordable units under rental agreement) equal to the number of units being removed.

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

Page 100: Amend the second sub-bullet under "Recommendation" as follows:

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

Page 100: Insert two new bullets after the second sub-bullet under "Recommendation" as follows:

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

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

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

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

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

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

[Public open space totaling a minimum of 4.5 acres in size, to include at least three significant open spaces, each at least a half-acre in size, similar to a neighborhood green urban park (as defined in the PROS Plan) to include play structures, shaded seating and flexible lawn areas.]

Provide public open space under the requirements of the CRT zone. Consolidate open space, as site constraints allow, to create [significant] the largest practicable open spaces, totaling 4.5 acres combined, that may include play structures, shaded seating and/or flexible lawn areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Countdown Pedestrian Signals: Devices that communicate information about the number of seconds remaining in the pedestrian DON'T WALK interval.

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

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

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

### General

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



This is a correct copy of Council action.

  
Megan Davey Limarzi  
Clerk of the Council

## **ACKNOWLEDGMENTS**

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## **The Plan Process**

A plan provides comprehensive recommendations for the use of publicly and privately-owned land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective. Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

The WORKING DRAFT PLAN is prepared by the Montgomery County Planning Department for presentation to the Montgomery County Planning Board. The Planning Board reviews the Working Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Planning Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a master plan or a sector plan to the County Council with copies to the County Executive who must, within 60 days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward other comments and recommendations to the County Council.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds worksessions, then adopts a resolution approving the Planning Board Draft, as revised.

After Council approval, the plan is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

## **Elected and Appointed Officials**

### **County Council**

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Sidney Katz, Vice President  
Gabe Albornoz  
Andrew Friedson  
Evan Glass  
Tom Hucker  
Will Jawando  
Craig Rice  
Hans Riemer

### **County Executive**

Marc Elrich

### **The Maryland-National Capital Park and Planning Commission**

Casey Anderson, Chair  
Elizabeth M. Hewlett, Vice Chair

### **Commissioners**

#### *Montgomery County Planning Board*

Casey Anderson, Chair  
Norman Dreyfuss, Vice Chair  
Gerald R. Cichy  
Natali Fani-Gonzalez  
Tina E. Patterson

#### *Prince George's County Planning Board*

Elizabeth M. Hewlett, Chair  
Dorothy F. Bailey, Vice Chair  
William M. Doerner  
Manuel R. Geraldo  
A. Shuanise Washington



# VEIRS MILL CORRIDOR MASTER PLAN

CONNECTING COMMUNITIES

**APPROVED AND ADOPTED**

APRIL 2019

M-NCPPC  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, MD 20910

[MontgomeryPlanning.org](http://MontgomeryPlanning.org)