

Action

MEMORANDUM

March 27, 2015

TO: County Council

FROM: ⁶⁰ Marlene Michaelson, Senior Legislative Analyst *MM*
Glenn Orlin, Deputy Council Administrator

SUBJECT: Resolution Approving the Aspen Hill Minor Master Plan Amendment

Attached is a resolution (© 17 to 24) approving the Aspen Hill Minor Master Plan Amendment. A draft of the resolution was briefly circulated and Staff received several comments from the public that are attached at © 1 to 15. Two changes are those that Staff believes are purely technical or consistent with the Council's previous votes and therefore have been added to the resolution. First, Aspen Hill Local Park has been added to the list of surrounding parks in the Community Facilities section (see line 285). Second, Staff has added language to indicate that the existing trees and greenery should be maintained the entire length of the western edge of the Vitro property (see line 148).

Many of the attached comments are either inconsistent with the votes of the Council or asked why the resolution did not reflect recommendations of individual Councilmembers or the Planning Board Chair. Unless it appeared to Staff that a majority of the Council supported a change to the Committee's recommendations, Staff did not include the change in the resolution. Councilmembers may revisit any of these issues at the Council meeting on March 31.

Regarding access to and from the Vitro/BAE site, Councilmember Katz recommends three revisions (see © 16):

- Lines 69-73, revise as follows:

[To the degree feasible, redevelopment of the vacant, former Vitro/BAE office site should consider directing access to and from the site from the existing full-movement Home Depot driveway from Connecticut Avenue, so that back-ups on eastbound Aspen Hill Road from its intersection with Connecticut Avenue would not be exacerbated. (See Transportation Recommendations.)]

To minimize additional traffic flow impacts on Aspen Hill Road near its intersection with Connecticut Avenue, consider limiting access to and from the site from the existing full-

movement Home Depot driveway from Connecticut Avenue. If it is determined that another driveway access is necessary, consider a right-in/right-out driveway on Aspen Hill Road for emergency vehicles only.

This proposal is more restrictive, and is virtually the same as the PHED Committee's recommendation, except for the further restriction to limit a possible right-in/right-out to emergency vehicles only. As Staff has noted before, only once a detailed traffic study is conducted for a development of a specific size and type—a study performed for a site plan application—will it be known whether a right-in/right-out will be necessary. Restricting such an access to emergency vehicles only prejudices such a study. Therefore, **Staff supports the revision, but without the phrase “for emergency vehicles only”.**

- Lines 231-235, revise as follows:

To address potential traffic operations impacts on Aspen Hill Road, the primary access to and from the Vitro/BAE site should be via Connecticut Avenue, a major highway, and the majority – if not all – of the traffic should be directed there. To address potential traffic operations and pedestrian impacts on Connecticut Avenue, a traffic signal at this intersection should be considered. If a secondary access to and from the site from Aspen Hill Road is necessary, [then] it should be designed for right-in/right-out turns only to minimize the traffic there [as well as] and its impact on residents living on or near that road.

This proposal re-inserts the consideration of a traffic signal at the Connecticut Avenue entrance to the site. This was in the PHED Committee's recommendation. **Staff supports this revision.**

- After Line 235, add:

To further limit and control traffic impacts to the adjacent residential neighborhood, consideration should be given to only allowing access to/from the Vitro/BAE site at Aspen Hill Road for emergency vehicles only.

For the same reason noted above, Staff does not support this revision.

Mabie, Susan

From: Michaelson, Marlene
Sent: Thursday, March 26, 2015 3:08 PM
To: Mabie, Susan
Subject: FW: Aspen Hill Minor Master Plan

From: Jane Salzano [mailto:janesalzano@gmail.com]
Sent: Thursday, March 26, 2015 11:51 AM
To: Michaelson, Marlene; Erich's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Rice's Office, Councilmember; Berliner's Office, Councilmember; Hucker's Office, Councilmember; Navarro's Office, Councilmember; Katz's Office, Councilmember; councilmember.berliner@montgomerycountmd.gov
Subject: Aspen Hill Minor Master Plan

Honorable Council Members, Marlene Michaelson,

The Aspen Hill Homeowners Group commends our Council Members and Staff for their extended efforts to consider the effects of the Aspen Hill Minor Master Plan on the many members of our community. After attending the Council Work Session on March 24 and reading the proposed changes we offer the following comment.

Given the suburban nature of Aspen Hill, sixty feet height, even though sloping to forty-five feet near the residences, is out of character with our community. Considering that the any anticipated building will cover much of the property, at sixty feet it would be massive.

We strongly request building height be limited to forty-five feet.

Thank you for your consideration.

Jane ford Salzano
Co-Chair AHHG

Mabie, Susan

From: Michaelson, Marlene
Sent: Thursday, March 26, 2015 3:06 PM
To: Mabie, Susan
Subject: FW: Vitro/BAE Amendment

-----Original Message-----

From: Joan Cohen [mailto:joan.cohen86@gmail.com]
Sent: Thursday, March 26, 2015 1:33 PM
To: Michaelson, Marlene
Subject: Vitro/BAE Amendment

Marlene,

Thank you for your efforts and counsel regarding the Vitro amendment. You have been a pleasure to work with.

I would like to bring to your attention that I see the Aspen Hill Road four lane merge language as weak because it adds the caveat about "feasibility." Who determines when and what is feasible? That's critical. It is not written in this amendment while everything else is so detailed. Seems to me the MC Council or Orlin has just kicked the can down the road and the community is going to be severely burned on this issue.

As I read the draft, the merge lanes on Aspen Hill Road as they are now are up for grabs. Am I correct?

Thank you.

Joan Cohen

Marlene and Jeff,

Thank you for sending this to us. Our only comment is on your suggested revisions to Page 16: Revise Design Guidance #2. Given that the site is now going to be zoned CRT, with its design standards, even as amended, and will also have to undergo site plan review, we think that the "all" and "must" language in this paragraph is too inflexible and could create issues (perhaps not even foreseeable at this time). Also the reference to locating all buildings on a street could be a problem for a multi-building scenario. We would suggest that this language be revised to state: "Buildings should front on a street or drive (public or private), the shared use drive between Vitro /BAE and Home Depot, or public open space, with a preference for concentrating new development along Connecticut Avenue to establish a street presence along this major thoroughfare and give maximum visibility to new uses". Thanks.

--

Cynthia M. Bar - Attorney

Lerch, Early & Brewer, Chtd. ideas that work
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Resolution No.: _____
Introduced: _____
Adopted: _____

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
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10 By: County Council
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13 **SUBJECT:** Approval of December 2014 Planning Board Draft Aspen Hill Minor Master
14 Plan Amendment

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17 1. On December 5, 2014, the Montgomery County Planning Board transmitted to the County
18 Executive and the County Council the December 2014 Planning Board Draft Aspen Hill
19 Minor Master Plan Amendment.
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21 2. The December 2014 Planning Board Draft Aspen Hill Minor Master Plan Amendment
22 amends portions of the Approved and Adopted 1994 Aspen Hill Master Plan. It also amends
23 The General Plan (On Wedges and Corridors) for the Physical Development of the
24 Maryland-Washington Regional District in Montgomery and Prince George's Counties, as
25 amended.
26
27 3. On January 30, 2015, the Director of the Montgomery County Office of Management and
28 Budget transmitted to the County Council the Fiscal Impact Statement for the December
29 2014 Planning Board Draft Aspen Hill Minor Master Plan Amendment.
30
31 4. On February 3, 2015, the County Council held a public hearing on the December 2014
32 Planning Board Draft Aspen Hill Minor Master Plan Amendment. The Minor Master Plan
33 Amendment was referred to the Planning, Housing, and Economic Development Committee
34 for review and recommendation.
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36 5. On March 2, 2015, the Planning, Housing, and Economic Development Committee held a
37 worksession to review the issues raised in connection with the December 2014 Planning
38 Board Draft Aspen Hill Minor Master Plan Amendment.
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40 6. On March 24, 2015, the County Council reviewed the Planning Board Draft Aspen Hill
41 Minor Master Plan Amendment and the recommendations of the Planning, Housing, and
42 Economic Development Committee.
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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 Aspen Hill Minor Master Plan Amendment, dated December 2014, is approved with revisions. County Council revisions to the Planning Board Draft Aspen Hill Minor Master Plan Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2014 Planning Board Draft Plan.

Page 13: Revise Proposed Zoning Map (Map 7) to reflect Council changes.

Page 14: Revise the second and third paragraphs and combine into one paragraph as follows:

The properties north of Aspen Hill Road may support mixed-use development as the market evolves in the future, particularly if the properties are assembled and redeveloped comprehensively. [To facilitate such development, the properties recommended for NR zoning within this Minor Amendment area may be appropriate for CRT Floating Zones as the area further evolves.] More intense redevelopment should be focused toward Connecticut Avenue to give maximum visibility to new uses and make it easier for pedestrians on Connecticut Avenue to access those uses. Pedestrian amenities, including wide sidewalks, signage improvements directing toward transit options, green planting strips between pedestrians and vehicular areas, and significant tree planting should be provided along all connections. To the degree feasible, [Redevelopment] redevelopment of the vacant, former Vitro/BAE office site[,] should consider directing access to and from the site from the existing full-movement Home Depot driveway from Connecticut Avenue, so that back-ups on eastbound Aspen Hill Road from its intersection with Connecticut Avenue would not be exacerbated. (See Transportation Recommendations.) [have its primary access off of Connecticut Avenue and access to/from Aspen Hill Road should be limited to a right-in/right-out driveway to alleviate queuing pressures on Aspen Hill Road and intersection congestion during peak hours.]

Commented [S1]: What does "consider mean? That is, what is the process for considering directing access, etc. and who is involved in this process? Specifically, will the Community be involved? Recommend deleting "consider".

Page 14: Revise the first sentence in the fourth paragraph as follows:

Projects adjacent to single-family residential neighborhoods should use compatible building mass, height and setback, and façade articulation to create [a] appropriate transitions to those neighborhoods.

Page 14: Revise the fifth paragraph as follows:

This Plan recognizes that there may be a phased redevelopment of the north side of Aspen Hill Road over a long period of time. It is likely that the former Vitro/BAE property will redevelop in the shorter term, followed by potential redevelopment of the remaining

90 properties over time, as the market evolves to support a moderately dense mix of land uses.
 91 While this Plan recognizes [the need to accommodate some] that near-term [, single-use]
 92 development may be single-use, the long-range goal is to facilitate the opportunity for a
 93 comprehensive redevelopment of these sites should any of the properties change use or be
 94 consolidated. A Combination Retail Conditional Use is not appropriate for the Minor
 95 Amendment area because such a use would have a significant long-term impact on the area
 96 and alter the character of the surrounding low-density residential neighborhoods.

Commented [S2]: Great! But, this does not preclude the development of a "building" that is, for example, 80,000 sq ft with a pharmacy and grocery, or a building that is 125,000 sq ft without a pharmacy, etc. We do not want a building that is a big box. However, given that a large building could be proposed, how about making the CRT change be a Conditional Use instead of Limited Use for buildings larger than 50,000 sq ft.

97
98 Page 14: Revise the Recommendation heading and bullets as follows:

99
100 **Zoning Recommendation**

- 101 • Rezone the entire Minor Amendment area north [properties on the northwest corner]
 102 of Aspen Hill Road and west of Connecticut Avenue (Figure 1 above, No. [2] 1) from
 103 EOF-3.0, H-60, R-90, and CRT-0.75, C-0.75; R-0.25, H-45 to CRT-1.5, C-0.5, R-1.0,
 104 H-60.
- 105 • [Rezone the remaining properties on the north and northwest portion of the Minor
 106 Amendment Area (Figure 1 above, No. 1) from EOF-3.0, H-60 and R-90 to NR-0.5,
 107 H-60.]

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109 Page 15: Revise the Recommendations heading as follows:

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111 **Zoning Recommendations**

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113 Page 16: Revise the Design Requirements heading and first paragraph under that heading as
114 follows:

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116 **Design [Requirements] Guidance**

117 [The properties recommended for NR zoning within this Plan area may be appropriate for
118 CRT Floating Zones as the area further evolves.] To facilitate the [potential] transition of
119 this area to [CRT zoning] a more pedestrian-friendly, accessible, and human-scale
120 environment, any redevelopment within the Minor Amendment area [of the properties
121 recommended for NR zoning must] should incorporate [certain mandatory] the following
122 design elements. [Under no circumstances should such properties redevelop without
123 incorporating all of the following requirements:]

124
125 Page 16: Revise Design Guidance #2, **Building Placement**, as follows:

- 126 2. **Building Placement:** All buildings must front on a street (public or private), the shared
 127 use drive between Vitro/BAE and Home Depot, or public open space, with a preference
 128 for concentrating new development along Connecticut Avenue to establish a street
 129 presence along this major thoroughfare and give maximum visibility to new uses. [All
 130 new buildings must comply with the following requirements:]
- 131 • [At least 50% of the front facade of any building fronting on Connecticut Avenue or
 132 Aspen Hill Road must be within 35 feet of the right-of-way on which the building
 133 fronts, except that building placement along Connecticut Avenue may exceed the 35
 134

- 135 foot distance from the right-of-way to the minimum extent necessary to achieve plan
- 136 objectives.]
- 137 • [At least 50% of the front facade of any other building should not typically be located
- 138 more than 20 feet from the street or public open space on which the building fronts.]
- 139 • [On the north side of Aspen Hill Road, non-residential buildings may not be
- 140 constructed within 100 feet of an adjacent lot improved with a detached house.]

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142 Page 16: Add a new Number 3 and renumber the rest of the list on the page:

143

144 **3. Transition to Residential Neighborhoods:** Ensure appropriate transitions between non-

145 residential development and adjacent residential neighborhoods to minimize the impact of

146 new development on those neighborhoods. As required by the zoning ordinance, provide

147 landscaping and new tree canopy in parking areas; taper building heights away from existing

148 residential development; and retain (and expand where feasible) existing trees and greenery

149 to buffer new development. On the north side of Aspen Hill Road, non-residential buildings

150 may not be constructed within 100 feet of an adjacent lot improved with a detached house.

151

<p>Commented [53]: Who and how is feasibility determined? Add wording that requires Community involvement.</p>
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152 Page 17: Revise Figure 3: Design Criteria Diagram to illustrate the transition area along the

153 entirety of the western edge of the Vitro/BAE property line on the north side of Aspen Hill Road

154 and add footnote indicating that the length of the 100 foot setback for non-residential buildings

155 depends on the location of adjacent detached homes.

156

157 Page 18: Revise the third paragraph, Transitions, as follows:

158

159 Transitions between commercially zoned properties and immediately adjacent single-family

160 neighborhoods are defined in the Zoning Ordinance. [Compatibility requirements, including

161 height compatibility, are described in section 4.1.8.B.] Specific guidance on transitions and

162 compatibility are provided in the Land Use and Zoning Recommendations and Design

163 Criteria sections of this Plan.

164

165 Page 19: Revise the first paragraph as follows:

166

167 The study area is part of a larger commercial cluster, which serves as a neighborhood center

168 for the Aspen Hill area. The scope of this amendment was limited to a group of properties

169 along the western edge of the cluster, so the combined potential of the larger Aspen Hill

170 commercial area was not explored in full detail by this exercise. An update to the 1994

171 Aspen Hill Master Plan is programmed to begin in July 2015[,] and will address the larger

172 commercial area. In addition to changing land use dynamics in the region, the inclusion in

173 the County's Master Plan [the approval of priority planning and design studies] of the

174 Georgia Avenue North Bus Rapid Transit line, with a proposed station at Georgia Avenue

175 and Connecticut Avenue[,] (see Transportation Section), has the potential to catalyze more

176 compact development in this area.

177

178 Page 20: Delete the last sentence of the third paragraph as follows:

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180 Georgia Avenue (MD 97) is a six-lane major highway traversing in a northwest-southeast

181 direction approximately a quarter mile east of the properties subject to the Minor
 182 Amendment. Traffic signals are in place at the nearby intersections with Aspen Hill Road
 183 and Connecticut Avenue. The posted speed limit on Georgia Avenue is 45 MPH. The 2013
 184 AADT on Georgia Avenue, as reported by SHA for the segment near Connecticut Avenue
 185 (MD 185), is approximately 43,900 vehicles per day. This represents a 3.8% decrease from
 186 2011. Georgia Avenue is planned as a bus-rapid transit (BRT) corridor with a station to be
 187 located at the intersection with Connecticut Avenue. [SHA, Maryland Transit
 188 Administration (MTA), and Montgomery County Department of Transportation (MCDOT) is
 189 currently considering various design and operations alternatives for this BRT line.]
 190

191 Page 20: Revise the fifth paragraph as follows:

192
 193 The Minor Amendment area is served by a number of bus routes provided by the County's
 194 Ride On and the Washington Metropolitan Area Transit Authority's (WMATA) Metrobus
 195 services (see Map 8, following page). Along Connecticut Avenue there are a total of four
 196 bus routes, three of which are provided by Ride On (#26, #34, #41) and one route (#L8) by
 197 Metrobus. Route #26 also runs east-west along Aspen Hill Road. The bus stops along the
 198 segment of Georgia Avenue in the vicinity of the Minor Amendment area are served by a
 199 total of [five] four bus routes, one Ride-on (#53) and [four] three Metrobus ([#Y5,] #Y2,
 200 #Y7, #Y8[, #Y9]). Depending on time of day, these buses typically run every 20-30 minutes.
 201

202 Page 21: Delete the last two sentences on the page (describing proposed Bus Rapid Transit on
203 Georgia Avenue) as follows:

204
 205 In November 2013, the County Council approved the *Countywide Transit Corridors*
 206 *Functional Master Plan*. The plan recommends 11 Bus Rapid Transit (BRT) corridors
 207 throughout the County, including the segment of Georgia Avenue through the study area of
 208 this Minor Master Plan Amendment, to be developed in order to help ease congestion and
 209 improve travel times. According to the plans for this corridor (Corridor 1: Georgia Avenue
 210 North), a future BRT station is to be located at the intersection of Georgia Avenue and
 211 Connecticut Avenue. [The MTA, SHA, and MCDOT are in the process of evaluating four
 212 different transit and BRT design options that include dedicated lanes for transit vehicles and
 213 operational upgrades for traffic signals to give priority to transit vehicles. There is currently
 214 no funding source identified for construction of this BRT line, however, the current planning
 215 phase is funded.]
 216

217 Page 22: Delete the first and second bullets under Transportation Recommendations and replace
218 as follows:

219
 220 • [Access to Aspen Hill Road from the Vitro/BAE site should be provided via a right-
 221 in/right-out driveway. This will prevent entering/exiting left-turning vehicles from
 222 worsening the existing back-ups on eastbound Aspen Hill Road from the nearby traffic
 223 signal at Connecticut Avenue. Additionally, on the northern side of Aspen Hill Road
 224 between the Vitro/BAE site driveway and Connecticut Avenue traffic signal there are
 225 already three other curb cuts (two for the Shell gas station, one for Dunkin Donuts) in the
 226 short span of approximately 400 feet. This driveway should serve as secondary access

- 227 and be shifted as far west as possible at the time the property is redeveloped.]
- 228 • [Primary access to the Vitro/BAE site should be provided via the existing full-movement
- 229 Home Depot access driveway to Connecticut Avenue. A traffic signal should be installed
- 230 at this intersection to improve both traffic flow and pedestrian safety.]
- 231 • To address potential traffic operations impacts on Aspen Hill Road, the primary access to
- 232 and from the Vitro/BAE site should be via Connecticut Avenue, a major highway, and
- 233 the majority—if not all—of the traffic should be directed there. If a secondary access to
- 234 and from the site from Aspen Hill Road is necessary, then it should be designed to
- 235 minimize the traffic there as well as the impact on residents living on or near that road.

Commented [S4]: Again, who determines what is "necessary"? Suggest wording be added here and in other applicable sections that the Community be involved in the analysis and decision-making process.

236
237 Page 22: Delete the fifth bullet under Transportation Recommendations and replace as follows:

- 238
- 239 • [The existing transition from four-lanes to two-lanes heading westbound on Aspen Hill
- 240 Road should be shifted as far west as feasibly possible to provide more merging room for
- 241 westbound vehicles and more stacking space for eastbound vehicles queuing from the
- 242 traffic signal at Connecticut Avenue.]
- 243 • Consider shifting, as far west as feasibly possible, the westbound transition on Aspen Hill
- 244 Road from four-lanes to two-lanes to provide more merging room for westbound vehicles
- 245 and stacking space for eastbound vehicles queuing from the traffic signal at Connecticut
- 246 Avenue.

Commented [S5]: Delete this entire section. "Consider" does not convey a meaningful requirement.

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248 Page 23: Delete the first bullet and replace as follows:

- 249
- 250 • [The southbound free-right ramp from Georgia Avenue to Connecticut Avenue should
- 251 ultimately be removed. Instead, southbound right turns should come to the traffic signal
- 252 with all other traffic. Removal of the free-right ramp will slow traffic traveling
- 253 southbound on Connecticut Avenue by the Vitro/BAE site.]
- 254 • Consider removing the southbound free-right ramp from Georgia Avenue to Connecticut
- 255 Avenue, so that southbound right turns would come to the traffic signal with all other
- 256 traffic. Removal of the free-right ramp would slow traffic traveling southbound on
- 257 Connecticut Avenue by the Vitro/BAE site.

Commented [S6]: Delete "consider".

258
259 Page 24: Delete the last bullet on the page (under Reduce energy consumption by) as follows:

- 260
- 261 • [Integrating geothermal systems to reduce energy consumption and allowing and
- 262 encouraging wind energy conversion systems and large district energy systems.]

263
264 Page 25: Insert a Community Facilities section before the Implementation section as follows:

265
266 **COMMUNITY FACILITIES**

267
268 The Minor Master Plan Amendment area (MMPA) is well served by nearby schools, parks,

269 recreation areas, and libraries. Brookhaven Elementary School and Parkland Magnet Middle

270 School are located within a mile of the MMPA area. The Aspen Hill Public Library, situated

271 on Aspen Hill Road, is less than a half mile from the intersection of Connecticut Ave and

272 Aspen Hill Road, and the Wheaton Woods Swimming Pool is a short walk to the west

273 beyond the Library. According to Montgomery County Public Schools, the elementary and
 274 middle schools that serve the MMPA area are projected to be within capacity for the next six
 275 years. At the high school level, the area is served by the Downcounty High Schools
 276 Consortium - Blair, Einstein, Kennedy, Northwood, and Wheaton. Blair, Einstein, and
 277 Northwood high schools are projected to exceed their capacities in the coming years. Given
 278 the smaller geographic scope of this Plan and the limited emphasis on new, near-term
 279 residential redevelopment, this MMPA would have limited to no impact on school capacity.
 280 As part of the overall update to the 1994 Aspen Hill Master Plan, school capacity and the
 281 need for any future capital programs will be evaluated in greater detail.

282
 283 Several nearby parks serve this area of the Aspen Hill community, including English Manor
 284 Neighborhood Park, Parkland Local Park, Aquarius Local Park, Northgate Local Park,
 285 Strathmore Local Park, and Harmony Hills Neighborhood Park. The Matthew Henson State
 286 Park and Trail is within a mile of the MMPA, and Rock Creek Park and Trail is within
 287 approximately one and a half miles. The 2012 Parks, Recreation and Open Space (PROS)
 288 Plan does not identify needs for additional parkland in this area of the County; it only
 289 specifies 2 additional tennis courts. As properties redevelop within the boundaries of this
 290 MMPA, the new development will be required to provide public amenity space as well as
 291 meet the recreation guidelines to help offset the needs of any new residents.

292
 293 As recommended in the Transportation section (page 23), this plan supports connections that
 294 serve as vital links to the regional network and Countywide trail corridors. This Plan affirms
 295 the recommendation in the 2005 Countywide Bikeways Functional Master Plan to install a
 296 shared-use path along the western side of Connecticut Avenue (reference code SP-27) to
 297 connect to the regional network, including the Matthew Henson Trail. This shared-use path
 298 should be constructed in conjunction with applicable redevelopment in the MMPA.

299
 300 Page 25: Add the following language after the first sentence in the Implementation section:

301
 302 Proposed Zoning Text Amendment

303
 304 The CRT zone incorporates a series of prescriptive form and placement standards as a means
 305 to accomplishing the intent of the zone. Flexibility is currently built into the Zoning Code by
 306 allowing a developer to choose to develop under the Optional Method of development. By
 307 doing so, development standards are established by the site plan approval process and are
 308 therefore instituted through Planning Board review. Even with this option, however, through
 309 ongoing outreach and training sessions on the new Zoning Code, concern continues
 310 regarding certain development standards. In response, an alternative to the approval process
 311 under Standard Method Development should be considered to allow additional flexibility
 312 through the site plan approval process.

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 314 Page 25: Revise the Proposed Zoning table to reflect Council changes.

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General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Aspen Hill Minor Master Plan Amendment (December 2014). 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 to be consistent with the text.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

**Comments by Carla Steinborn
on the
March 25 Amendments to the Aspen Hill Minor Master Plan
Submitted March 25, 2015**

POINT 1

Lines 73-77: Contrary to the March 24 work session discussion, this could be interpreted to weaken the intent to avoid adding additional traffic burden to Aspen Hill Road. Yes directing access to the existing full-movement Home Depot driveway on Connecticut Avenue is a good thing, but the language previously stating that **the Connecticut Avenue entrance/exit should be primary has been removed**, which is not a good thing. So the intent of the change is ambiguous.

In the work session, in an extended discussion about combination retail, Council member Berliner asked if even though the Council may be supportive of precluding small-c combination retail, whether the Council could convey that in the Master Plan.

Berliner said "Do our planners have any objection to making it clear that insofar as ... there is a unanimous intent that we don't want combination retail there – including, the owners of the property have said they don't want combination retail there...." After further discussion and clarification, Planning Board Chairman Anderson said:

ANDERSON (at about 1:25 in the video): I think there's [sic] ways to work on Master Plan language that if people are not persuaded that 85,000 ft [sic] drives a stake in the heart of combination retail at this particular site, **I think we can find a way to do that in the Master Plan without doing surgery in the zoning code.** [emphasis added]

Council member Elrich then added that it is crucial that it be done right away and before the vote. Yet it does not appear in the changes posted on March 25.

Please insert the language referred to by Chairman Anderson into the Master Plan.

POINT 2

Lines 97-99: **This addition** is a good one, but as has been said over and over, it **does not actually preclude combination retail, by which I mean any store combining general retail or department store with a full line of grocery.** I believe that every member of the Council has indicated in one way or another, either by voting or in conversation, agreement with the view that such small-c combination retail is not appropriate for Aspen Hill. And yet the language in the latest draft does not reflect this. The March 24 work session explored ways of expressing this consensus in the draft plan. Although most felt a ZTA would not work because it would then make the use conditional in all CRT zones, both Marlene Michaelson and Chairman Anderson indicated March 24 work session that it would nevertheless be possible to include language that would express this intent. Council member Elrich stressed that of course it would

need to be done immediately. Therefore I am surprised and disappointed to see that it is not in the latest draft.

POINT 3

Lines 152-3: The language: in the packet is On the north side of Aspen Hill Road, non-residential buildings may not be constructed within 100 feet of an adjacent lot improved with a detached house.

I do not know how wide the church lot is. **If any part of the church lot is less than 100 feet wide, then this language would allow non-residential buildings to be constructed within 100 feet of a lot improved with a detached house.** Also, do we know that no one lives in the church building? Many if not most churches include a residence. Should new commercial property be within 100 feet of a residence, even if it is not a detached house?

Also, I do not see any mention of the Council's agreement to extend the foliage buffer to Aspen Hill Road. My understanding was that **there was general agreement that existing trees should be retained along the west side of the property and should be extended to reach Aspen Hill Road. The language should be clarified to accomplish this.**

POINT 4

Lines 242-249: This is a slight improvement because it goes from "*should be shifted* as far west as feasibly possible" (which could cover all the way to Parkland Drive, based on DOT findings), to "*Consider shifting*, as far west as feasibly possible..." [emphasis added]. The problem is that it still paves the way for extending four driving lanes and removing the parking lanes all the way to Parkland Drive. **This should not ever be allowed to happen.** If you facilitate more traffic, you get more traffic, not less. Also, the language does not protect the nearest houses at all, even in the near-term.

POINT 5

Lines 286-288: You forgot Aspen Hill Park.

Mabie, Susan

From: Michaelson, Marlene
Sent: Thursday, March 26, 2015 3:07 PM
To: Mabie, Susan
Subject: FW: Aspen Hill Minor Master Plan

From: Jane Salzano [mailto:janesalzano@gmail.com]
Sent: Thursday, March 26, 2015 1:31 PM
To: Michaelson, Marlene; Elrich's Office, Councilmember; Navarro's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Rice's Office, Councilmember; Berliner's Office, Councilmember; Katz's Office, Councilmember; Riemer's Office, Councilmember
Cc: csteinborn@verizon.net; Solomon Levy
Subject: Aspen Hill Minor Master Plan

Marlene Michaelson, Honorable County Council Members,

The Aspen Hill Homeowners Group concurs with the comments of Carla Steinborn.

Thank you,
Jane Ford Salzano
Co-Chair AHHG

Mabie, Susan

From: Michaelson, Marlene
Sent: Thursday, March 26, 2015 3:06 PM
To: Mabie, Susan
Subject: FW: Tha Aspen hill minor master plan

-----Original Message-----

From: Monica Dame [mailto:octaviasflowers@yahoo.com]
Sent: Thursday, March 26, 2015 1:33 PM
To: Michaelson, Marlene
Subject: Tha Aspen hill minor master plan

Ms. Michaelson. We the Aspen hill community is up in arms since the plan still have a language that is to damages our community. Since not throughout traffic study of the area have been done. You should consider taken out of the language of widening the Aspen hill rd in the future. The exiting of site in the right in and out is a nightmare for us. We wanted the minimum accommodations to our fight. 1. Tree line extended to Aspen hill road for the protection of the residential housing in area or no build area that is to edge of Aspen hill rd. no entrance on Aspen hill as long is an emergency road. 2. All the entrances in should be Connecticut avenue. 3. The neighborhood has a well served commercial area this a site to the benefit of one person we are a community that is aware of our elected officials and we deserved some respect in this process. We appreciated your efforts and please take in consideration that we live here these are our homes. Sincerely. Monica Dame.

Sent from my iPhone



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

TO: Council President George Leventhal
FROM: Councilmember Sidney Katz *SAK*
RE: Aspen Hill Minor Master Plan Amendment
DATE: March 27, 2015

Please consider the following changes to the Draft Resolution on the Aspen Hill Minor Master Plan Amendment:

- Page 2, lines 71-74, replace inserted draft language with: “To minimize additional traffic flow impacts on Aspen Hill Road near its intersection with Connecticut Avenue, consider limiting access to and from the site to the existing full-movement Home Depot driveway from Connecticut Avenue. If it is determined that another driveway access is necessary, consider a right-in/right-out driveway on Aspen Hill Road for emergency vehicles only.”
- Page 6, lines 231-235, replace draft language with: “To address potential traffic operations impacts on Aspen Hill Road, the primary access to and from the Vitro/BAE site should be via Connecticut Avenue, a major highway, and the majority – if not all – of the traffic should be directed there. To address potential traffic operations and pedestrian impacts on Connecticut Avenue, a traffic signal at this intersection should be considered. If a secondary access to and from the site from Aspen Hill Road is necessary, it should be designed for right-in/right-out turns only to minimize the traffic there and its impact on residents living on or near that road.”
- Page 6, line 235, add: “To further limit and control traffic impacts to the adjacent residential neighborhood, consideration should be given to only allowing access to/from the Vitro/BAE site at Aspen Hill Road for emergency vehicles only.”

Resolution No.: _____
Introduced: _____
Adopted: _____

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
7

8
9 By: County Council
10

11
12 **SUBJECT:** Approval of December 2014 Planning Board Draft Aspen Hill Minor Master
13 Plan Amendment

- 14
15
- 16 1. On December 5, 2014, the Montgomery County Planning Board transmitted to the County
17 Executive and the County Council the December 2014 Planning Board Draft Aspen Hill
18 Minor Master Plan Amendment.
19
 - 20 2. The December 2014 Planning Board Draft Aspen Hill Minor Master Plan Amendment
21 amends portions of the Approved and Adopted 1994 Aspen Hill Master Plan. It also amends
22 The General Plan (On Wedges and Corridors) for the Physical Development of the
23 Maryland-Washington Regional District in Montgomery and Prince George's Counties, as
24 amended.
25
 - 26 3. On January 30, 2015, the Director of the Montgomery County Office of Management and
27 Budget transmitted to the County Council the Fiscal Impact Statement for the December
28 2014 Planning Board Draft Aspen Hill Minor Master Plan Amendment.
29
 - 30 4. On February 3, 2015, the County Council held a public hearing on the December 2014
31 Planning Board Draft Aspen Hill Minor Master Plan Amendment. The Minor Master Plan
32 Amendment was referred to the Planning, Housing, and Economic Development Committee
33 for review and recommendation.
34
 - 35 5. On March 2, 2015, the Planning, Housing, and Economic Development Committee held a
36 worksession to review the issues raised in connection with the December 2014 Planning
37 Board Draft Aspen Hill Minor Master Plan Amendment.
38
 - 39 6. On March 24, 2015, the County Council reviewed the Planning Board Draft Aspen Hill
40 Minor Master Plan Amendment and the recommendations of the Planning, Housing, and
41 Economic Development Committee.
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Action

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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 Aspen Hill Minor Master Plan Amendment, dated December 2014, is approved with revisions. County Council revisions to the Planning Board Draft Aspen Hill Minor Master Plan Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2014 Planning Board Draft Plan.

Page 13: Revise Proposed Zoning Map (Map 7) to reflect Council changes.

Page 14: Revise the second and third paragraphs and combine into one paragraph as follows:

The properties north of Aspen Hill Road may support mixed-use development as the market evolves in the future, particularly if the properties are assembled and redeveloped comprehensively. [To facilitate such development, the properties recommended for NR zoning within this Minor Amendment area may be appropriate for CRT Floating Zones as the area further evolves.] More intense redevelopment should be focused toward Connecticut Avenue to give maximum visibility to new uses and make it easier for pedestrians on Connecticut Avenue to access those uses. Pedestrian amenities, including wide sidewalks, signage improvements directing toward transit options, green planting strips between pedestrians and vehicular areas, and significant tree planting should be provided along all connections. To the degree feasible, [Redevelopment] redevelopment of the vacant, former Vitro/BAE office site[,] should consider directing access to and from the site from the existing full-movement Home Depot driveway from Connecticut Avenue, so that back-ups on eastbound Aspen Hill Road from its intersection with Connecticut Avenue would not be exacerbated. (See Transportation Recommendations.) [have its primary access off of Connecticut Avenue and access to/from Aspen Hill Road should be limited to a right-in/right-out driveway to alleviate queuing pressures on Aspen Hill Road and intersection congestion during peak hours.]

Page 14: Revise the first sentence in the fourth paragraph as follows:

Projects adjacent to single-family residential neighborhoods should use compatible building mass, height and setback, and façade articulation to create [a] appropriate transitions to those neighborhoods.

Page 14: Revise the fifth paragraph as follows:

This Plan recognizes that there may be a phased redevelopment of the north side of Aspen Hill Road over a long period of time. It is likely that the former Vitro/BAE property will redevelop in the shorter term, followed by potential redevelopment of the remaining properties over time, as the market evolves to support a moderately dense mix of land uses.

90 While this Plan recognizes [the need to accommodate some] that near-term [, single-use]
 91 development may be single-use, the long-range goal is to facilitate the opportunity for a
 92 comprehensive redevelopment of these sites should any of the properties change use or be
 93 consolidated. A Combination Retail Conditional Use is not appropriate for the Minor
 94 Amendment area because such a use would have a significant long-term impact on the area
 95 and alter the character of the surrounding low-density residential neighborhoods.

96

97 Page 14: Revise the Recommendation heading and bullets as follows:

98

99

Zoning Recommendation

- 100 • Rezone the entire Minor Amendment area north [properties on the northwest corner]
 101 of Aspen Hill Road and west of Connecticut Avenue (Figure 1 above, No. [2] 1) from
 102 EOF-3.0, H-60, R-90, and CRT-0.75, C-0.75, R-0.25, H-45 to CRT-1.5, C-0.5, R-1.0,
 103 H-60.
- 104 • [Rezone the remaining properties on the north and northwest portion of the Minor
 105 Amendment Area (Figure 1 above, No. 1) from EOF-3.0, H-60 and R-90 to NR-0.5,
 106 H-60.]

107

108 Page 15: Revise the Recommendations heading as follows:

109

110

Zoning Recommendations

111

112 Page 16: Revise the Design Requirements heading and first paragraph under that heading as
 113 follows:

114

115

Design [Requirements] Guidance

116 [The properties recommended for NR zoning within this Plan area may be appropriate for
 117 CRT Floating Zones as the area further evolves.] To facilitate the [potential] transition of
 118 this area to [CRT zoning] a more pedestrian-friendly, accessible, and human-scale
 119 environment, any redevelopment within the Minor Amendment area [of the properties
 120 recommended for NR zoning must] should incorporate [certain mandatory] the following
 121 design elements. [Under no circumstances should such properties redevelop without
 122 incorporating all of the following requirements:]

123

124 Page 16: Revise Design Guidance #2, **Building Placement**, as follows:

125

126 2. **Building Placement:** All buildings must front on a street (public or private), the shared
 127 use drive between Vitro/BAE and Home Depot, or public open space, with a preference
 128 for concentrating new development along Connecticut Avenue to establish a street
 129 presence along this major thoroughfare and give maximum visibility to new uses. [All
 130 new buildings must comply with the following requirements:]

- 131 • [At least 50% of the front facade of any building fronting on Connecticut Avenue or
 132 Aspen Hill Road must be within 35 feet of the right-of-way on which the building
 133 fronts, except that building placement along Connecticut Avenue may exceed the 35
 134 foot distance from the right-of-way to the minimum extent necessary to achieve plan

- 135 objectives.]
- 136 • [At least 50% of the front facade of any other building should not typically be located
- 137 more than 20 feet from the street or public open space on which the building fronts.]
- 138 • [On the north side of Aspen Hill Road, non-residential buildings may not be
- 139 constructed within 100 feet of an adjacent lot improved with a detached house.]

140

141 Page 16: Add a new Number 3 and renumber the rest of the list on the page:

142

143 **3. Transition to Residential Neighborhoods:** Ensure appropriate transitions between non-

144 residential development and adjacent residential neighborhoods to minimize the impact of

145 new development on those neighborhoods. As required by the zoning ordinance, provide

146 landscaping and new tree canopy in parking areas; taper building heights away from existing

147 residential development; and retain (and expand where feasible) existing trees and greenery

148 the entire length of the western edge of the Vitro property to buffer new development. On

149 the north side of Aspen Hill Road, non-residential buildings may not be constructed within

150 100 feet of an adjacent lot improved with a detached house.

151

152 Page 17: Revise Figure 3: Design Criteria Diagram to illustrate the transition area along the

153 entirety of the western edge of the Vitro/BAE property line on the north side of Aspen Hill Road

154 and add footnote indicating that the length of the 100 foot setback for non-residential buildings

155 depends on the location of adjacent detached homes.

156

157 Page 18: Revise the third paragraph, Transitions, as follows:

158

159 Transitions between commercially zoned properties and immediately adjacent single-family

160 neighborhoods are defined in the Zoning Ordinance. [Compatibility requirements, including

161 height compatibility, are described in section 4.1.8.B.] Specific guidance on transitions and

162 compatibility are provided in the Land Use and Zoning Recommendations and Design

163 Criteria sections of this Plan.

164

165 Page 19: Revise the first paragraph as follows:

166

167 The study area is part of a larger commercial cluster, which serves as a neighborhood center

168 for the Aspen Hill area. The scope of this amendment was limited to a group of properties

169 along the western edge of the cluster, so the combined potential of the larger Aspen Hill

170 commercial area was not explored in full detail by this exercise. An update to the 1994

171 Aspen Hill Master Plan is programmed to begin in July 2015[,] and will address the larger

172 commercial area. In addition to changing land use dynamics in the region, the inclusion in

173 the County’s Master Plan [the approval of priority planning and design studies] of the

174 Georgia Avenue North Bus Rapid Transit line, with a proposed station at Georgia Avenue

175 and Connecticut Avenue[,] (see Transportation Section), has the potential to catalyze more

176 compact development in this area.

177

178 Page 20: Delete the last sentence of the third paragraph as follows:

179

180 Georgia Avenue (MD 97) is a six-lane major highway traversing in a northwest-southeast

181 direction approximately a quarter mile east of the properties subject to the Minor
182 Amendment. Traffic signals are in place at the nearby intersections with Aspen Hill Road
183 and Connecticut Avenue. The posted speed limit on Georgia Avenue is 45 MPH. The 2013
184 AADT on Georgia Avenue, as reported by SHA for the segment near Connecticut Avenue
185 (MD 185), is approximately 43,900 vehicles per day. This represents a 3.8% decrease from
186 2011. Georgia Avenue is planned as a bus-rapid transit (BRT) corridor with a station to be
187 located at the intersection with Connecticut Avenue. [SHA, Maryland Transit
188 Administration (MTA), and Montgomery County Department of Transportation (MCDOT) is
189 currently considering various design and operations alternatives for this BRT line.]
190

191 Page 20: Revise the fifth paragraph as follows:
192

193 The Minor Amendment area is served by a number of bus routes provided by the County's
194 Ride On and the Washington Metropolitan Area Transit Authority's (WMATA) Metrobus
195 services (see Map 8, following page). Along Connecticut Avenue there are a total of four
196 bus routes, three of which are provided by Ride On (#26, #34, #41) and one route (#L8) by
197 Metrobus. Route #26 also runs east-west along Aspen Hill Road. The bus stops along the
198 segment of Georgia Avenue in the vicinity of the Minor Amendment area are served by a
199 total of [five] four bus routes, one Ride-on (#53) and [four] three Metrobus ([#Y5,] #Y2,
200 #Y7, #Y8[, #Y9]). Depending on time of day, these buses typically run every 20-30 minutes.
201

202 Page 21: Delete the last two sentences on the page (describing proposed Bus Rapid Transit on
203 Georgia Avenue) as follows:
204

205 In November 2013, the County Council approved the *Countywide Transit Corridors*
206 *Functional Master Plan*. The plan recommends 11 Bus Rapid Transit (BRT) corridors
207 throughout the County, including the segment of Georgia Avenue through the study area of
208 this Minor Master Plan Amendment, to be developed in order to help ease congestion and
209 improve travel times. According to the plans for this corridor (Corridor 1: Georgia Avenue
210 North), a future BRT station is to be located at the intersection of Georgia Avenue and
211 Connecticut Avenue. [The MTA, SHA, and MCDOT are in the process of evaluating four
212 different transit and BRT design options that include dedicated lanes for transit vehicles and
213 operational upgrades for traffic signals to give priority to transit vehicles. There is currently
214 no funding source identified for construction of this BRT line, however, the current planning
215 phase is funded.]
216

217 Page 22: Delete the first and second bullets under Transportation Recommendations and replace
218 as follows:
219

- 220 • [Access to Aspen Hill Road from the Vitro/BAE site should be provided via a right-
221 in/right-out driveway. This will prevent entering/exiting left-turning vehicles from
222 worsening the existing back-ups on eastbound Aspen Hill Road from the nearby traffic
223 signal at Connecticut Avenue. Additionally, on the northern side of Aspen Hill Road
224 between the Vitro/BAE site driveway and Connecticut Avenue traffic signal there are
225 already three other curb cuts (two for the Shell gas station, one for Dunkin Donuts) in the
226 short span of approximately 400 feet. This driveway should serve as secondary access

- 227 and be shifted as far west as possible at the time the property is redeveloped.]
- 228 • [Primary access to the Vitro/BAE site should be provided via the existing full-movement
- 229 Home Depot access driveway to Connecticut Avenue. A traffic signal should be installed
- 230 at this intersection to improve both traffic flow and pedestrian safety.]
- 231 • To address potential traffic operations impacts on Aspen Hill Road, the primary access to
- 232 and from the Vitro/BAE site should be via Connecticut Avenue, a major highway, and
- 233 the majority—if not all—of the traffic should be directed there. If a secondary access to
- 234 and from the site from Aspen Hill Road is necessary, then it should be designed to
- 235 minimize the traffic there as well as the impact on residents living on or near that road.
- 236

237 Page 22: Delete the fifth bullet under Transportation Recommendations and replace as follows:

238

- 239 • [The existing transition from four-lanes to two-lanes heading westbound on Aspen Hill
- 240 Road should be shifted as far west as feasibly possible to provide more merging room for
- 241 westbound vehicles and more stacking space for eastbound vehicles queuing from the
- 242 traffic signal at Connecticut Avenue.]
- 243 • Consider shifting, as far west as feasibly possible, the westbound transition on Aspen Hill
- 244 Road from four-lanes to two-lanes to provide more merging room for westbound vehicles
- 245 and stacking space for eastbound vehicles queuing from the traffic signal at Connecticut
- 246 Avenue.
- 247

248 Page 23: Delete the first bullet and replace as follows:

249

- 250 • [The southbound free-right ramp from Georgia Avenue to Connecticut Avenue should
- 251 ultimately be removed. Instead, southbound right turns should come to the traffic signal
- 252 with all other traffic. Removal of the free-right ramp will slow traffic traveling
- 253 southbound on Connecticut Avenue by the Vitro/BAE site.]
- 254 • Consider removing the southbound free-right ramp from Georgia Avenue to Connecticut
- 255 Avenue, so that southbound right turns would come to the traffic signal with all other
- 256 traffic. Removal of the free-right ramp would slow traffic traveling southbound on
- 257 Connecticut Avenue by the Vitro/BAE site.
- 258

259 Page 24: Delete the last bullet on the page (under Reduce energy consumption by) as follows:

260

- 261 • [Integrating geothermal systems to reduce energy consumption and allowing and
- 262 encouraging wind energy conversion systems and large district energy systems.]
- 263

264 Page 25: Insert a Community Facilities section before the Implementation section as follows:

265

266 COMMUNITY FACILITIES

267

268 The Minor Master Plan Amendment area (MMPA) is well served by nearby schools, parks,

269 recreation areas, and libraries. Brookhaven Elementary School and Parkland Magnet Middle

270 School are located within a mile of the MMPA area. The Aspen Hill Public Library, situated

271 on Aspen Hill Road, is less than a half mile from the intersection of Connecticut Ave and

272 Aspen Hill Road, and the Wheaton Woods Swimming Pool is a short walk to the west

273 beyond the Library. According to Montgomery County Public Schools, the elementary and
 274 middle schools that serve the MMPA area are projected to be within capacity for the next six
 275 years. At the high school level, the area is served by the Downcounty High Schools
 276 Consortium - Blair, Einstein, Kennedy, Northwood, and Wheaton. Blair, Einstein, and
 277 Northwood high schools are projected to exceed their capacities in the coming years. Given
 278 the smaller geographic scope of this Plan and the limited emphasis on new, near-term
 279 residential redevelopment, this MMPA would have limited to no impact on school capacity.
 280 As part of the overall update to the 1994 Aspen Hill Master Plan, school capacity and the
 281 need for any future capital programs will be evaluated in greater detail.

282
 283 Several nearby parks serve this area of the Aspen Hill community, including English Manor
 284 Neighborhood Park, Parkland Local Park, Aquarius Local Park, Northgate Local Park,
 285 Strathmore Local Park, Aspen Hill Local Park, and Harmony Hills Neighborhood Park. The
 286 Matthew Henson State Park and Trail is within a mile of the MMPA, and Rock Creek Park
 287 and Trail is within approximately one and a half miles. The 2012 Parks, Recreation and
 288 Open Space (PROS) Plan does not identify needs for additional parkland in this area of the
 289 County; it only specifies 2 additional tennis courts. As properties redevelop within the
 290 boundaries of this MMPA, the new development will be required to provide public amenity
 291 space as well as meet the recreation guidelines to help offset the needs of any new residents.

292
 293 As recommended in the Transportation section (page 23), this plan supports connections that
 294 serve as vital links to the regional network and Countywide trail corridors. This Plan affirms
 295 the recommendation in the 2005 Countywide Bikeways Functional Master Plan to install a
 296 shared-use path along the western side of Connecticut Avenue (reference code SP-27) to
 297 connect to the regional network, including the Matthew Henson Trail. This shared-use path
 298 should be constructed in conjunction with applicable redevelopment in the MMPA.

299
 300 Page 25: Add the following language after the first sentence in the Implementation section:

301
 302 Proposed Zoning Text Amendment

303
 304 The CRT zone incorporates a series of prescriptive form and placement standards as a means
 305 to accomplishing the intent of the zone. Flexibility is currently built into the Zoning Code by
 306 allowing a developer to choose to develop under the Optional Method of development. By
 307 doing so, development standards are established by the site plan approval process and are
 308 therefore instituted through Planning Board review. Even with this option, however, through
 309 ongoing outreach and training sessions on the new Zoning Code, concern continues
 310 regarding certain development standards. In response, an alternative to the approval process
 311 under Standard Method Development should be considered to allow additional flexibility
 312 through the site plan approval process.

313
 314 Page 25: Revise the Proposed Zoning table to reflect Council changes.

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General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft Aspen Hill Minor Master Plan Amendment (December 2014). 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 to be consistent with the text.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

24