

Recommendation: Applications for Minor Master plan Amendments

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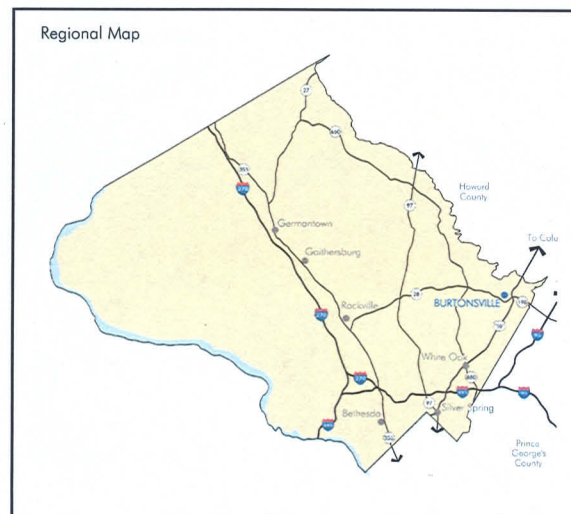


Completed: 06/21/12

Description

Staff Recommending Minor Master Plan Amendment Applications

Recommendation: That the Planning Board Recommend the Pooks Hill Minor Master Plan Amendment Application to the County Council.



Summary

Property owners and community groups in Montgomery County were invited to submit on-line applications to be considered by the Planning Board and County Council. The rolling process is open to anyone who would like to revisit certain aspects of a master plan; enabling staff to address current community priorities, changing circumstances, or issues that were not considered in a current master plan. Staff has received two applications from the general public and is recommending the Pooks Hill Minor Master Plan Amendment to the Board.

MINOR MASTER PLAN AMENDMENTS

With master plans typically updated just once every two decades or so, residents, community groups or property owners until now have been forced to wait many years to bring about small changes to plans for their neighborhoods. To address community needs, a compressed process has recently been devised for residents and others to achieve minor master plans amendments more quickly.

To accomplish this, the County Council approved a process in April, 2012, for evaluating minor master plan amendment requests. The goals of the amendment process are to:

- Enable the Department to advise the Planning Board and Council more rapidly on new issues.
- Facilitate focused public engagement on matters of a defined scope.
- Overcome circumstances where a regulatory environment precludes advancing public objectives and benefits by allowing a proposal that is consistent with evolving planning goals to proceed.
- Limit the proliferation of Zoning Text Amendments.

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EVALUATION PROCESS

The selection process requires planning staff to review applications and make recommendations to the Board, which then provides recommendations to the Council. As envisioned, Council would determine which amendments to add to the Department work program. This would occur twice yearly at the semi-annual report session. Minor master plan amendments would go through the same public review process as any master plan.

MINOR MASTER PLAN EVALUATION CRITERIA

- Requests must define the geographical area and sector or master plan(s) to be amended.
- Issues should not require major transportation analysis (modeling is time-consuming and costly).
- There should be a defined public interest or benefit.
- There should be limited impact on a community.

- Applicants should convey how their proposal advances the enhancement of current land use objectives, including but not limited to providing needed housing and affordable housing, meeting changing economic or demographic trends, improving the jobs / housing ratio, public benefits, improved transit commuting, enhancing existing and small businesses, capitalizing on existing infrastructure for sustainable growth, and providing transitions to existing neighborhoods.

MINOR MASTER PLAN SUBMITTALS

Planning staff has only received two applications thus far from the general public. The first to have been submitted is for the Pooks Hill Marriott property, located at the Rockville Pike interchange with I-495, in Area 1. It would require amending the Bethesda/Chevy Chase Plan.

The second is for the Halpine properties, located near the Twinbrook Metro station on Twinbrook Parkway, south of Veirs Mill Road. These multiple properties are in Area 2 and would require amending the North Bethesda Master Plan.

Staff also prepared and is recommending a third application for the Sandy Spring village area. The village has been the subject of a recent visioning process, undertaken in 2010. A minor plan amendment would help implement recommendations from that effort. This plan would amend the Sandy Spring/Ashton Master Plan, which is in Area 3.

OVERVIEW OF SUBMITTALS

The following highlights the key aspects of each submittal, with the full applications included as attachments to this memo:

POOKS HILL MARRIOTT PROPERTY

- Approximately 17.9 acres
- Site of the Pooks Hill Marriott Hotel
- Zoned H-M (Hotel-Motel)
- Existing parking lots underutilized and often vacant
- Site cannot be further developed without a zone change (seeking CR designation)
- Desire to construct residential (three high rise apartment buildings) on parking lots/vacant land
- H-M zone does not permit multi-family residential
- Added residential would address demand and provide a substantial number of MPDUs

- Proposed housing would be near transit

SANDY SPRING

- Covers the portion of the Sandy Spring Ashton Rural Village Overlay Zone in Sandy Spring
- Will help implement recommendations in the 1998 Sandy Spring Ashton Master Plan and the recent Vision for Sandy Spring (completed in 2010 with help from the community, County Executive, National Main Street and Planning Department staff)
- Enhances existing small businesses
- Uses existing infrastructure
- Provides transitions to surrounding neighborhoods
- Provides public right-of-way and open space – important to enhance community character

HALPINE PROPERTIES

- Approximately 58 acres – currently occupied by garden apartments
- Multiple property owners – Halpine Park, LLC, Montgomery Housing Partnership (MHP), the Housing Opportunities Commission (HOC) and Rock Creek Woods
- Most properties currently zoned R-30 (limits density to 15 du/ac)
- While outside the Twinbrook Sector Plan and Metro Station Policy Area, relative proximity to Metro suggests transit-oriented development (seeking a mixed use zone designation)
- Unique partnership includes the HOC and MHP
- Provides needed and affordable housing
- Removes existing buildings in stream valley buffers, provides enhanced storm water management and forest conservation measures
- Enhances pedestrian links, including to Rock Creek Park
- Provides a grid of inter-connected streets
- Could significantly impact the Veirs Mill/ Twinbrook Parkway intersection
- No immediate plans for redevelopment

RECOMMENDATION

Geographically distributed within the three planning areas, the three submittals share common characteristics: they all represent older commercial and residential areas, which face an unknown future; and opportunities are presented for positive change. These attributes suggest that these may be

among the first projects in a broader effort to address older commercial and residential area within the County, which are poised for change.

Based on staff's evaluation, the Pooks Hill Marriott property was ranked first because of the public benefits associated with added housing, the reuse of currently under-utilized parking lots, its proximity to transit, and the limited scale of the study area. We, therefore, recommend the Pooks Hill minor plan amendment to the Board for consideration by the County Council.

Sandy Spring was ranked next because of the potential to implement recommendations from previous planning efforts, and enhance community character and business opportunities. However, at this time staff suggests that the Board wait until the Pooks Hill plan is substantially under way before forwarding another recommendation to the County Council. This would allow time for other applications to be submitted, perhaps even ones that may rank higher.

The Halpine submittal, while compelling, is best included with the Aspen Hill plan, currently scheduled to start in 2013. This approach would allow staff to better address some critical traffic issues and impacts to key intersections, including Veirs Mill/Twinbrook Parkway, in a more comprehensive manner. In addition, the applicants have indicated that they are not ready to begin redevelopment. Given these rankings, Pooks Hill could begin as early as September, 2012.

Attachments

- A. Pooks Hill Application
- B. Sandy Spring Application
- C. Halpine Application

APPLICATION FOR MINOR MASTER
PLAN AMENDMENT
CONSIDERATION



POOKS HILL MARRIOTT PROPERTY
MULTI-FAMILY RESIDENTIAL
PROPOSAL

INTRODUCTION

The addition of high rise multi-family residential uses on under-utilized surface parking areas at the Pooks Hill Marriott property is a perfect example of how Montgomery County can create more housing, in close proximity to employment opportunities, consumer services and transportation nodes, without disrupting the character of the surrounding area. The following information will demonstrate that the Pooks Hill area would be a perfect candidate for a Minor Master Plan Amendment in order to accomplish numerous public goals.

BACKGROUND

The Pooks Hill Marriott Hotel property contains 780,552 square feet of land area (17.9 acres) and has been zoned in the H-M (Hotel-Motel) classification since 1973 (Case No. F-883). The property is improved with a fifteen story hotel building containing 407 guest rooms, a restaurant and several meeting and conference rooms. The hotel contains approximately 267,000 square feet of gross building area and has a lot coverage of approximately 117,593 square feet of area (15% of lot area). Floor area ratio in the H-M zone is 1.0, providing a potential of 780,500 square feet of total building area. With approximately 267,000 square feet of building area already existing. The Subject Property can therefore be further developed without rezoning, but with site plan review, with an additional 513,500 square feet of building area.

One of the most prominent features of the property is the substantial terraced surface parking lots located in front of, west and to the southwest of the hotel building (See Figure 1). Required parking for the hotel is less than the 600 spaces that are provided on the site. But, because of the operational characteristics of the hotel, much of the parking lots are underutilized and are often vacant except in rare instances when there are large private functions at the hotel

simultaneous with heavy hotel bookings. For the most part, there is substantial unused parking on the site, a situation that warrants consideration of reuse of this asset.

FIGURE 1
AERIAL PHOTO



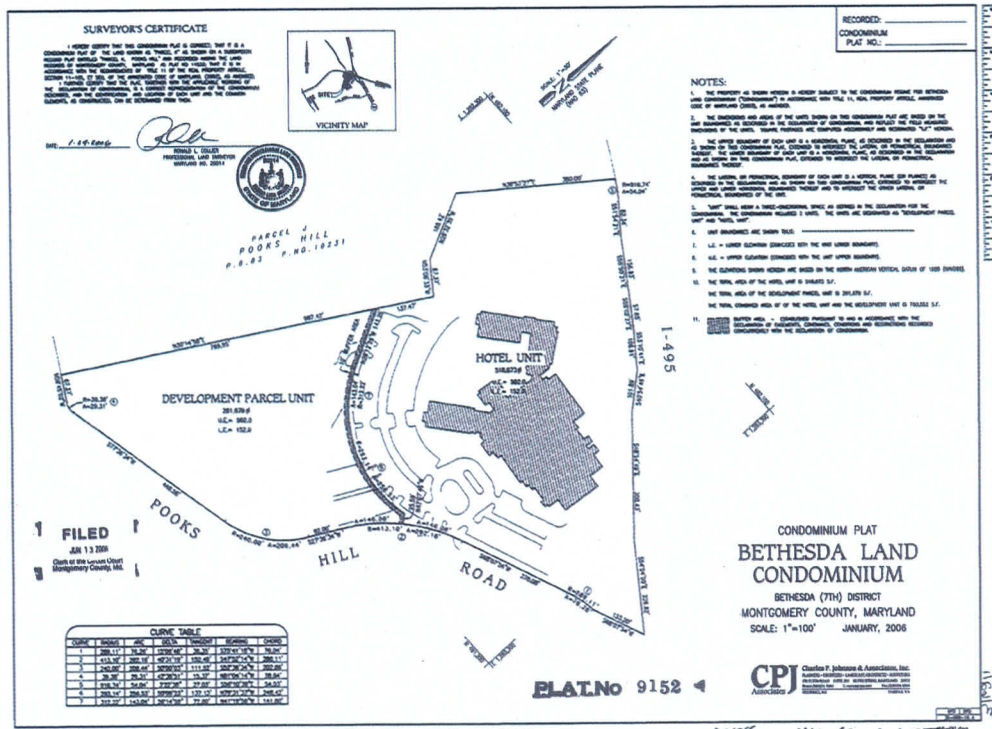
PAST EFFORTS TO REDEVELOP THE POOKS HILL MARRIOTT PROPERTY

The H-M zone was created in 1972 (ZTA No. F-798) specifically for use on the Pooks Hill property. It is a zone that has been underutilized by the County. Only one other property has been designated H-M. The H-M zone is very limited in the uses permitted, the primary ones being guest rooms, eating and drinking establishments and retail sales and personal services for hotel patrons.

The property was rezoned from the R-H (Multiple-family, high-rise planned residential) zone to the H-M zone in 1973. The Pooks Hill Marriott Hotel was constructed thereafter (1980) and has operated since that time exclusively providing guest rooms for transient visitors.

The Subject Property was purchased by its present owners in 2006. At that time the already platted property was made subject to a land condominium regime (Figure 2).

FIGURE 2



Two land condominium units were created. The unit including the hotel building and some parking lot area was designated the "Hotel Unit". The second land condominium unit included underutilized parking areas, and vacant land, and was labeled the "Development Parcel Unit". This portion of the total property contains 261,679 square feet (6.00 acres).

Since 2006, the owners have studied techniques by which the surplus parking areas and vacant land (the "Development Parcel Unit") can be developed with multi-family uses, an effort which has accelerated as the discussion within Montgomery County increased about treating surface parking lots in commercial zones as opportunities to increase housing with no adverse impacts. The scope of the owner's investigation has included a master plan amendment, a Zoning Ordinance Text Amendment and rezoning of the Development Parcel Unit back to its original R-H zoning. None of these options have yet been introduced let alone be successful.

Introduction of a "neighborhood plan" element in the Work Program for Maryland-National Capital Park and Planning Commission provides an opportunity to solve the "limbo" in which the "Development Parcel Unit" is stuck while, simultaneously, providing the public sector with a straightforward and simple "test case" for the Minor Master Plan Amendment program.

Through the Minor Master Plan Amendment process, the Property Owner hopes to achieve a rezoning on the Subject Property (presumably a classification in the CR family of zones) that will allow the owner to construct three high rise (up to 20 stories) apartment buildings containing a total of approximately 780,500 square footage of building area devoted to residential uses, including a substantial number of moderate priced dwelling units. Such a project would result in a land use that is compatible with the existing hotel as well as with surrounding high rise residential uses on adjacent or nearby R-H zoned land and with the Bethesda Park apartments, also in the R-H zone located at the eastern entrance to the

recommended Study Area.

The remainder of this application is devoted to explaining how conducting a Minor Master Plan Amendment Plan for the Pooks Hill area of Montgomery County will achieve all of the goals intended for this planning technique and how the Pooks Hill subarea would be an excellent candidate for a special study under the Minor Master Plan Amendment program.

1. Identify the nature of the amendment being requested and why an amendment is considered necessary in the context of the current master plan and zoning.

The Subject Property is zoned in the H-M (Hotel-motel) zoning classification. The applicable area master plan covering the property – the Bethesda-Chevy Chase Master Plan of April, 1990 – recommends the property for the H-M zone. (See Zoning and Highway Plan, Figure 9, page 58 and Plan text, page 63.)

The H-M zone does not allow for multi-family residential use. The logical zone under which multi-family dwellings could be constructed on underutilized parking surfaces on the Subject Property would be the CR 1.5, C.5, R1.0, H200' within the family of Commercial-Residential zones (Section 59-C-15 of the Zoning Ordinance). But any CR zone can only be mapped on the Subject Property when specifically recommended by an approved and adopted master plan and only by sectional map amendment. Accordingly, a Minor Master Plan Amendment is required to provide the zoning tool to implement the Master Plan's recommendation in a manner consistent with current planning theory. In paragraph numbered 4, conformance and consistency with the Master Plan's goals will be discussed in more detail.

2. Identify the area for which an amendment is being requested.

- The address for the property sought to be the focus of the Minor Master

Plan Amendment is 5151 Pooks Hill Road, Bethesda, Maryland 20814 ("Subject Property").

- The tax accounts for the property to be the focus of the Minor Master Plan Amendment procedure are: 07-03547343 (Hotel Condominium Unit; 07-03547354 (Development Parcel Unit).
- The applicable area Master Plan covering the Subject Property is the April, 1990 Bethesda-Chevy Chase Master Plan. The Subject Property abuts the northern edge (I-495) and the eastern boundary (Wisconsin Avenue) of the planning area.

The attached graphic (Figure 3) depicts the zoning of the Subject Property (H-M) and zoning of surrounding and nearby properties (R-H, high rise multi-family residential, and R-30, multi-family, low density).

FIGURE 3

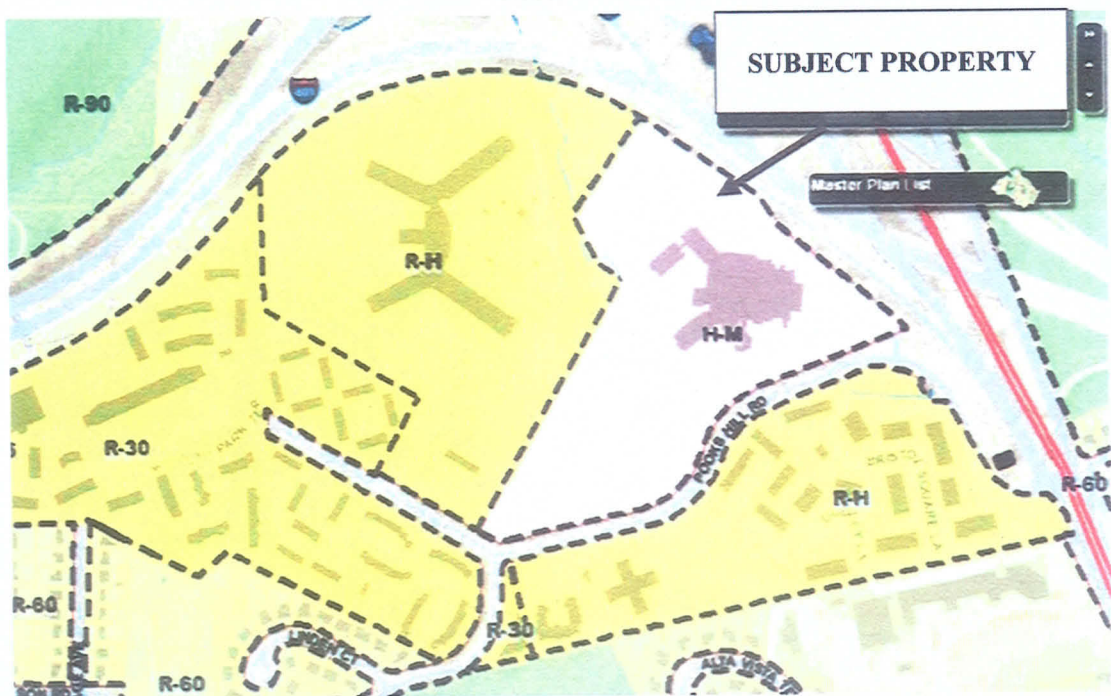
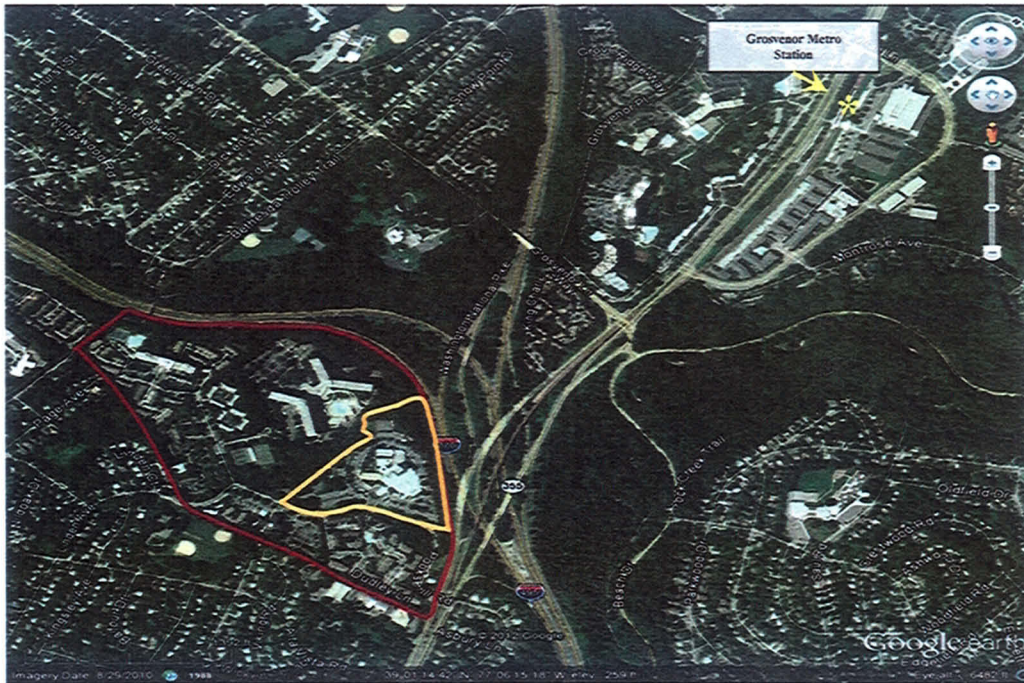


FIGURE 5



3. **Describe how the requested amendment benefits the public and what impacts might be anticipated as a result of this application.**

The property owner desires that its property be recommended for, and eventually rezoned to, an appropriate CR zone that would allow construction of three high rise residential buildings that would generate the following public benefits:

- A. Place housing in close proximity to the important Federal installations at the National Institutes of Health and the Walter Reed Medical Center.

Growth in these facilities have created a demand for housing so that employees can live close to their place of work.

- B. Generate a substantial number of moderately priced dwelling units in an area where little of such housing

presently exists.

Much of the development that has occurred in Pooks Hill predated the County's MPDU law, both the multi-family buildings that abound in Pooks Hill proper but, similarly, the surrounding single family detached "Maplewood" and "Alta Vista" neighborhoods. Delivery of new residential development will introduce a substantial number of affordable dwelling units to this area.

- C. Redevelopment of underutilized surface parking lots will upgrade stormwater management measures with modern technology.

The surface parking lots that serve the Marriott hotel were constructed in the late 1970's using stormwater management techniques that are not consistent with current planning and environmental theory. Redevelopment will result in a more environmentally sensitive form of land use than the passive imperviousness that exists on the Subject Property today.

- D. Place housing in close proximity to transit nodes, to transit corridors and to transportation options.

New development in Pooks Hill would be in close proximity to the Grosvenor METRO station and is served by public transit thus providing attractive options for residents to get to work without driving a private vehicle.

Similarly, the Subject Property is located at the junction of Wisconsin Avenue, Interstate 270 and Interstate 495 ("Beltway") with quick access to the adjacent Interstate Highway system.

All of the above cited benefits can be achieved with no adverse impacts to the

surrounding area and to the County as a whole. Compatibility of buildings and uses is assured by virtue of the existing form of similar development in the surrounding area. The proposed high rise residential buildings will be complementary to the existing hotel and will be compatible with surrounding existing high rise residential buildings. Traffic, which is so often a problem for new development, can be handled by the existing transportation system and with programs that will promote accessible transit usage as described in more detail in paragraph 7.

4. Please identify the master or sector plan for which the amendment is requested and how the requested amendment advances current land use objectives, including but not limited to:

The applicable master plan covering the Subject Property is the Bethesda-Chevy Chase Master Plan of April, 1990. The plan, therefore, is now twenty-two (22) years old without updating.

The applicant's proposal is consistent with the paramount planning principle expressed in the Plan:

"It is the juxtaposition of a single-family neighborhood, Maplewood, with the variety of relatively dense multi-family structures that makes Pooks Hill unique in Bethesda, Chevy Chase. While there is a mix of zoning types and land uses in Pooks Hill, this high density community has the appearance of internal compatibility.

This plan recommends the reconfirmation and the containment of the existing zoning on Pooks Hill, thereby maintaining the boundary between higher and lower density zoning, and recommends against the encroachment of higher density housing into the adjacent single-family neighborhood."

A Minor Master Plan Amendment exercise for the Pooks Hill area will strengthen the existing defined character of the Study Area by allowing reuse of existing, underutilized,

commercially zoned parking lots in accordance with the County's increasing encouragement of high rise, multi-family development on underutilized space in commercial zones.

This requested Minor Master Plan Amendment proposes not to so much "amend" the Plan but, rather, to update the zoning of the Subject Property in order to provide a zoning tool to implement the Master Plan's recommendations in a manner that fulfills both the Plan's vision for Pooks Hill while simultaneously achieving present land use objectives of Montgomery County such as:

- locating housing on underutilized commercially zoned parcels of ground
- placing housing in close proximity to accessible transit nodes (METRO) and bus transit
- placing housing close to critically important federal institutions and employment centers
- creating affordable housing units in an area where such units are needed.

5. What zoning changes are necessary to implement the amendment being requested?

The applicant requests that the Subject Property be recommended for reclassification to a CR zone that will reflect the desired multi-family development proposal with opportunities for some local service commercial include in the proposed buildings. Rezoning to the CR1.5, C.5, R1.0, H200' classification is recommended.

6. Identify interested parties relevant to your application?

The working agreements between the owners of the Pooks Hill Marriott property

and the hotel operator provides for participation and cooperation by the hotel operator in the owner's effort to develop the "Development Parcel Unit."

To date, the applicant's efforts in investigating the feasibility of its proposal to build multi-family residential uses on the Subject Property have been focused on conversations with County planners and have not reached the point of a dialogue with surrounding property owners or area citizens or homeowners associations.

During the Minor Master Plan Amendment process, the applicant expects to be an active participant in educating the general public about the multiple benefits of its proposal as described elsewhere in this application.

7. Do you consider traffic volumes or transit patterns to be a major consideration in your application and if so, how do you propose to address those concerns?

A Minor Master Plan Amendment for the Pooks Hill area will not trigger a major transportation review or any heavy traffic modeling to assess the transportation related features of the proposal. One of the interesting features of the Pooks Hill area is that it is bisected by a single street – Pooks Hill Road – that has a major intersection at its eastern end with Wisconsin Avenue and which has limited points of access (two) into the single family residential neighborhoods that surround the Master Plan defined Pooks Hill planning area.

In particular, the proposed Study Area has only three linkage points with the surrounding transportation network, and two of those points (Pooks Hill Road at the western end of the Study Area, and the intersection of Pooks Hill Road and Linden Lane), have posted access controls to discourage "cut-through" vehicular traffic into residential neighborhoods to the west and the south. (On the north and east, the Study Area is circumscribed by the Beltway (I-495)

and Wisconsin Avenue (Route 355).

The intersection of Pooks Hill Road and Wisconsin Avenue, immediately south of the junction with I-270 and the Beltway ((I-495), is the one intersection deserving attention in a Minor Master Plan Amendment covering Pooks Hill. Today, the existing H-M zoning would allow development of up to 780,500 square feet of hotel guest rooms and related hotel services (dining, bar(s), conference and meeting rooms). By comparison, the property owner desires to construct the same amount of building area in three high rise multi-family residential buildings. The trip generation for the desired residential use will be less than the trips associated with the hotel uses that exist or that can be constructed on the property.

To ensure that there is adequate capacity at the intersection of Pooks Hill Road and Wisconsin Avenue, the property owner commissioned the preparation of a study to determine the impact of new traffic that would be added to this critical intersection. The conclusion of that study was that the intersection of Pooks Hill Road and Wisconsin Avenue will continue to operate at acceptable levels of service with traffic added from the new proposed residential buildings.

Finally, during whatever process becomes involved in implementing multi-family development on the Pooks Hill property, the property owner/applicant wishes to work with Staff of M-NCPPC and MCDOT to develop an alternative program or programs to facilitate access to the nearby Grosvenor (identified with a yellow asterisk on the attached Study Area Map, Figure 5) and the Medical Center METRO stations and/or the Medical Center employment centers to reduce vehicular traffic on the surrounding transportation network.

In summary, because of the absence of any need for a detailed traffic analysis, the Pooks Hill property is an outstanding candidate for a Major Master Plan Amendment effort

beginning in July, 2012.

8. Has your request been the subject of a previous master plan amendment, rezoning, zoning text amendment, or similar application.

No.

CONCLUSION

The Pooks Hill Marriott property, located in a discrete, geographically well-defined area where it is surrounded by high and mid-rise multi-family developments, with close proximity to transit and access to the area highway network, represents a unique model for implementation of the County's Minor Master Plan Amendment program. Initiation of a Minor Plan Amendment covering the Pooks Hill property will solve a planning dilemma that the property presently suffers and will do so in a manner that will generate substantial public benefits consistent with currently planning advocacy and will result in a more compatible, and more valuable, form of development than would continue benign usage under the existing zoning.

Sandy Spring Limited Master Plan Amendment

Applicant: The Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Date: June 18, 2012

Identify the nature of the amendment

This minor amendment will implement recommendations of the 1998 Sandy Spring Ashton Master Plan for development of a village center concept and evaluate Sandy Spring's village center in the context of the new CRT and CRN zones.

Identify the area

This minor amendment will cover the portion of the Sandy Spring Ashton Rural Village Overlay Zone in the village of Sandy Spring.

Additional comments

The 1998 Sandy Spring Ashton Master Plan proposes creation of a village center concept for Sandy Spring "that will help ensure that the village center serves its role as a focal point of community life." The Plan recommended that the concept focus on three elements: design and construction of a new fire station that would serve as a community focal point; realignment of Brooke Road to improve both pedestrian and vehicular circulation in the village center; and creation of a village green. The Plan recognized that the details of the concept were beyond its scope, and recommended more detailed study and analysis to develop the concept.

The fire station has been built, but it is away from the intersection of Brooke Road and MD 108. The other elements of the concept remain incomplete. A neighborhood plan for Sandy Spring could determine how best to connect the new fire station into the village center, complete development of the village green idea and determine the feasibility of realigning Brooke Road. In light of the development of the new CRN and CRT zones, a neighborhood plan would provide an opportunity for the detailed analysis that would best apply the new zones in Sandy Spring.

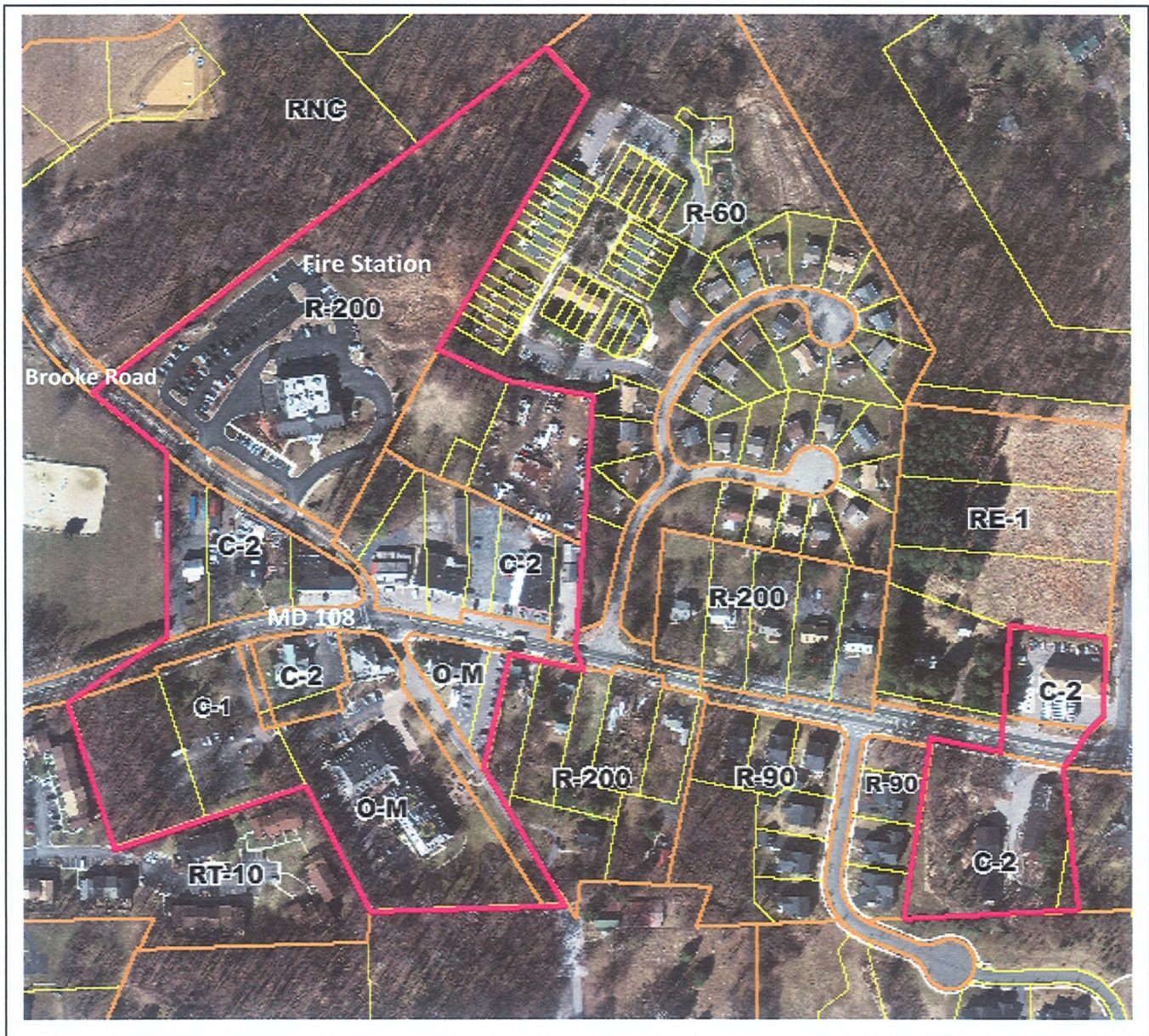
Benefits

This minor amendment follows the guidance in the Sandy Spring Master Plan that recommended a follow-up to the recommendations for the village center. The community with the County Executive, the National Main Street, and the Montgomery County Planning Department have completed the preparation of a written vision for the village center (see the attachment: A Vision for Sandy Spring).

This limited master plan amendment will implement the recommendations. The public benefits include the following:

- Implements recommendations in the Sandy Spring Master Plan
- Enhances existing and small businesses
- Uses existing infrastructure
- Transitions to existing neighborhoods
- Provides public right-of-way and open space important to the character of the community
- Enhances pedestrian connections both within the village center and to the adjacent neighborhoods
- Implements the Vision for Sandy Spring written by the community

Location Map: Sandy Spring Village Center



A Vision for Sandy Spring

June 1, 2010

In May 2010, two groups (one of residents and one representing the business community) met to define their visions for how Sandy Spring can retain its rural character over the next twenty years. Downtown Sandy Spring is defined as Route 108 from Bentley Road (including the museum) to Norwood Road. The map on page 37 of the Master Plan maps this area. The notes below from those meetings represent a consensus statement about how this historic community can retain its small-town charm while accommodating growth. Ideas that generated the most discussion are marked in bold.

At a meeting on June 7, 2010, participants reviewed and approved this document. The Montgomery County Planning Department will take the notes and develop a more detailed concept plan with the participants as proposed in the Approved and Adopted Sandy Spring/Ashton Master Plan (page 34). The concept plan will be a written and graphic representation of the document and the more detailed ideas to be developed by the participants during a public charrette process. The zoning will not be changed and the Approved and Adopted Sandy Spring/Ashton Master Plan will be the basis for the final results. The number of people participating in the charrette can be expanded to include more business owners and residents.

Rural Character

All participants agreed that the Sandy Spring/Ashton Master Plan (approved in 1998) contains an excellent definition of a “rural village.” The following lists are some of the descriptive words and phrases compiled by the two groups as they discussed what they saw as “rural character” in general, and specifically in Sandy Spring.

- A rural village is the center of the community. It ideally employs locals, especially youth, and has business owners who live nearby. It is inviting and safe for children with places to ride bikes and playgrounds.
- **Everyone wants slower traffic and less congestion**, with more details in the transportation section.
- As a way to reduce congestion, create a set of secondary circulation streets on either side of Rt. 108 so that the downtown is not just the part along Rt. 108.
- **Downtown is walkable and pedestrian friendly** with sidewalks on Rt. 108 and pathways that school students use. While the community needs more sidewalks, not every street needs sidewalks.
- People see room for modern and convenient buildings as long as they reflect historic ones, especially on the north side of Rt. 108 which is a good redevelopment site.
- Downtown Sandy Spring could use more density, with about 50 percent more space added in retail, office and upper-floor housing.

- The history is a living history where the roads are named after residents and local landmarks and historic buildings are reused.
- There are a variety of building setbacks, building styles, and paving materials (from asphalt streets to stone paths). However, there is a flow and harmony within the district, with buildings at the entry points to downtown Sandy Spring that “previews” the downtown and complementary architectural styles.
- Structures are generally small scale, especially houses and businesses. There are still horse and produce farms.
- Signs are appropriately scaled and designed for the rural community. The signage from the historic district can serve as a model.
- There is much landscaping, including many trees and planter boxes.
- Downtown has a village square which is a gathering space for community members and surrounded by businesses so that grandparents can bring their grandchildren down for an ice cream cone.

Buildings

In discussing buildings, the groups easily reached consensus on describing what they liked about existing buildings and what elements would make for attractive new buildings constructed in downtown Sandy Spring.

- **Everyone agreed that a few 3-story buildings would enhance the downtown as long as they fit the following:**
 - **Buildings should look like 2-story structures with a big attic as the 3rd floor, as has been done on some modern buildings**
 - **There should be a mix of building widths**
- People wanted to see buildings with interesting features and which do not all match. The new museum was cited as a good model for other new buildings. Buildings should include:
 - Interesting elements such as roof lines, windows, porches and wrought iron
 - A historic feeling
 - Bigger storefront-style windows on the first floor
 - Brick, stone and wood as prominent construction materials
 - High-quality construction
 - Brick pathways around buildings
- There was much agreement on the need for maintenance of existing buildings, some of which may need to be replaced. The historic insurance building, bank, and firehouse were identified as historic buildings which should be maintained, but most people were not very attached to any other buildings.
 - **Redevelopment of the north side of RT 108 was cited as a good place to increase the density, create a village square while also resolving maintenance issues.**
 - Any redevelopment should protect existing businesses.

- There was much interest in “green” buildings which are encouraged to meet LEED standards and provide sources of “green” power for buildings.

Relationship between Buildings and Streets

This describes the setback from the street lanes to the front of the buildings, and the setback area is often a major urban design element.

- Historically, some buildings, residential or commercial, had grassy yards in front of them. Newer buildings have parking and some older commercial buildings have turned the yard into sidewalk dining.
- Finding the right balance is an issue that still needs some work and people noted that the entire district should be considered in looking at this issue. Some people did not want to see the same solution for downtown while others did not want the appearance to be too choppy and instead have buildings flow into each other. A mix where some buildings have “yards” and others have parking in front would be a good solution. People did not want to see commercial buildings set back too far from Rt. 108.
- The green space around buildings makes room for trees on all sides of buildings, but these trees should not block the commercial signs so that customers can easily find businesses.
- There should be active storefronts facing Rt. 108 and all side streets
- The setback can define the edges of the neighborhood with the green residential areas turning into greater density in the commercial district.
 - The entry signs which will be installed on July 1, 2010 will help to define the downtown boundaries.
- Have buildings at entry points which “preview” the district.

Public Spaces

People defined public space in a variety of ways, from formal parks to the sidewalks around buildings. This broad definition of public space gives community leaders many ways to help people enjoy their rural village. The idea of a village square was very popular as a gathering place that defines the heart of the community. It was seen as fully integrated into the commercial district and not a separate space. Some details were:

- It could be located somewhere between the new firehouse and north side of Rt. 108.
- It should be proximate to retail so that it attracts people and activity.
- Sandy Spring currently has many examples of interior meeting spaces.
- The village green could include a kiosk for posting notices and a gazebo or bandstand,

Along with a new village green, some people would like to see more playgrounds, especially near the museum.

Sidewalks were defined as important spaces which could be improved in the following ways:

- Better lighting, but not so bright that it blocks the night sky
- Minimal driveway cuts
- Accessibility ramps at all intersections
- Planters and benches throughout the district
- Outside cafes
- Existing sidewalks should be expanded past Norwood.

People want to see much more green space on the north side of Rt. 108. The Bentley Building open space would be a good model for green space on the north side of Rt. 108.

Use the public spaces to show “movies in the parks” during the summer.

Transportation

Everyone agreed with the need to slow down traffic on Rt. 108 and yet accommodate the large numbers of motorists using it, especially in the morning rush hour. Some traffic improvements which could slow down traffic were identified as follows.

- As identified in the Master Plan, create 3 lanes on Rt. 108 (2 for traffic with a turning lane)
- **Create circulation roads behind Rt. 108 to carry more traffic and reduce congestion.**
 - **Pedestrians currently have a difficult time crossing and walking along Rt. 108.**
- Use streetscaping as a way to slow down traffic, with more trees, mail boxes, street lights, planters, and other street furniture to signal that this is not a place to drive fast.
- More visible cross walks would make it easier to cross Rt. 108 with stop signs at cross walks.
 - Make crossing safe for school students.
- More traffic signals on Rt. 108 might slow traffic.
- Widening the intersection at Brooke Road and Rt. 108 was an important project.

Everyone agreed with the need to increase parking as long it is visually subtle.

- **Structured parking is not great in the historic areas but could fit in if it could be underground or wrapped inside a building**
- Some people were very excited about parallel parking on 108 while others were a little skeptical that it could work.
- Put more parking in rear of buildings.
- Shared parking at night between restaurants and offices could expand the parking available without adding more parking spaces.

Accommodating a variety of transportation modes was identified as an important issue. “Shared use paths” have a more broad definition than is typical.

- Cyclists, pedestrians and equestrians

- More mass transit would be good, especially for use by students. Ride-on or WMATA busses connecting the Friends House to Glenmont Metro would be an important future expansion of mass transit.
 - Connect with neighborhoods and possibly bring more customers in the future.

Retail, Services, and Restaurants

The most interesting area of discussion between the two groups was the strong interest by residents to see more retail, restaurants and consumer services while business leaders agreed that there is enough demand to support additional shops and restaurants. The growth in neighborhoods surrounding Sandy Spring has created a good market for more upscale businesses and specialty shops. A good sign is that existing businesses are expanding – the Urban Barbeque is doubling in size and the Country Store is under new ownership.

- The biggest opportunity is more restaurants, especially family-owned, small restaurants that featured casual sit-down dining.
- People really wanted a coffee shop – there used to be one here that did very well.
- An ice cream shop was also on the “wish list” but business leaders noted that the bakery already sells ice cream.
- There was much interest in a gourmet grocery store with fresh local produce, but some question if the new Harris Teeter in Olney may compete
 - The neighborhood could possibly attract a Trader Joe’s
- A farm stand or farmers’ market selling produce.
- Other examples of the types of businesses we would like to see include:
 - Bike shop
 - Antique stores – used to be a successful one
 - Arts (start with crafts and work up to arts gallery)
 - Tack shop
 - Tax preparation or accounting office
 - Health services
 - Music store
 - Non-chain pharmacy
- David’s Cigar and Paula’s Boutique would be good types of businesses to recruit
- People wanted to see a better post office with more parking.

In general, new shops should be destination retail and services but not duplicate the ones in Olney and Ashton. Also, if stores and restaurants were open on Sundays (and closed during the week), they could probably increase sales without increasing costs.

Despite a growing group of customers, existing business and building owners need help understanding how the market is changing and how they should change to meet it. Some are rethinking a Sandy Spring location. As rents may increase with redevelopment, business

owners will need help increasing sales to match the rising rents. Some specific areas of help are as follows:

- Interpreting the sign ordinance.
- Help with business development and marketing.

The biggest issue is that the current spaces available are not attractive enough to pull in good businesses, especially on the north side of Rt. 108. Community leaders may want to look at structural integrity issues through stronger code enforcement.

Housing

Because much of the discussion was focused on downtown Sandy Spring, there were not many ideas about housing in surrounding neighborhoods, but there was strong interest in more housing in the downtown. Some ideas that came out of this part of the conversation included the following:

- Need for additional senior housing.
- Need for affordable housing.
- Opportunity for more live/work spaces.
- “Green” houses
- **Increase density in commercial district by putting housing on upper floors.**

HALPINE MINOR MASTER PLAN AMENDMENT

1. Identify the nature of the amendment being requested and why an amendment is considered necessary in the context of the current master plan and zoning.

On behalf of Halpine Park, LLC and the Housing Opportunities Commission (“HOC”), we respectfully submit this application (“Application”) for an amendment to the North Bethesda/Garrett Park Master Plan, adopted and approved in December 1992 (the “North Bethesda Master Plan”) to be included as one of the three potential minor master plan amendments in the current Planning Board Work Program. Specifically, we request that the properties owned by Halpine Park LLC, HOC, MHP Twinbrook, LLC (“MHP”), and Bullis Tract LLC (known as “Rock Creek Woods”) that are located on Twinbrook Parkway to Viers Mill Road, known collectively as the “Halpine Properties,” be included in the requested minor master plan amendment (the “Halpine Minor Amendment”). As described throughout the Application, the Halpine Minor Amendment will provide the unique opportunity for collaboration with HOC and MHP on integrated housing solutions in future redevelopment, as well as to comprehensively plan for cohesive long term improvements in an area that is both convenient to transit and that borders the valuable resource of Rock Creek Park.

As shown in the exhibits attached with this Application, the Halpine Properties consist of approximately 58 acres and are located within ½ to ¾ mile (10 to 15 minute walk) of the Twinbrook Metro Station. In addition to the location near transit, the Halpine Properties are also adjacent to Rock Creek Park and proximate to the Twinbrook Recreation Center, which provide unique opportunities for improving public benefits and access to these resources. The Halpine Properties are classified primarily in the R-30 (multiple-family, low density) zone, although the Rock Creek Woods apartment that are closer to Viers Mill Road are in the R-20 (multiple-family, medium density) zone. The Halpine Properties generally consist of garden apartment developments and surface parking lots built in the late 1960s, except for the HOC property, which consists of townhomes built in the early 1980s.

The Halpine Minor Amendment was actually first recommended by the Planning Board Staff (“Planning Staff”) during the review of the Twinbrook Sector Plan Amendment in December 2007. At that time, the owners of the Halpine Properties requested to be included in the Twinbrook Sector Plan boundary. However, the Planning Staff, Planning Board and County Council, sitting as the District Council (the “Council”), recommended a limited master plan amendment for the Halpine Properties instead as a more practicable way to amend this small portion of the North Bethesda Master Plan. The Halpine Minor Amendment was also recently discussed in the context of a Pre-Application Plan submitted by Halpine Park LLC as a more appropriate means to provide a truly comprehensive review of how the area should evolve over the next 20 years and to provide more meaningful opportunities for affordable housing, cohesive planned development, transportation improvements and public amenities. For reference, the detailed Staff Report for the Pre-Application Plan is at http://www.montgomeryplanningboard.org/agenda/2011/documents/20111027_HalpineViewStaffReportFinal.pdf. Although none of the owners of the Halpine Properties have immediate plans to redevelop the properties, the Halpine Minor Amendment will provide the long term vision and

comprehensive approach these long term property owners need to plan for the future, and will provide it within the reasonable timeframe for planning instead of unnecessarily delayed for an amendment to the North Bethesda Master Plan.

As explained in detail in this Application, the Halpine Minor Amendment is necessary in the context of the 20-year old North Bethesda Master Plan to provide the opportunity to advance numerous land use objectives of the County and provide public benefits for the community over the next 20 years. The Halpine Minor Amendment will provide the opportunity to review and update the land use recommendations for the Halpine Properties and thus create the potential to achieve the land use objectives of the North Bethesda Master Plan, including: to preserve and increase the variety of housing stock and affordable housing, to focus future development on land near Metro stops and areas served by existing transportation infrastructure, and to encourage a land use pattern that provides opportunities for housing and employment (See, North Bethesda Master Plan, Page 35). The Halpine Minor Amendment will also provide the opportunity for the Halpine Properties to address the specific North Bethesda Master Plan goals to improve “the pedestrian friendliness of streets, particularly near transit nodes,” to provide “better local circulation” and an improved road network, to protect existing woodlands and create “green corridors”, and to address stream erosion and provide environmental site design features (See, North Bethesda Master Plan, Pages 3, 149, 249, 250 and 253).

In addition to the Halpine Minor Amendment being necessary in the context of the North Bethesda Master Plan, it is also necessary in the context of the adjoining Twinbrook Sector Plan, adopted and approved in January 2009, and the proximate White Flint Sector Plan, adopted and approved in March 2010, both of which are part of the same North Bethesda Master Plan. As the Planning Board and Council are aware, the recommendations for higher density, mixed-use zoning to encourage transit-oriented development in Twinbrook and White Flint were implemented and these areas are emerging as transit-oriented areas from the previous low-density commercial and industrial character. In the context of the immediately adjoining properties in Twinbrook at higher densities and the properties in White Flint (and pending White Flint 2) that are similarly situated as the Halpine Properties insofar as Metro proximity, the Halpine Minor Amendment is necessary to similarly review the opportunities for improved transit-oriented land use recommendations and zoning classifications that incorporate a comprehensive review of community facilities and amenities. The Exhibits included with this Application show the relationship and context of the Halpine Properties with the Twinbrook Sector Plan and Twinbrook Metro station, and demonstrate the similar transit-oriented context of the Halpine Minor Amendment with the White Flint Sector Plan (and pending White Flint 2 Plan) – as well as highlight the significantly limited nature of the Halpine Minor Amendment on single-family neighborhoods in comparison.

In addition to the North Bethesda Master Plan context, the Halpine Minor Amendment is necessary in the context of the current R-30 zoning classification for most of the Halpine Properties to provide a review of a more appropriate and dynamic zoning classification that will provide the opportunity to advance numerous land use objectives of the County and provide public benefits for the community. The limited density of 15 units an acre permitted in the R-30

zone that may have been appropriate in the 1960s and 1970s before the Twinbrook Metro Station was constructed and before the Twinbrook Sector Plan was created and amended most recently in 2009, does not provide a feasible opportunity for redevelopment.

2. Identify the area for which an amendment is being requested. You must specify the land area for which an amendment is requested, including any of the following:

- **property addresses**
- **a master / sector plan boundary**
- **a zoning boundary**
- **a detailed map identifying property boundaries**

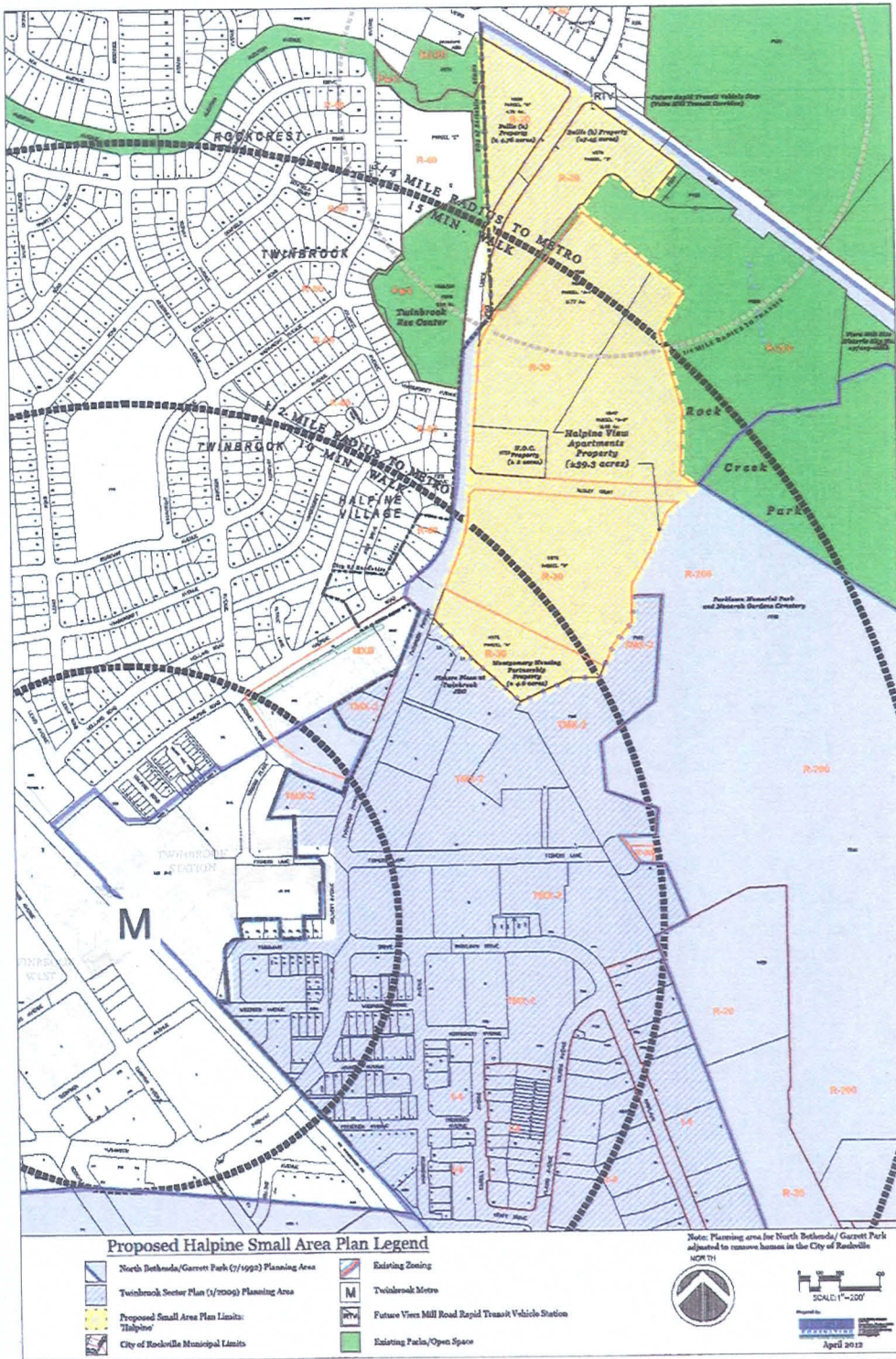
The property addresses and corresponding tax identification numbers for the Halpine Properties are provided below. As shown on the Exhibits attached and below, the area of the Halpine Minor Amendment consists of approximately 58 acres and has natural boundaries of Viers Mill Road to the North, the City of Rockville, Twinbrook Parkway and the Twinbrook Sector Plan boundary to the west and south, and Rock Creek Park and Parklawn Cemetery to the east. The area of the Halpine Minor Amendment is truly neighborhood in character and scale- at approximately 58 acres, the Halpine Properties are less than 10% of the total area of the North Bethesda Master Plan (approximately 5,900 acres), and significantly less than the 153 acres of the Twinbrook Sector Plan, the 430 acres of the White Flint Sector Plan, and the 452 acres of the White Flint 2 Sector Plan.

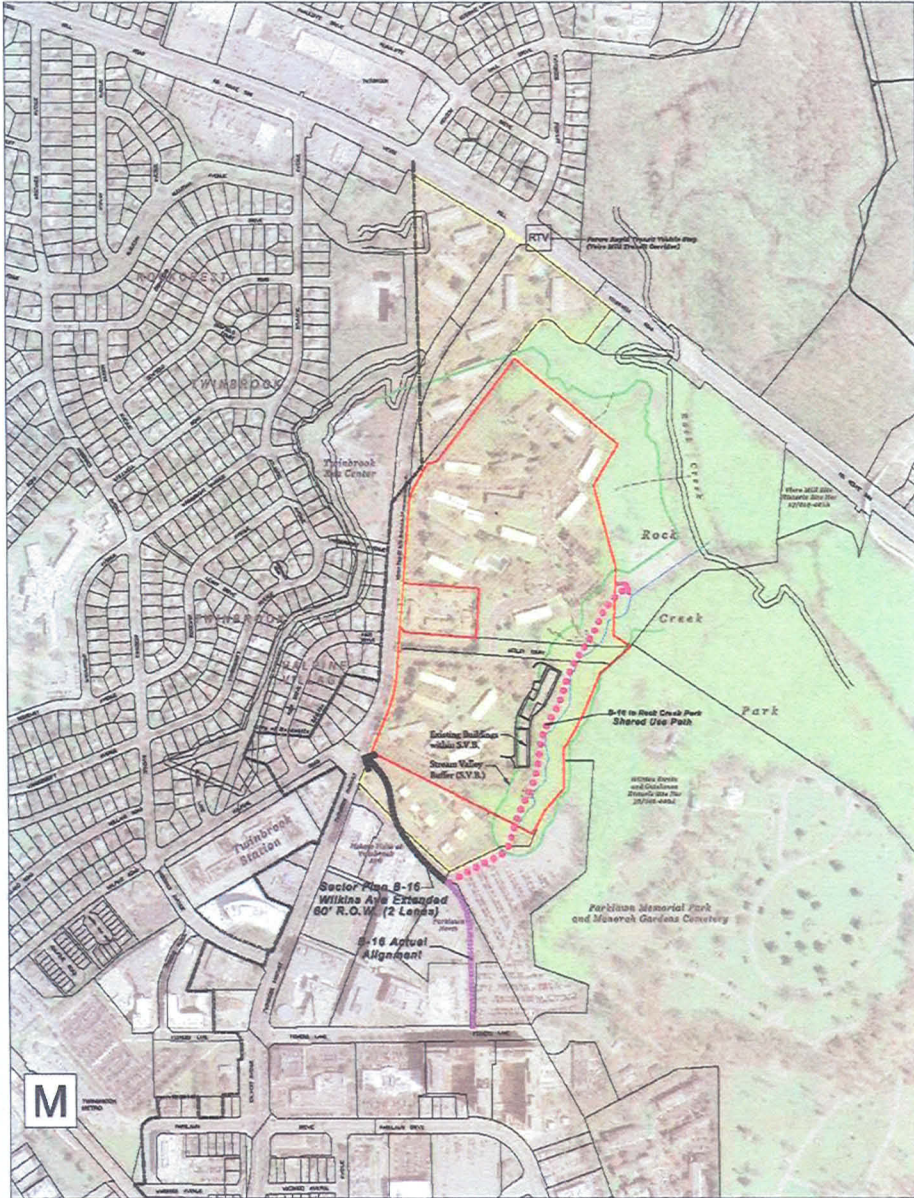
Halpine Park LLC – Parcels N640, N600, N870; 5508 Dowgate Ct., 13001 Twinbrook Parkway, and 12813 Twinbrook Parkway; Tax ID Nos. 04-54480, 0400054478, 04-00054467.

HOC – Parcel N753; 12901 Twinbrook Parkway; Tax ID No. 04-00052457.

MHP Twinbrook LLC- Parcel N970; 5501 Halpine Place; Tax ID No. 04-00049142.

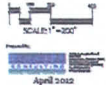
Bullis Tract LLC – Parcels N 320 and N370; 13200 and 13201 Twinbrook Parkway; Tax ID Nos. 04-00055176, 04-00055187.



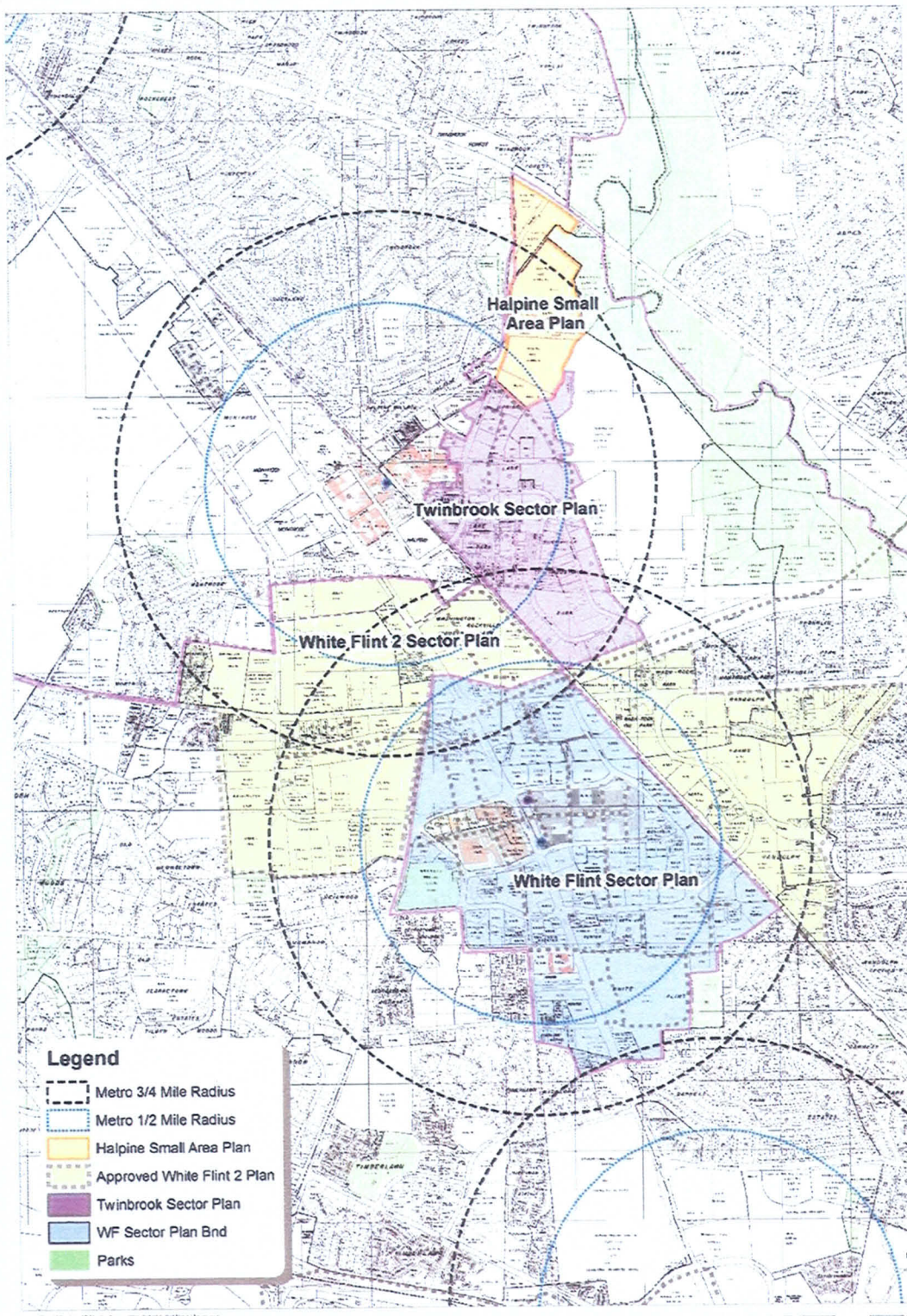








Aerial Proposed Halpine Small Area Plan Legend

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Halpin-Halpine/View Property/Map Area for Land Use/Planning Layout: Apr 11, 2011, 04:48



- Legend**
-  Metro 3/4 Mile Radius
 -  Metro 1/2 Mile Radius
 -  Halpine Small Area Plan
 -  Approved White Flint 2 Plan
 -  Twinbrook Sector Plan
 -  WF Sector Plan Bnd
 -  Parks

3. Describe how the requested amendment benefits the public and what impacts might be anticipated as a result of the application.

The proposed Halpine Minor Amendment to the North Bethesda Master Plan will benefit the public with a comprehensive planning approach to the potential future redevelopment of the properties over the next 20 years. While piecemeal zoning applications can certainly provide these public benefits, the comprehensive approach with the Halpine Properties will improve the ability to address affordable housing, neighborhood transitions, transportation improvements and community benefits, and is consistent with the long-term vision of the owners of the Halpine Properties.

As part of the comprehensive planning approach, it is anticipated that there will be the opportunity to:

- 1) Create and preserve more transit-oriented affordable housing, particularly in consideration of: the potential for collaboration with the unique neighboring property owners of HOC and MHP, the ability to create restricted affordable units on properties where no restricted units exist today, and the location of the Halpine Properties to provide a mix of housing types (including more affordable housing types and construction than right at Metro);
- 2) Improve, reduce and align the intersections along Twinbrook Parkway and create greener and safer pedestrian connections;
- 3) Improve vehicular and pedestrian connections to the employment center of Twinbrook with more connectivity and grid street alignment;
- 4) Provide forest conservation and stormwater management facilities that currently do not exist;
- 5) Remove structures that are currently located in stream valley buffers, consolidate numerous surface parking lots into structured parking, utilize environmental site design features, and participate in stream restoration efforts;
- 6) Connect to planned hiker-biker trail connections to Rock Creek Regional Park;
- 7) Implement comprehensive planning and design to provide compatible and desired transitions from neighboring properties; and
- 8) Implement comprehensive transportation improvements and connect residents with the Twinbrook Metro Station and future Rapid Transit.

4. Identify the master or sector plan for which the amendment is requested and how the requested amendment advances current land use objectives, including but not limited to:

- **providing needed housing and affordable housing**

The Halpine Minor Amendment will provide the opportunity to address the recommendations of the North Bethesda Master Plan to preserve and increase the variety of housing stock, including affordable housing. The location of the Halpine Properties is unique in that it can both provide a variety of housing types and affordable housing in a location where it is desired and feasible. More housing is desired in this location because it is a 10-15 minute walk from Metro, immediately adjacent to a significant employment hub and emerging transit oriented area with convenient retail and restaurants, and adjacent to the natural resource (and recreation opportunities) of Rock Creek Park. The affordable housing is more feasible to develop in this location because of the likelihood of a variety of housing types and buildings at a lower scale than those in higher density areas immediately adjacent to Metro.

The units in the Halpine Properties in the R-30 zone (except those owned by HOC and MHP) are all currently market rate units that do not have any restrictions on the income of the tenants and collect rent generally above the maximum rates for restricted affordable units in new developments. While these existing units may be currently more “affordable” than new high-rise construction, they are not as affordable as restricted units and not necessarily leased to the tenants that would qualify for affordable housing.

The R-30 zoned Halpine Properties currently contain approximately 655 units, which is less than a density of 15 units an acre. Put in perspective, this density is *less than half* the standard method density of a CBD 0.5 zone located on the borders of CBD zones next to single-family homes, *over a third less* than the densities the Council just approved for the border CRN properties in the Kensington Sector Plan next to single-family homes, and *over a third less* than the densities the Council approved for properties the same distance from Metro in the White Flint Sector Plan (that are adjacent to single-family homes). The Halpine Minor Amendment provides the opportunity to eliminate this inconsistency in land use recommendations for transit area properties.

The Halpine Minor Amendment will provide the opportunity to create more housing in this area that is currently underserved given its location proximate to transit and employment, and more housing that will be generally more affordable than the high rise construction immediately adjacent to the Metro Station at much higher densities. Further, the Halpine Minor Amendment will create the possibility for more restricted affordable housing, not just through MPDU requirements, but also through comprehensive recommendations that consider the unique opportunities for potential collaboration with the private owners and the properties owned by HOC and/or MHP in the future.

- **improving the jobs-housing ratio**

Improving the jobs-housing ratio was an issue raised during the review of the Twinbrook Plan, particularly by HOC, because of the lack of certainty on whether sites in that employment area (outside the City of Rockville boundary) would redevelop with residential uses. Indeed, the renewal of the lease for the Parklawn Building (also known as the HHS Building) and the new GSA lease for a new research office building in Twinbrook are maintaining and adding jobs on sites that were envisioned as potential housing sites. Subsequent to the Twinbrook Plan, this area of the County was identified in the “Montgomery County Snapshot” as the area (District 3, adjacent to District 1) with highest number of jobs and second highest in the number of employers, but had the lowest number of residential units in the pipeline. (See, “Montgomery County Snapshot, Council Districts by the Numbers” at http://www.montgomeryplanning.org/research/documents/Databookfinal_web.pdf.) The Halpine Minor Amendment will provide the opportunity to improve the jobs-housing balance in the greater Twinbrook area, which will address other benefits such as improved commuting patterns.

- **public benefits**

In addition to the public benefits more specifically listed above and below, the Halpine Minor Amendment will advance the land use objectives to:

- 1) Provide a review of community serving facilities in the area and potential improvements, such as improved connections to the Twinbrook Recreation Center and Rock Creek Park and/or the provision of additional community spaces;
- 2) Address existing environmental concerns, such as removal of buildings in stream valley buffers (See, Aerial Exhibit), the provision of stormwater management facilities and forest conservation measures where they currently do not exist, consolidate numerous existing surface parking lots, utilize environmental site design and sustainable building principles, and assist with the desired stream restoration in adjacent park; and
- 3) Improve the vehicular and pedestrian connections and facilitate comprehensive transportation improvements in the area, such as reducing and aligning the intersections along Twinbrook Parkway with create greener and safer pedestrian connections, improving the connectivity to the employment center of Twinbrook, the Metro Station and to future rapid Transit with a more grid street alignment and feasible road and sidewalk connections, and creating more community recreation and transit access to the planned hiker-biker trail connections to Rock Creek Regional Park (See, Aerial Exhibit); and
- 4) Review the potential for new zoning classifications that would incorporate public benefits with any future residential redevelopment, such as the new family of CR zones.

- **improved transit commuting**

The Halpine Minor Amendment would address the land use objective of improved transit commuting by improving the jobs and housing balance referenced above, and also by improving actual connections to transit within the Halpine and Twinbrook area with intersection alignments and improvements along Twinbrook Parkway, providing new and improved pedestrian corridors and connections (including hiker-biker trail connections), and potentially participating in future mitigation improvements such as rapid transit vehicle stops.

- **enhancement of existing and small businesses**

Although the vision for the Halpine Properties is primarily residential, the Halpine Minor Amendment would provide the opportunity incorporate recommendations for neighborhood serving convenience retail and businesses where appropriate.

- **using existing infrastructure for sustainable growth**

The Halpine Properties have the existing infrastructure of the road and transit network and the community resource and environmental infrastructure of Rock Creek Park and new trail connections, which infrastructure could be enhanced over the next 20 years and improved for sustainable growth. Further, long term redevelopment based on a comprehensive plan of the neighborhood, not piecemeal zoning applications, would provide the opportunity for comprehensive planning for sustainable growth in this area.

- **transitions to existing neighborhoods**

The ability to provide logical and successful transitions to existing neighborhoods is a primary benefit of reviewing the Halpine Properties comprehensively, and not be piecemeal zoning applications. In addition to recommendations that would provide transitions (of structures and density) and aligned intersections and connections to the single-family community across Twinbrook Parkway, the Halpine Minor Amendment would provide the opportunity to review transitions within the Halpine Properties themselves, to provide appropriate transitions and connections to the employment center of Twinbrook, and to provide a transition to Rock Creek Park that opens up this resource for the community.

- **meeting changing demographics or economic trends**

As mentioned above regarding the changes in zoning and character that have been recommended and implemented in the adjacent Twinbrook Sector Plan and White Flint Plan areas, the Halpine Minor Amendment would provide the opportunity to similarly update the recommendations for the Halpine Properties to address the new focus on redevelopment opportunities in these transit-

oriented areas within 10-15 minute walk of Metro that can also provide more variety and affordability of housing alternatives.

5. What zoning changes are necessary to implement the amendment being requested?

The requested Halpine Minor Amendment would likely result in recommendations for a new Euclidean zoning classification for at least the MHP, Halpine Park LLC and HOC portions of the Halpine Properties that are currently in the R-30 zone. It is anticipated that the new zoning classification would provide more of a gradual transition in density from the adjacent Twinbrook properties, more clarity of the redevelopment parameters, more opportunities for affordable housing and flexibility for neighborhood serving retail, and more meaningful community amenities.

6. Identify interested parties relevant to your application. For small geographic areas, include the content of property owners for the subject property. For larger areas, include any materials to indicate who has been contacted and any relevant correspondence.

The owners of the Halpine Properties – Halpine Park LLC, HOC, MHP and Rock Creek Woods- are the primary interested parties relevant to this Application and all are either part of this Application or consent to the Halpine Minor Amendment process. As part of an earlier piecemeal pre-application submitted for just the Halpine Park LLC property in 2011, representatives met and/or spoke with representatives from the Twinbrook Citizen’s Association, the City of Rockville, and Parklawn North Lot LLC (via the JBG Companies). As discussed with the neighbors in the context of that application, the owners of the Halpine Properties would expect and appreciate their participation and insights in any charrette or discussions that would occur as part of the Halpine Minor Amendment.

7. Do you consider traffic volumes or transit patterns to be a major consideration in your application and if so, how do you propose to address those concerns?

No, the collection of traffic information for the Halpine Minor Amendment should not be a significant issue or burden for Planning Staff because of the recent collection of intersection (traffic counts at 16 intersections) and transportation facility information for the Halpine Park LLC pre-application (Traffic Study attached with this Application), which included 1,642 new units and 9,350 square feet of retail (which is the density likely to be achieved with the consideration of the entire 58 acres of the Halpine Properties). In fact, one of the primary benefits of the proposed Halpine Minor Amendment is the opportunity to provide a comprehensive review and prioritization of the off-site transportation improvements listed in the Planning Staff report for the Halpine Park LLC pre-application submission (dated October 27, 2011 and located at: http://www.montgomeryplanningboard.org/agenda/2011/documents/20111027_HalpineViewStaffReportFinal.pdf). Further, the Halpine Minor Amendment provides the opportunity to analyze

and prioritize other transportation improvements that would be desired over the course of 20-years with potential redevelopment that would stem from the larger property area of the Halpine Properties and connections to the Twinbrook area and potential rapid transit on Viers Mill Road.

8. Has your request been the subject of a previous master plan amendment, rezoning, zoning text amendment or similar application?

Yes, as mentioned above, the Halpine Minor Amendment was actually first recommended by the Planning Staff during the review of the Twinbrook Sector Plan Amendment in December 2007. At that time, the owners of the Halpine Properties requested to be included in the Twinbrook Sector Plan boundary. However, the Planning Staff, Planning Board and Council recommended a limited master plan amendment for the Halpine Properties instead as a more practicable way to amend this small portion of the North Bethesda Master Plan. The Halpine Minor Amendment was also recently discussed in October 2011 in the context of the public hearing for Pre-Application Plan No. 720110090 submitted by Halpine Park LLC as a more appropriate means to provide a truly comprehensive review of how the area should evolve over the next 20 years and to provide more meaningful opportunities for affordable housing, cohesive planned development, transportation improvements and public amenities.

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