



Long Branch Sector Plan, Worksession 6

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Completed: 5. 2. 13

Description

During this worksession on the Long Branch Sector Plan, staff will present revised recommendations and addendums to the March 21, 2013, staff report for transportation, parks, trails and open space. These issues were not covered in that work session due to time constraints. Staff will present these issues on May 9th along with any revisions necessitated by subsequent public testimony, discussions with the project team, County Executive Staff and any related agencies. We ask the Planning Board to approve the revised recommendations for the issues below for inclusion in the Planning Board Draft Plan.

- Revised transportation recommendations
- Revised parks , trails and open space recommendations

Scheduled Work Sessions

May 16th

- Finalize Sector Plan and Request Approval to Transmit

Parks, Trails and Open Space

Issue #1: Relocating the Long Branch Pool and Recreation Center to the Long Branch Library site.

- **Current recommendation - delete** (tied to access issues caused by Purple Line, on p.33 under Long Branch Local Park section):
“...developing preliminary concepts and costs estimates for relocating the community center and pool to a new public facility campus on the west side of the stream valley at the current library site and Long Branch-Arliss Neighborhood Park.”
- **Revised recommendation** (regardless of access issues caused by Purple Line): “As part of future life-cycle upgrades and replacement of the Long Branch Pool and Recreation Center, consider relocating the facilities out of the stream valley buffer and flood plain to the Long Branch-Arliss Neighborhood Park. This would place facilities closer to the area of highest density, the future Purple Line station, and the library.”
- **Discussion:** The Public Hearing Draft ties the relocation of the pool and recreation center to asking the Maryland Transit Administration to address access issues caused by the Purple Line. During the Purple Line briefing to the Planning Board on February 28th, Board members unanimously agreed that although relocation of the facilities may have merit, it should not be tied to access issues caused by the Purple Line.

During subsequent Long Branch worksessions, staff indicated we would recommend the relocation of the facilities apart from Purple Line issues. Independent of the Purple Line, relocating the recreation center and pool near the Purple Line station and the library has long term value.

As part of the facilities’ life cycle upgrades and replacement, Parks staff believes this relocation makes sense. The facilities are currently heavily used. As many as 4,200 additional dwelling units may be approved under this plan. At three people per unit, there could be as many as 12,000 new residents. Since these facilities are already heavily used, we are concerned that in the future, there will be no way to expand them at the current site. It is also worth noting that these facilities also serve the expanding population in Takoma Langley.

The Department of Recreation realizes that this is a long-term plan (20 years) and the facilities will need upgrades and/or expansion during the life of the plan. As the area approaches full build-out the ideal scenario would be to relocate the facilities outside of the stream valley and closer to the area of highest density, near the Purple Line Station and the library. This project should be included on the amenity list for development projects in the Long Branch Town Center and all projects in the Town Center should contribute to this project to receive incentive density.

Issue #2: Access to Long Branch Pool and Recreation Center (Purchasing Miles Glass Company property)

- **Current recommendation - delete (p. 33 under Long Branch Local Park section):** “...aligning the driveway with Barron Street (traffic signal)...”

- **Revised recommendation:** “Identify the Miles Glass Property (8714Piney Branch Road) as proposed parkland. Purchase the property as it becomes available to facilitate realigning the driveway to the Barron Street traffic signal. Realign the driveway to the Barron Street traffic signal either as part of or independent of mitigating access problems due to the Purple Line.”
- **Discussion:** The current recommendation ties the driveway realignment to mitigation for access problems caused by the Purple Line. While it does not specifically recommend purchasing the Miles Glass Company property, it does imply that it should be. In addition, the realignment has merit regardless of the Purple Line. The revised recommendation identifies the property as parkland to facilitate use of ALARF (Advance Land Acquisition Revolving Fund) monies to purchase it.

Issue #4: Long Branch Local Park

- **Current recommendation - delete (p.33):** “Improve views into the park from surrounding neighborhoods.”
- **Revised recommendation:** “Improve views into the park from surrounding neighborhoods *by removing non-native, invasive vegetation along the park’s perimeter.*”
- **Discussion:** Public testimony requested clarification of this recommendation; that it does not suggest trees will be removed. Trees are not recommended to be removed to improve views into the park.

Issue #5: 8426 Piney Branch Road

- **Current recommendation - delete (p.34):** “Affirm the East Silver Spring Master Plan recommendation to acquire 8426 Piney Branch Road for a future park (aka Piney Branch Road Urban Park). Provide green buffers to future development and include art and cultural amenities.”
- **Revised recommendation:** “Delete the recommendation in the East Silver Spring Master Plan to acquire 8426 Piney Branch Road for a future park.”
- **Discussion:** At a prior worksession, the Housing Opportunities Commission (HOC) requested this recommendation be deleted. HOC would like to acquire this property to enhance redevelopment of this area of the Long Branch community. The Department of Parks is willing to delete this recommendation and instead will focus on expanding Flower Avenue Urban Park (see next issue).

Issue #6: Flower Avenue Urban Park

- **Current recommendation - delete (p.34):** “Renovate Flower Avenue Urban Park with improved connections and equipment, landscaping, and other features that will complement the historic theater area.”
- **Revised recommendation:** “Expand Flower Avenue Urban Park to include land from adjacent properties to the south. Renovate the park with improved connections and equipment, landscaping, and other features that will complement the historic theater area and visually link the park to the proposed green street through the superblock.”
- **Discussion:** Related to Issue #5. In exchange for deleting the recommendation to acquire 8426 Piney Branch Road, staff proposes to expand Flower Avenue Urban Park instead. This will not only provide additional parkland for this area of Long Branch west of Flower Avenue, but it also is part of a larger strategy to link the urban park with the proposed “green street”

crossing east-west through the superblock and also link to the future central civic green urban park, possibly located on the east side of Arliss Street.

Issue #7: New Hampshire Estates Neighborhood Park

This is an addendum to the “Purple Line Impact – New Hampshire Estates Neighborhood Park Section” on page 31 and 32 of the March 21st staff report.

- **Current recommendation - delete (p.33):** “Acquire the County-owned property to the south of the park as part of the land swap(s) to improve land use synergy with the adjacent school and expand the park to potentially allow for a full-size adult rectangular field.”
- **Revised Recommendation:** “Consider expanding the park to the south to include the County-owned property. Accomplished as either land swaps to mitigate lost parkland to transportation improvements; or as a separate action following the relocation of the property’s current use.”
- **New Recommendation:** “As part of the Gilbert Street extension, MCDOT to include remnant park property to the north in the right-of-way to divest any parkland leftover on the north side of the road.”

Discussion: Many residents testified against “acquiring” the County-owned land and the subsequent displacement of the use currently provided by CASA de Maryland. Staff is not proposing the acquisition of the Welcome Center property as it is already owned by Montgomery County. Staff is proposing that the use/service currently being contracted to CASA be relocated upon the development of a new center. Staff recommends that this new center be developed utilizing the CR Zone incentive density provision. The Plan proposes the development of a new center that would be constructed during the interim development phase and located on Site #2, which is in the vicinity of the existing Welcome Center.

Staff revised the recommendation as a part of the March 7th work session to the following:

“Recommend the development of a neighborhood service center providing social, educational and naturalization services including but not limited to: legal services, vocational training and employment placement, and health education and community outreach.”

Additionally, the expansion of the park to include the County-owned property will only be pursued after a new welcome center has been constructed and is operational.

The Department of Parks is also concerned that the proposed new road (Gilbert Street extension) will bisect the park. It is not interested in operating and maintaining any parkland that might be left-over on the north side of the new road, essentially requiring the Department to maintain parkland on both sides of the road. This land should be included in the resolution of real estate transfers between the County and the Department of Parks.

Transportation

Arliss Street – March 7th Issue

This is an addendum to the “Arliss Street – March 7th Issue” section on page 2 to 4 of the March 21st staff report.

On March 21, 2013, the Planning Board reviewed several alignments for the Purple Line on Arliss St and recommended Alternative 3B, which locates the Purple Line alignment on the west side of Arliss St (see Attachment 1). This alignment reduces the impacts to the Town Center site and permits right-in, right-out access from the Town Center southern driveway, and left turns out, if a traffic signal is provided. The

right-of-way for this alignment required by the Purple Line and for the Full-Build-Out of the sector plan is shown below. The greater right-of-way for the Full-Build-Out reflects additional space for bike lanes, wider sidewalks, and street trees (though per guidance from the Planning Board the sidewalks were reduced to a minimum width along the frontage of the townhomes).

Right-of-Way Requirements on Arliss Street

From	To	Purple Line ROW	Full Build Out ROW (min)
Flower Ave	Garland Ave	93 ft.	110 ft.
Garland Ave	Piney Branch Rd	106 ft.	127 ft.

After the completion of the Purple Line, and upon redevelopment of the Flower Branch Apartments (Site 9), the road will need to be shifted to the east to accommodate bike lanes and wider sidewalk area.

Long Branch Town Center – March 7th Issue

This is an addendum to the “Long Branch Town Center – March 7th Issue” section on page 4 to 12 of the March 21st staff report.

First, page 10 of the March 21st staff report states that “MCDOT does not recommend an additional signal [on Arliss St] between Garland Avenue and Piney Branch Road because the intersections are too closely spaced.” Since that time, MCDOT has stated that they “do not commit to the traffic signal proposed just north of the platform, but will review the traffic analysis when the time comes for the development review.”

Second, on March 21st the Planning Board selected Alternative 3B, which allows a partial movement intersection at the north end of the Purple Line station platform. Therefore, on page 10 of the March 21st staff report, replace the following paragraph:

“The eventual redevelopment of parcels on either side of Arliss Street may require a network of internal streets that necessitate signalized intersections where those internal streets intersect Arliss Street, Flower Street, or Piney Branch Road. The eventual location of any additional signalized intersection(s) will be subject to site plan review and ultimately an operational decision made by the applicable implementing agency.”

with the following bullet under the “Mobility” section of “Site #9 (page 78 of the Sector Plan):

“Two new private streets that connect to a new intersection at the north end of the Purple Line station platform, from Flower Avenue and Garland Avenue extended. Only right turns will be permitted at this intersection unless a traffic signal is approved at the time of subdivision.”

This recommendation will enhance accessibility and mobility by reducing the size of Site #1 and Site #9 blocks with or without a traffic signal and is shown in the figure below.



A map of the Long Branch Town Center, showing 1) the location of existing, planned, and proposed traffic signals, and 2) and the potential location of Garland Ave Extended and two private streets.

Piney Branch Neighborhood Village – March 7th Issue

This is an addendum to the “Piney Branch Neighborhood Village – March 7th Issue” section on page 12 to 14 of the March 21st staff report.

First, the discussion of Site #13 on page 82 of the Sector Plan indicates in the third bullet of the “Land Use and Zoning” section that significant redevelopment should not occur until Glenville Rd is extended to Piney Branch Rd. Since dedication from the residential properties as part of redevelopment is needed to extend Glenville Rd, this bullet should be deleted.

Second, to address concerns about potential cut through traffic, add a recommendation for traffic calming on Glenville Road Extension.

Issue 6: University Blvd.

This is an addendum to “Issue 6: University Boulevard Adjacent to the Purple Line” on page 17 and 18 of the March 21st staff report.

University Blvd. is currently a six-lane major highway within the boundaries of the Long Branch Sector Plan. The Purple Line Locally Preferred Alternative (LPA) recommended widening University Blvd. to include the Purple Line transitway in the middle of the road. The wider section required by this concept

design was reflected in the 2010 Purple Line Functional Plan (page 37 and 39) with the following minimum right-of-way on University Blvd:

- Piney Branch Rd to Gilbert St: 120 to 130 ft.
- Gilbert St to Carroll Ave: 125 to 140 ft.

MTA briefed staff from both Counties on April 10, 2013, on their University Blvd. Corridor Study, which now recommends converting (or “repurposing”) two of the existing six lanes of traffic to the transitway, thereby reducing the width of the roadway and the resulting right of way requirement for the road and transitway. This is similar to the recommendation in the Countywide Transit Corridors Functional Plan Public Hearing Draft to repurpose several roadway segments inside the beltway to a Bus Rapid Transit (BRT) transitway. The State Highway Administration has signed off on the University Blvd. plan. The benefits of lane repurposing along University Blvd are:

- Reduced roadway crossing distance for pedestrians
- Less right-of-way required (22 ft.) creates greater opportunity to implement proposed bicycle and pedestrian recommendations through redevelopment
- Less property acquisition required (with a 6-lane section there are 11 property displacements; with a 4-lane section there would only be six)
- Less individual business displacements required (with a 6-lane section there are 25 business displacements; with a 4-lane section there would only be eight)
- Reduced impacts to the New Hampshire Estates Neighborhood Park
- Reduced stormwater management needs

Furthermore, MTA and SHA found that the typical section proposed in the LPA – a six-lane road plus two-way median transitway – requires substantial time in the traffic signal cycle for pedestrians to cross, thereby reducing the traffic capacity on University Blvd. This reduction in traffic capacity is similar to the reduction in capacity of reducing University from a six-lane to a four-lane roadway.

The right-of-way required by the Purple Line and for the Full-Build-Out are shown below for five segments of University Blvd. The greater right-of-way for the Full Build Out reflects space for cycle tracks and a consistent 15 ft. space for sidewalk and street trees on both sides of the road.

Right-of-Way Requirements on University Blvd

From	To	Purple Line ROW	Full Build Out ROW (min)
Langley Dr.	Piney Branch Rd	n/a ⁽¹⁾	120 ft.
Piney Branch Rd	Gilbert St	131 to 147 ft.	163 ft.
Gilbert St	Seek Ln	116 to 126 ft.	150 ft. ⁽²⁾
Seek Ln	Bayfield St	107 to 123 ft.	141 ft. ⁽³⁾
Bayfield St	Carroll Ave	114 to 115 ft.	142

Notes

- (1) The Purple Line does not operate on University Blvd between Langley Dr. and Piney Branch Rd.
- (2) Up to an additional 10 ft. is needed to accommodate wider medians and / or turn lanes at the intersections of University Blvd / Gilbert St and University Blvd / Seek Ln.

(3) Up to an additional 10 ft. is needed for a median at the intersection of University Blvd / Seek Ln.

Whereas the Purple Line Functional Plan only included a 5 ft. bike lane and a 6 ft. sidewalk, the rights-of-way proposed for the Long Branch Sector Plan include a 5 ft. bike lane, 8 ft. cycle track, and 15 ft. sidewalk / green space on both sides of the road. This is the same typical section approved in the Takoma / Langley Crossroads Sector Plan.

In addition, the Sector Plan also includes the following note for University Blvd between Carroll Ave and Piney Branch Rd:

“This proposed minimum right-of-way does not include any additional right-of-way that may be required to accommodate the Purple Line. Additional right-of-way requirements for the Purple Line will be determined either at the time of final design for the Purple Line or at the time of subdivision using latest project-level plans available for the Purple Line.”

Since we now have a better right-of-way estimate for the Purple Line, we have included right-of-way required for the transit way in the right-of-way estimate for University Blvd. Therefore, the first sentence in the note should be removed.

Issue 8: Congestion

This is an addendum to “Issue 8: Congestion” on page 22 and 23 of the March 21st staff report.

First, on page 69 of the Sector Plan clarify that the University Blvd / Piney Branch Rd intersection would be reconfigured to eliminate left turns from Piney Branch Rd to University Blvd. Left turns would be relocated to Gilbert St Extended. The benefits of this are to:

- Reduce congestion at the University Blvd / Piney Branch Rd intersection
- Reduce the crossing distance of Piney Branch Rd on both the east and west sides of University Blvd

This recommendation can be enhanced by providing a traffic signal at the intersection of University Blvd and Gilbert St. (see below). While MTA is aware of this recommendation, they did not evaluate it as part of the University Blvd. Corridor Study. Ultimately, the decision to locate a signal at this location is subject to the approval of SHA, with concurrence by MTA.

Second, planning staff evaluated traffic congestion based on the Planning Board staff draft recommendations. Since that time, several things have changed that make it necessary to update the traffic modeling:

- MTA and SHA are pursuing a narrowing of University Blvd from 6 lanes to 4 lanes adjacent to the Purple Line
- Additional land use requested by the Planning Board

Given that the transportation work session for Long Branch is on May 9th and that the schedule is for the Planning Board to approve the Planning Board draft on May 16th, there is insufficient time to update the traffic modeling until after the plan is scheduled to be transmitted to the Council.

Issue 9: Additional Right-of-Way for the Purple Line

This is an addendum to "Issue 9: Additional Right-of-Way for the Purple Line" on page 23 and 24 of the March 21st staff report.

The following note should be added in Table 2, on page 51 of the Sector Plan, to the Piney Branch Rd. and Arliss Street right-of-way recommendations:

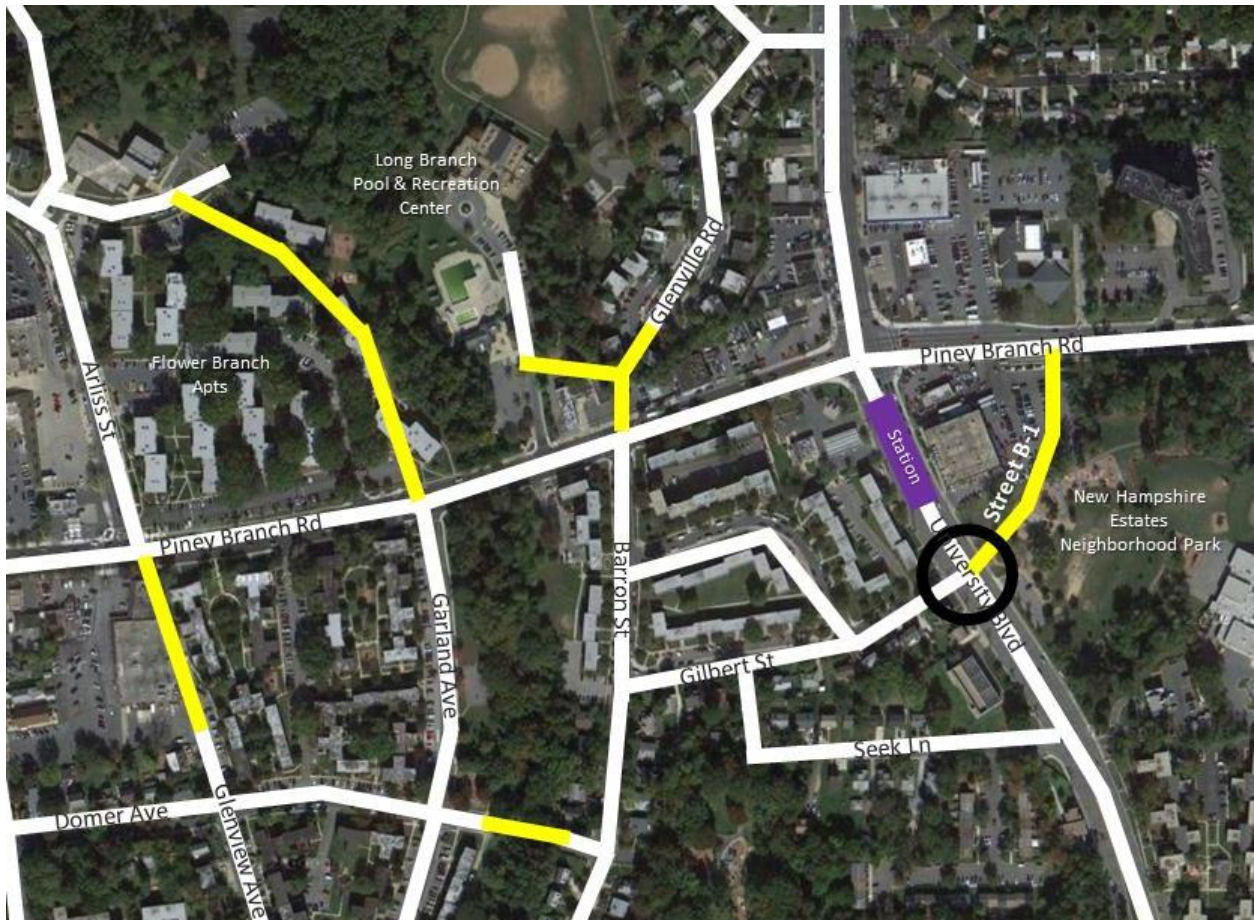
"Additional right-of-way requirements for the Purple Line will be determined either at the time of final design for the Purple Line or at the time of subdivision, using latest project-level plans available for the Purple Line."

NEW ISSUES FOR MAY 9TH STAFF REPORT

Intersection at University Blvd. and Gilbert St.

Planning Department staff asked MTA / SHA to study a traffic signal at the intersection of University Blvd. and Gilbert St. as part of the Purple Line in fall 2012. This traffic signal would have several benefits:

- Provide enhanced accessibility to the Purple Line station on University Blvd. from the south side (currently, this station is only accessible from the north side)
- Facilitate crossings of University Blvd. for the proposed east-west shared use path (bikeway SP-79), including access to the New Hampshire Estates Neighborhood Park
- Improve the operational efficiencies of the proposed Gilbert St. extended by facilitating turns from Gilbert St. extended to northbound and southbound University Blvd. (street B-5)



The proposed traffic signal at the intersection of University Blvd. & Gilbert St. is identified on this map with a black circle. The Purple Line station is located to the north. Proposed Street B-1 is shown at the southeast quadrant of the intersection. Bikeway SP-79 travels along Gilbert St and Street B-1.

However, the University Blvd. Corridor Study does not include a traffic signal at Gilbert St. and the Purple Line concept drawings actually include a fence in the median to prevent pedestrians and bicyclists from crossing the road.

During the University Blvd. Corridor Study briefing, MTA noted that the signal was not specifically evaluated and so a few weeks ago Planning staff once again asked MTA and SHA to consider a traffic signal at this location. Since we are awaiting a response from MTA, staff recommends adding a traffic signal recommendation to page 69 of the Sector Plan and to leave the shared use path recommendation as is. If MTA and SHA do not agree to the traffic signal, SP-79 would need to be shifted from Gilbert St. extended to the block on University Blvd. between Gilbert St. and Piney Branch Rd. during the Council worksessions.

Ultimately, the decision to locate a signal at this location is subject to the approval of SHA, with concurrence by MTA.

Full Funding Grant Agreement

Phase 2 of the Sector Plan is triggered when a Full Funding Grant Agreement with the Federal Transit Administration for the Purple Line has been achieved. Since it is possible that the Purple Line will be funded in phases, the language should be changed on page 27 and 57 of the Sector Plan to specify the trigger as a Full Funding Grant Agreement that includes the Long Branch and Piney Branch Road stations.

NEW COMMENTS RECEIVED FROM MDOT AND SHA

On April 3, 2013 we received an additional 79 comments from MDOT and SHA. These comments are largely related to operations and implementation – things not typically included in a master plan – and so we are not responding to those. In addition, other comments were recommendations or related to the Appendix that we will address outside of the worksession and that don't specifically affect the Sector Plan recommendations.

Comment

In regard to the first paragraph on page 19, Montgomery County allows bicyclists to use sidewalks per local ordinance, consistent with State law. However, studies show that bicyclists using sidewalks are more likely to be involved in a collision.

Response

The intent of this paragraph was to refer to sidewalks and bikeways. The paragraph should be changed to:

“Sidewalks [and bikeways] are the primary circulation routes for pedestrians and cyclists in Long Branch and it is important that they function safely and efficiently. New and improved sidewalks [and bikeways] will enhance connections within the broader Long Branch community, filling gaps in an off-road bicycle network that stretches from Long Branch/Takoma Langley Crossroads to Bethesda, the National Institutes of Health, and the Walter Reed Army Medical Center via Silver Spring.”

Comment

On page 39, add language that states zoning be used to ensure that bicycle parking facilities are provided at commercial sites.

Response

This is unnecessary, since the zoning code already requires bicycle parking in the CR zones based on land use type and building square footage.

Comment

A recommendation on page 43 is to “Install a signed, shared roadway along Sligo Creek Parkway.” “roadway” should be changed to “bicycle route” if this is what is intended. Please clarify how this differs from the existing signed bicycle route that currently exists on Sligo Creek Parkway.

Response

A “signed shared roadway” is intended as and is an on-road bikeway. This is different from the existing off-road trail along Sligo Creek Parkway.

Comment

Consider adding a recommendation that new internal private streets constructed by developers be integrated with the Plan’s bicycle and pedestrian facilities, and that Map 14 – Bikeway Classifications be updated to reflect bike facilities on planned private streets.

Response

We use the term “street” to refer to the roadway, tree buffer, sidewalk, etc., and as such, it includes space for bicycles and pedestrians. We do not agree that bicycles need to be provided separate space on the private streets recommended in this plan, as these roads are intended to be low volume and low speed.

Comment

On page 55 (Site 2) of the Sector Plan in the “Mobility” section, revise the third sub-bullet to read “bikeshare and bicycle parking facilities.”

Response

We agree. This change should also be made on page 54 (Site 1).

Comment

On pages 72 through 75, consider adding the following to each page’s mobility section “Provide bicycle parking at this site.”

Response

While bicycle parking is already provided for in the CR zone, for consistency with Site 1 and Site 2, this could be added to each of the Specific Site recommendations from pages 72 through 84.

Comment

The following minor comments were made:

- On page 24 change “City Takoma Park” to “City of Takoma Park”.

- On page 27 the text describes the Purple Line but the photo shows a bus rapid transit vehicle. The photo will be replaced with a Purple Line image.

Response

These changes will be made.

Attachments

1. Updated - Summary of written and verbal testimony received for the public record.
2. Long Branch Sector Plan – Development Site Map
3. Long Branch Sector Plan – Staff Report Worksession #3

Long Branch Sector Plan, Worksession 2

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Completed: 3. 14.13

Description

Following the March 7th work session a number of issues were left unresolved. Consequently, they have been added to the March 21st agenda as follows:

- Approve language revisions
- Approve the Plan strategy to address the impacts of the Purple Line along Arliss Street
- Approve recommendations for the development of the Long Branch Town Center and the Piney Branch Neighborhood Village
- Transportation
- Parks and Recreation

Scheduled Work Sessions

April 4th

- Environment
- Affordability
- Parking Strategy

May 9th

- Finalize Sector Plan and Request Approval to Transmit

Phasing – March 7th Issue

After considering comments by the City of Takoma Park and the Housing Opportunities Commission's requests for changes in phasing, the Board expressed concerns that the current approach may limit development potential in an area that needs revitalization. The Board agreed with Staff's recommendations to move sites #3 and #4 into the Interim Development phase, but further asked Staff to draft language that would allow the development of sites, upon meeting certain conditions, in the Long Term phase before the full funding of the Purple Line is in place.

Staff Response:

The original recommendation can be found on page 39 - "Commercial properties will be rezoned to an appropriate CRT Zone and will be phased through two Sectional Map Amendments to minimize residential displacement and the loss of affordable housing, to leverage public investments, and to encourage infill development with a maximum 3.0 FAR and heights ranging from 36 to 60 feet"

Staff proposes the following addition:

"As retaining affordability remains a primary Plan goal, sites that are designated for the Long Term phase may be developed during the Interim Development phase as long as a minimum 20% MPDUs are provided and development is consistent with the Plan's ultimate vision."

Board Response – March 7th:

The Board requested Staff prepare language to allow for the development of affordable housing, other than just MPDUs. Staff was further asked to work with DHCA and HOC to accomplish this. Staff is having ongoing conversations with these agencies as part of the larger affordability discussion and anticipates that final language will be available at the March 21st work session.

Arliss Street – March 7th Issue

Staff presented the Plan strategy, which addressed the physical impacts of the Purple Line on Arliss Street and nearby properties. The Plan offered the following land use, zoning and mobility recommendations:

- Rezone the Arliss Street townhome site to allow higher density, mixed land uses that better address significant right-of-way changes and that also provide an appropriate transition between the adjacent single family homes and the proposed Long Branch Town Center.
- Introduce a private street network that interconnects the Super Block and adjacent properties and addresses the loss of left turns along Arliss Street.
- Provide an attractive pedestrian-friendly street cross section that includes street furniture, wider sidewalks and bike lanes.
- Reduce the visual impact of the tunnel portal, which will be addressed in greater detail in the urban design guidelines.

Inconsistent Section on Arliss Street

The Sector Plan recommends a typical 100-foot cross section along Arliss Street. The Purple Line Concept Plan is proposing essentially three different sections along Arliss Street: a tunnel section with a 109 ft. ROW; a portal section with a 116 ft. ROW; and a street/station section with a 112 ft. ROW.

Testimony:

Executive staff commented that the Staff Draft is inconsistent with the Purple Line Concept Plan width and sections for Arliss Street. Further, the Maryland Transit Administration (MTA) is not planning to accommodate the proposed wider sidewalks and landscape panel.

Response:

On Arliss Street the Staff Draft is inconsistent with the Purple Line Concept Plan for two reasons:

- The Purple Line Concept Plan includes 16 to 20 ft. wide lanes that are required by Fire & Rescue for access by emergency vehicles, as well as on-street parking along the existing residential side of the street. It also provides right-of-way for turn lanes, but does not include bicycle lanes.
- The Staff Draft Plan would be fully implemented after construction of the Purple Line AND following redevelopment. The Purple Line constructed sidewalk (essentially eight feet wide with no buffer) would be replaced with consistent 5 ft. tree buffers and 10 ft. sidewalks. The Plan would also eliminate on-street parking and provide for striped bike lanes¹. Consistent with other area plans, this Sector Plan recommended minimum right-of-way does not include area for turn lanes.

The proposed Purple Line and Sector Plan sections are the subjects of ongoing discussions with MTA, MCDOT and other stakeholders. An update will be provided at the March 21st worksession.

Potential impacts or rezoning/redevelopment of the Arliss Street Townhomes

The Plan recommends the following for the Arliss Street Town Homes – Site #7 (page 76):

- CRT 2.5, C .25, R 2.5, H 60
- Provide appropriate transitions
- Limit development to less intensive commercial uses
- Consider live/work units
- Provide for a vegetated buffer

¹ While the Sector Plan recommended bike lanes are not shown in the concept plan they could be striped within the 16 to 20 ft. wide lanes, except at the turn lanes. Partial bike lanes are not a preferred treatment, but they are not uncommon in constricted environments. With redevelopment it is possible to extend the bike lanes.

The Board received the following testimony:

Testimony:

“Proposed commercial apartment building proposed for the north side of Arliss is especially egregious...how can 50 foot buildings immediately adjacent to the backyards of single family homes be a transition?” – Page 31 (Public Hearing Record: Long Branch Sector Plan)

Staff Response:

The average depth of Site #7 parcels is 100 feet, which allows for an adequate transition. There is also an existing vegetated buffer that further reduces visual impacts. The noticeable difference in topography will need to be addressed as a part of the design guidelines. Staff proposes the following additions to the Plan recommendations to address the community’s concerns:

- *Maintain the existing vegetated buffer on Site #7, which may need to be supplemented, to provide an appropriate transition between new development and existing single family homes along Plymouth Avenue.*
- *Maintain a maximum 40 foot building height along the rear property line of site #7 to allow an appropriate transition to adjacent single family homes.*

Design guidelines will also provide language supporting adequate, compatible transitions with the existing single family development on Plymouth Avenue. Staff believes these recommendations will help mitigate the impacts of new development on the existing single family community.

Board Response:

While the Board did take a favorable view toward the increased density they also expressed concerns about the potential impacts to the single family residential community along Plymouth Street. The Board requested that Staff provide a 3-D model of the site showing the proposed recommendations illustrating the proposed transitions. Staff will prepare a model of the site for the March 21st work session.

The Board also wanted Staff to expand/clarify the term “less intrusive commercial uses” in the Plan. Staff is proposing the following language:

Less intrusive commercial uses are defined as small, neighborhood serving retailing and offices with limited trip generation. Special Exceptions and limited uses are also not encouraged in these areas.

Long Branch Town Center and Town Center Area – March 7th Issue

The Long Branch Town Center area includes all of the commercially zoned properties and identified residential properties east of the Long Branch Stream Valley Park. The Super Block (Long Branch Town Center) represents one of the largest developable sites within the Town Center area and serves as the focal point for Long Branch. The Town Center (aka Super Block) is comprised of six individually owned parcels and acts as the economic engine and the primary destination within the Plan area. It has a strong

regional reputation due to its concentration of small businesses including a large number of culturally diverse shops and eateries, which also provide a considerable number of local jobs.

Equally important is the site's proximity to a number of public facilities (i.e. Long Branch Library, Community Center and Swimming Pool), densely populated garden apartment complexes and a planned Purple Line station. The Sector Plan seeks to enhance the capacity of the Town Center by increasing density, introducing mixed use development, and defining its focus as the center of the Long Branch Community.

Long Branch Town Center

8701, 8800, 8805-8809 Flower Avenue

8528 and 8550 Piney Branch Road

8750 Arliss Street

Size: 431, 010 square feet

Existing Zoning: C-1 and CROZ Existing Height: varied 18-45 feet

The Sector Plan recommends the following:

Zoning: CRT – 2.5, C .5, R 2.0, H 60

Additional recommendations include the conveyance of up to one-half acre of land to the Parks Department for the creation of a Civic Green. This would provide much needed urban open space within the Long Branch Town Center area.

Testimony:

Public Hearing testimony addressed the use of the CRT Zones, rather than the less intensive CRN Zones. While residents primarily raised issues of compatibility and appropriate transitions Flower Theater and Shopping Center owners and Washington Real Estate Investment Trust (WRIT) representatives expressed concerns, suggesting that proposed densities and building heights were insufficient for many sites to reach full development potential. They testified that this was due in part to the Plan's proposed recommendations and proposed public benefits and amenities.

Staff Response:

Staff believes that the proposed CRT Zones are appropriate for the Long Branch Town Center as the majority of the properties are currently zoned C-1, with a CROZ overlay allowing a mix of uses. Additionally, a Purple Line station is planned for the area, which benefits from and supports the Plan's mixed use development recommendations. Development of the Super Block and other properties located in the area is best suited for the CRT Zones since they accommodate buffers and transitions to protect existing single-family neighborhoods from potential impacts. These transitions and buffers will be described further in the urban design guidelines.

Staff is also proposing the following changes to the Site 1 recommendations:

Remove

- Designate the Flower Theater and Shopping Center and its environmental setting as a historic resource in the Master Plan for Historic Preservation and incorporate them as part of any proposed redevelopment
- Achieve minimum LEED Gold or equivalent building certification and efforts to improve tree canopy to cover between 25 and 30 percent or greater
- Establish a new urban park as Long Branch’s central civic gathering space that is:
 - at least ½ acre
 - owned, operated, and maintained by the Parks Department
 - with its exact location and design determined during the development review

Add

- Staff is proposing the following language for the Civic Green:
 - *“A central civic green, urban park with a minimum size of .5 acre, to be located on an Interim Development (Phase One) site within an area of highest density. The park should be located near the planned Arliss Street Station and have a visible connection to nearby activating uses and contain a mixture of hard and soft surfaces, including an event space.”*
- Designate the Flower Theater façade on the Locational Atlas and incorporate it into any proposed redevelopment.

Revisions

- Identify sites and design solutions to increase the parking supply, ~~including the construction of a public parking facility~~ and applying shared parking programs.
- A private street that connects Flower Avenue with Garland Avenue at a signalized location.

Public Benefits and Amenities

There was also general discussion and testimony regarding recommended public benefits and amenities and the resulting impacts on the potential redevelopment of the Super Block.

Staff Response:

Staff believes the mix of uses as proposed are adequate and reflect the vision of creating a neighborhood-serving town center with local retail and commercial uses. Additionally, Staff believes the remaining recommended Public Benefits and Amenities (i.e. affordable housing, support for small businesses and parking strategies) are comprehensive in nature and are necessary to provide the community with much needed physical and quality of life improvements.

Staff also proposes the following changes to the CR Zone incentive density category recommendation:

- Major Public Facilities
 - Public Parking (remove)
 - Police Sub-Station (added)

- Quality of Building and Site Design
 - ~~Historic resource protection (Flower Theater at 8701 Flower Avenue)~~
- ~~Retained buildings (Flower Theater)~~

WRIT

The largest property owner on the Super Block is the *Washington Real Estate Investment Trust (WRIT)* and it owns the 5.4 acre site located close to the planned Purple Line Station. This property is home to the Giant grocery and a number locally-serving retail and commercial services.

WRIT representatives testified that the Sector Plan’s recommended 2.5 FAR is not achievable due to the following limiting factors:

- Maximum 60 foot height
- Loss of land along Arliss Road due to an expanded Purple Line and ROW
- proposed public benefits and amenities (including structured parking and the Civic Green)

WRIT has proposed a maximum height of 150 feet, with a transition to 60 feet along Arliss Road. Additionally, they would like to relocate the proposed private street so it does not bifurcate their property. According to WRIT, the street as currently proposed, further reduces developable area.

Staff Response:

Due to time constraints Staff was unable to finish discussing this issue at the February 21st worksession. Staff acknowledges that recent increases to the width of Arliss Street have reduced the developable area of the Super Block. However, there have been additional conversations with property owners, including several meetings where Staff presented and discussed revised plan concepts. Staff continues to refine the land use and zoning recommendations to attempt to offset the encroachment of the Purple Line and encourage redevelopment of this site. Based on recent property reductions, Staff believes additional height and an increased FAR will be required to accommodate full development potential of this 5.4 acre parcel.

An additional meeting is scheduled for March 15th to discuss the impacts of an expanded Arliss Street and Purple Line on the property. Staff will meet with the WRIT, MTA, Kay Properties and SHA to conclude recommendations for a cross section and subsequent land use and zoning changes. The final recommendations will be described in a 3-D model that will be presented at the March 21st work session.

Encroachment into Town Center (Site 1)

MTA’s proposed alignment of the Purple Line along Arliss Street goes from a tunnel, to a portal, and then to an at-grade transit way. This requires a significant expansion of the Arliss Street right-of-way. Most of this right-of-way is acquired from the Town Center (Site 1) side of the road, ranging from an estimated 25 to 50 feet.

Testimony:

WRIT submitted testimony that the Purple Line Concept Plan encroachments hinder redevelopment of the Town Center block. WRIT is concerned that the proposed alignment impacts 17% of their property (0.9 acres) and results in a loss of 22,400 square feet of commercial space and 90 residential units. In general, the proposed alignment unfairly burdens landowners on the Town Center site. According to WRIT, the MTA alignment, combined with other Plan recommendations, creates a scenario where the recommended 2.5 FAR is unachievable.

Staff Response:

There has been general discussion about these issues at the first two worksessions, along with a decision to discuss them in greater depth on March 21st. This follows a series of meetings to discuss issues and potential options for reducing impacts to Town Center. At this time, Staff has met with MTA and MCDOT separately. MTA has presented several draft options for reducing encroachments, while the typical Arliss Street cross section has been discussed with MCDOT in depth, particularly on-street parking.

Staff and the various stakeholders - MTA, MCDOT, WRIT, and Kay Management (owners of the Flower Branch Apartments) - are scheduled to meet prior to March 21st with an update provided at the worksession.

Staff agrees that the Purple Line Plan for this area, as currently proposed, does not provide an equitable distribution of impacts to both sides of Arliss Street. Also acknowledged are the existing apartments on the north/east side of the street and the large parking lot on the Town Center side and the reasonable approach of restraining costs by shifting impacts to the parking lot. However, efforts should examine feasible alternatives to reduce impacts and strive for a more equitable outcome.

In essence, the discussion revolves around the space provided for four elements of the typical section and how they can be reduced:

- **Pedestrian Realm**: The Sector Plan recommends a consistent 15-foot pedestrian area, including sidewalk and a tree buffer. Both Planning Department staff and MCDOT staff agree that to promote pedestrian safety and to accommodate an intense level of activity, 15 ft. sidewalks are the minimum width acceptable adjacent to a transit station and a dense, mixed-use Town Center. WRIT would prefer 20 foot sidewalks for mixed-used developments, as long as they do not result in additional taking or dedication of their property.
- **On-street Parking**: Planning Department and MCDOT staffs do not agree whether to provide on-street parking on the east or west side of Arliss Street, south of Garland Avenue, after construction of the Purple Line.
 - MCDOT staff recommends retaining on-street parking along the Flower Branch Apartment's frontage after completion of the Purple Line because it is heavily used by residents. They further believe parking should remain adjacent to the apartments for safety reasons (reducing midblock crossings).

- Planning Department staff recommends shifting the proposed on-street parking from the Flower Branch Apartment frontage to the Town Center frontage with construction of the Purple Line, and then eliminating on-street parking altogether after redevelopment. This is because parking will be provided both on the Town Center and the Flower Branch Apartments sites. This shift would provide 12 ft. of additional space for the Town Center site. Staff does not believe that shifting parking to the west side of the road degrades pedestrian safety because the distance between signals is about 700 ft., with a mid-block crossing in between. Furthermore, the number of trips per day between the apartments and residents parked on the street is minimal.
- WRIT does not support on-street parking on either side of Arliss Street, either in the temporary or permanent condition. In their experience, it is atypical to have a street with both surface light rail and parking in such a tight configuration.
- MTA does not have a position regarding on-street parking, but included it in the Concept Plan at the request of MCDOT.
- Bike Lanes: While the Sector Plan recommended bike lanes are not shown in the concept plan, they could be striped within the 16 to 20 ft. wide lanes required by Fire & Rescue, except where turn lanes are shown. Partial bike lanes are not a preferred treatment, but they are not uncommon in constricted environments. With redevelopment it is possible to extend the bike lanes. Therefore, the presence of bike lanes on Arliss Street does not affect the encroachment into the Town Center, except along turn lanes.
- Traffic Lanes: Fire & Rescue requires 20 ft. travel lanes on Arliss Street to accommodate the outriggers of emergency vehicles. In areas where on-street parking is not provided, traffic lanes can be reduced to 16 ft. if the sidewalks are constructed to bear the weight of emergency vehicles.

Access to Town Center from Arliss Street

The Purple Line Concept Plans accommodate full turn access to the Town Center site at the Arliss Street and Garland Avenue signalized intersection and partial access near Flower Avenue and the existing access along the rear of the Flower Theater and Shopping Center property.

Testimony:

WRIT is concerned that the location of site access, as proposed, reduces developable site area. Therefore, they prefer shifting the signalized intersection just to the north of the Long Branch Station on Arliss. This would either require an additional traffic signal between Piney Branch Road and Garland Avenue, or would require relocating Garland Avenue to just north of the station platform. They acknowledge that shifting the signal to the south would require relocating Garland Avenue (the access road to the Long Branch Library) as part of redevelopment of the Flower Branch Apartments.

George French expressed concern that the Purple Line will reduce access to businesses and suggested a “cut and cover” tunnel extending from the tunnel on Arliss Street all the way to University Blvd.

Lynn Westrope expressed concerns about access to and from the Super Block.

Staff Response:

Staff acknowledges the concerns raised by WRIT, as well as the challenges of adding or shifting the proposed traffic signal to the south of Garland Avenue. Because the Purple Line is proposed within the Arliss Street median, and within dedicated lanes, traffic movements across the tracks can only be accommodated at signalized intersection. Staff believes the proposed traffic signal at Arliss Street and Garland Avenue is well located to accommodate local access. It connects to the Long Branch Library and is midpoint between the signalized Flower Avenue and Piney Branch Road intersections.

MCDOT does not recommend an additional signal between Garland Avenue and Piney Branch Road because the intersections are too closely spaced. Furthermore, MCDOT believes that the proposed signal is appropriately located.

In the event that WRIT can develop an acceptable solution for shifting the traffic signal, the Sector Plan text should be revised to state:

“The eventual redevelopment of parcels on either side of Arliss Street may require a network of internal streets that necessitate signalized intersections where those internal streets intersect Arliss Street, Flower Street, or Piney Branch Road. The eventual location of any additional signalized intersection(s) will be subject to site plan review and ultimately an operational decision made by the applicable implementing agency.”

To improve access to and from the Super Block, the Sector Plan proposes additional roadway connections, including private streets, to alleviate congestion and improve access.

Staff believes that the cost of a “cut and cover” option is excessive and instead has proposed ways to reduce access restrictions that are necessary to accommodate a dedicated median transitway.

Choke Point at Arliss Street / Walden Avenue / Garland Avenue / Super Block Driveway

Currently, Walden Avenue and Garland Avenue intersect Arliss Street in close proximity to each other. The Purple Line Concept Plan reconfigures these intersections, merging Arliss Street and Walden Avenue into a single intersection with Arliss Street. This consolidated intersection is proposed to be signalized under the Purple Line Concept Plan, with a new driveway into the Super Block site.

Testimony

Residents testified to the ongoing access, congestion, and parking issues related to Arliss Street and the Super Block. Residents stated that the introduction of new development, the Purple Line and other plans could create a potential chokepoint at the Arliss Street, Walden Avenue, and Garland Avenue intersections.

Staff Response:

The reconfiguration will simplify existing traffic movements at this intersection, and will introduce a new left turn lane into the Super Block site.

Flower Theater and Shopping Center

The owners of the Flower Avenue Theater and Shopping Center (*Flower Avenue Shopping Center Limited Partnership*) testified that while they support the Plan's goal of reinvestment they disagree with the Historic Preservation Commission recommendation to designate the Flower Theater and Shopping Center as a historic resource. Additionally, the owners testified that the recommended 2.5 FAR is not achievable due to other Sector Plan recommendations (i.e. structured parking, LEED Gold certification, and increased MPDU requirements) and requested that the zoning recommendation be revised to the following: CRT 3.0, C 1.5, R 3.0, H 85).

Their representative (Shalom Baranes and Associates) stated

- "Allow development of up to 3.0 FAR and allow maximum building height of 85 feet, with design guidelines suggesting heights stepping down towards Flower Avenue. Allow an FAR of 3.0 with a maximum height of 85 feet, which is required to support desired community benefits."
- "Allow commercial density up to 1.5 FAR to provide more flexibility to accommodate mixed use development".

Staff Response:

At the March 7th work session the Board decided to only designate on the Locational Atlas the façade of the Flower Theater and its flanking wings, leaving the remainder of the parcel available for full development. As such, Staff believes that the recommended 2.5 FAR is adequate and can be achieved with an increase in the height to a maximum of 70 feet. Staff supported an increase in the FAR in order to achieve the Plan vision of a shared public parking structure, however, this approach has been rejected by the property owner.

Additionally, the Board requested that Staff prepare and include language in the Sector Plan illustrating the intent of the Locational Atlas designation of the Flower Theater. Staff will also include language in the design guidelines to address place-making and potential redevelopment of the site. Staff anticipates meeting again with property owners prior to the worksession to discuss design guidelines and proposed revisions.

8750 Arliss Street - Flower Theater and Shopping Center Limited Partnership

The property owner accepts Staff's suggested density and heights; however, asks for a mix of uses which provide greater flexibility to meet market demand. Pursuant to Site Plan No. 820060080, approved by the Planning Board on September 28, 2006, up to 55,800 square feet of commercial gross floor area has already been approved for this site – an approximately 1.4 FAR.

Staff Response:

Staff is proposing a change in the recommended building heights to better achieve the recommended 2.5 FAR. While Site Plan No. 820060080 was conditionally approved and is valid until 10-26-2013, Staff believes that the Plan’s recommendation is in line with the current vision for Long Branch. Additionally, the owner is not prohibited from developing under the approved Site Plan.

Remaining Properties

Neither testimony nor any comments have been received from the remaining Long Branch Town Center (Super Block) property owners.

Staff Response:

While these property owners have not requested additional density or height, Staff is proposing changes in order to comprehensively address zoning and land use issues within Town Center. These recommendations will be presented as part of the larger Town Center presentation on March 21st.

Piney Branch Neighborhood Village – March 7th Issue

The Piney Branch Neighborhood Village is located east of the Long Branch Stream Valley and is home to a planned Purple Line station to be located within the median along University Boulevard at/near the Gilbert Street intersection. This area also has an existing commercial district, and contains a variety of uses including the New Hampshire Estates Public Park.

Piney Branch Neighborhood Village (Northeast) (page 55)

618,640 and 642 University Boulevard, East and ~~8818 Piney Branch Road~~

Size: 1.83 acres

Existing Zoning: C-1, CROZ and R-60

Existing Height: varied 18-45 feet

The Sector Plan recommends the following:

Zoning: CRT – 2.5, C .5, R 2.5, H 60

Additional recommendations included support for the development of a neighborhood service center that could provide social, educational and naturalization services and a publicly accessible green space of at least ¼ acre.

It includes one Interim Development site (Site #2) which is located at the northeast quadrant of Piney Branch Road and University Boulevard. Please note that testimony was received from the Clifton Park Baptist Church and presented to Board at the March 7th worksession. The church’s representatives requested that the property maintain its existing R-60 zoning as there were no plans to provide for residential and/or commercial uses on site. Additionally, the Church expressed concern that any expansion of the church’s existing facility would trigger the public benefits and amenities provisions of the proposed CRT zone. This requested was supported by Staff and presented to the Board.

Board Response:

The Board accepted the request but asked Staff to prepare language allowing for mixed-use development if the property is sold or acquired by another entity.

Staff Response:

8818 Piney Branch is owned and operated by the Clifton Park Baptist Church as a place of worship. While the owners currently do not plan to redevelop the site for residential and/or commercial uses the property is suitable for mixed use development. The Plan allows for the development of this site as mixed-use should the property is sold and acquired by another entity.

Site #13 - Glenville Road Extension

Glenville Road is currently a cul-de-sac lined with garden apartments and some single family homes. The Plan recommends (page 60) that Glenville Road be extended to Piney Branch Road and reclassified as a Minor Arterial, with a minimum right-of-way of 70 feet to facilitate Long Term redevelopment and improve local circulation. This street is also referenced in the Plan recommendations for Site #13, Piney Branch Road/University Boulevard (Northwest) (page 82).

These recommendations are as follows:

- Appropriately locate residential uses along Glenville Road and only allow limited, less intrusive commercial uses until an adequate vehicular connection between Glenville Road and Piney Branch Road is established

Additionally, the construction of the Glenville Road extension is recommended as a Major Public Facility under the CR Zone incentive density category.

Testimony:

Testimony was received from Brett Rouillier and the Montgomery Housing Partnership regarding the proposed extension and reclassification of Glenville Road. Mr. Rouillier testified to the impact of development on the already failing intersections (page 48 – Long Branch Sector Plan – Public Hearing Record Transcript). He stated that “...Piney Branch and University Boulevard is a failing intersection. They’re building like little ring roads to get around that intersection. One of them is Glenville Avenue...a very small street going through a neighborhood. How can you make this road an arterial street through a community?”

Greg Baker of the Montgomery Housing Partnership testified to the following at the public hearing (see page 86) “we have four properties at Glenville Road. We do not like the idea of connecting Glenville Road to Piney Branch Road”.

Staff Response:

This road was recommended to provide access for future development on Site #13, which includes the four properties owned by the Montgomery Housing Partnership. As a cul-de-sac Glenville Road would be

unsuitable for any significant increase in development. This road is not primarily intended to reduce congestion. It was not tested for congestion relief because it is dependent upon redevelopment, though it may help alleviate some congestion at the intersection of Piney Branch Road and University Boulevard.

Staff continues to support the extension of Glenville Road as a Long Term enhancement to the Plan Area internal road network. The challenges are significant as there is a substantial grade between the cul-de-sac and Piney Branch Rd, and Glenville Road would need to be re-graded to tie into Piney Branch Road. As such, the extension could not likely be constructed without redevelopment of most or all of the residential buildings on Glenville Rd, and without the acquisition of the parcel where the Miles Glass Company is located. While this road is a Long Term recommendation, it could ultimately tie into a realigned driveway to the Long Branch Pool and Recreation Center driveway. A driveway recommended addressing the loss of access attributed to the construction of the Purple Line.

Issue 1: Piney Branch Road

Inconsistent Sections on Piney Branch Road

The Sector Plan recommends a 112-ft typical section along Piney Branch Rd, between Arliss Street and University Blvd. The Purple Line Concept Plan is proposing a 92 feet section.

Testimony:

Executive staff commented that the Staff Draft is inconsistent with the Purple Line Concept Plan regarding the width and cross sections of Piney Branch Road. In addition, MTA is not planning major widening of these roadways to accommodate the wider proposed sidewalks and landscape panels.

Staff Response:

On Piney Branch Road the inconsistency between the plans is largely due to timing.

- The Purple Line Concept Plan is the interim condition that will be realized upon completion of the Purple Line.
- The Staff Draft is the ultimate condition that will be realized after the completion of the Purple Line and redevelopment.

The differences in right-of-way width result because redevelopment will replace the 5 foot sidewalks adjacent to the curb (provided by the Purple Line) with consistent 5 foot wide tree buffers and 10 foot sidewalks (a combined difference of 20 feet when considering the additional space needed on both sides of the roadway).

Pedestrian Overpass

Testimony:

Johel Garcia testified that a pedestrian overpass is needed on Piney Branch Road.

Staff Response:

A pedestrian overpass was not studied as a part of this section of the Purple Line. Staff acknowledges that there have been significant pedestrian safety issues on Piney Branch Road. In fact, this road was the subject of a pedestrian road safety audit by MCDOT a few years ago due to the high number of pedestrian and vehicular crashes. Several improvements have been made, including crossing improvements at the intersection of Piney Branch Road and Garland Avenue. The Purple Line will increase pedestrian safety at this intersection by adding a traffic signal at the intersection of Piney Branch Road and Garland Avenue. In addition, with redevelopment, there will be a 10 foot buffer from traffic (5 foot bike lane and 5 foot tree buffer). The staff believes a bridge will result in increased travel (walk) time, require additional effort by a pedestrian to ascend the bridge, and generally not be an inviting way to cross the street. The staff does not believe that it is an effective means to address pedestrian safety concerns and that resources are better targeted toward providing for a safe at grade crossing experience.

Issue 2: Gilbert Street Extended

The Sector Plan proposes an extension of Gilbert Street from University Blvd to Piney Branch Road. This road would have several benefits:

1. Reduce congestion at the intersection of University Blvd / Piney Branch Road.
2. Provide vehicular access to Site 12 (location of the existing Latino market and thrift store).
3. Replacement parking for the New Hampshire Estates Neighborhood Park parking lot eliminated by the Purple Line.
4. An off-road bikeway connecting the Sligo Creek Trail and Long Branch Trail to the Northwest Branch Trail (though a short segment is in Prince George's County).
5. Enhanced access to the Piney Branch Road station.

Note that #4 and #5 above are dependent upon SHA agreeing to signalize the intersection of University Blvd and Gilbert Street.

*Impacts of Gilbert Street Extended***Testimony:**

Brett Rouillier expressed concern about impacts associated with the Gilbert Street Extended.

Staff Response:

While a portion of Gilbert Street extended would be located in Site 12, a portion would also traverse the New Hampshire Estate Neighborhood Park. The Department of Parks believes that this is acceptable, especially since it would provide replacement parking for the existing parking lot that will be eliminated by the Purple Line, and because it would increase "eyes on the park". Staff continues to support the Gilbert Street extension as proposed in the Staff Draft Plan.

Turn Movements at Both Ends of Gilbert Street Extended

Testimony:

MCDOT staff asked Planning Department staff to consider what turn movements would be permitted on both ends of the Gilbert Street extension.

Staff Response:

From a congestion relief perspective, the Gilbert Street extension is meant to facilitate eastbound traffic on Piney Branch Road headed northbound on University Blvd. At a minimum, right-in/right-out movements would be permitted at both ends of the road, though we believe that full movements to/from Piney Branch Road may be possible without a signal. Full movements at University / Gilbert Street Extended would only be provided if SHA agrees to provide a signalized intersection.

Issue 3: Barron Street and Gilbert Street

The Sector Plan does not propose roadway classifications for Barron Street and Gilbert Street in the southwest quadrant of University Blvd and Piney Branch Road.

Testimony:

Some traffic cuts through the neighborhood in the southwest quadrant of Piney Branch Road and University Blvd. Should Barron Street and Gilbert Street continue to be secondary residential roads?

Staff Response:

These roadways should be classified as Primary Residential Streets to reflect their use as the primary point of access to greater than 200 residential units, rather than their use by cut-through traffic. The recommended road standard is 2003.12 with a 70-foot ROW.

Issue 4: Domer Avenue Multimodal Bridge

A pedestrian bridge currently exists at Domer Avenue over the Long Branch Stream Valley Park. The Staff Draft proposes replacing this bridge with a multimodal bridge to:

- Improve local traffic circulation
- Improve security by increasing “eyes on the street”
- Enhance an east-west off-road bikeway connection from the Sligo Creek Trail to the Northwest Branch Trail

Testimony:

Tony Hausner testified that the restricted left turn access to the Long Branch Pool and Recreation Center is problematic and could be addressed using local streets and a bridge over the Long Branch Stream Valley at Domer Avenue.

Staff Response:

Staff concurs and reiterates the other benefits the bridge will provide. There has been no official comment from MCDOT on the bridge. However, Parks staff believes that there is a lot of impact to the stream today, and that the Domer Bridge replacement wouldn't make it much worse. If the existing bridge abutments are removed and the stream is spanned, it could ultimately improve water quality. In addition, Staff believes there are multiple other benefits including improved access and security due to eyes on the street, etc.

Issue 5: Winding Hill Way

The Sector Plan recommends extending Winding Hill Way (City of Takoma Park right-of-way) as public alley to Flower Avenue with a minimum right-of-way width of 20 feet (page 60).

Testimony:

Winding Hill Way widening will have impacts.

Staff Response:

There is no increase in width recommended for Winding Hill Way as Staff is making a recommendation only for the extension to Flower Avenue, not the entire length of the right-of-way.

Testimony:

MCDOT staff indicated that turn restrictions may be likely on each end of Winding Hill Way due to proximity to signalized intersections.

Staff Response:

Staff acknowledges that operational decisions will be made by the implementing agency.

Issue 6: University Boulevard Adjacent to the Purple Line

Between Piney Branch Road and Carroll Avenue, the Staff Draft Sector Plan proposes University Blvd. to be a six-lane major highway, with a 120 ft. right-of-way plus the right-of-way required by the Purple Line. The Plan also recommends a Dual Bikeway on University Blvd, with bike lanes and a shared use path in the interim, transitioning to bike lanes and a cycle track upon redevelopment².

Ultimate Section after the Purple Line AND Redevelopment

Testimony:

MTA submitted written testimony that the wider sidewalks, tree buffers, and cycle tracks on University Blvd are not part of the Purple Line and will be implemented through redevelopment.

² The Countywide Bikeways Functional Master Plan introduced the concept of a Dual Bikeway. Dual Bikeways include two bikeway facilities and are intended to address cyclists of varying abilities and comfort levels.

Staff Response:

The Purple Line concept plans on University Blvd remain under development and have not been shared with Planning Department staff. It is unclear at this time how the staff recommendations for wider sidewalks and bikeways would impact the New Hampshire Estates Neighborhood Park, single-family homes, and the developable space for redevelopment areas and whether a signalized intersection at University Blvd and Gilbert Street will be permitted by SHA.

Bikeway Recommendation

Testimony:

MCDOT staff wants confirmation that both bike lanes and a cycle track on needed on University Blvd.

Staff Response:

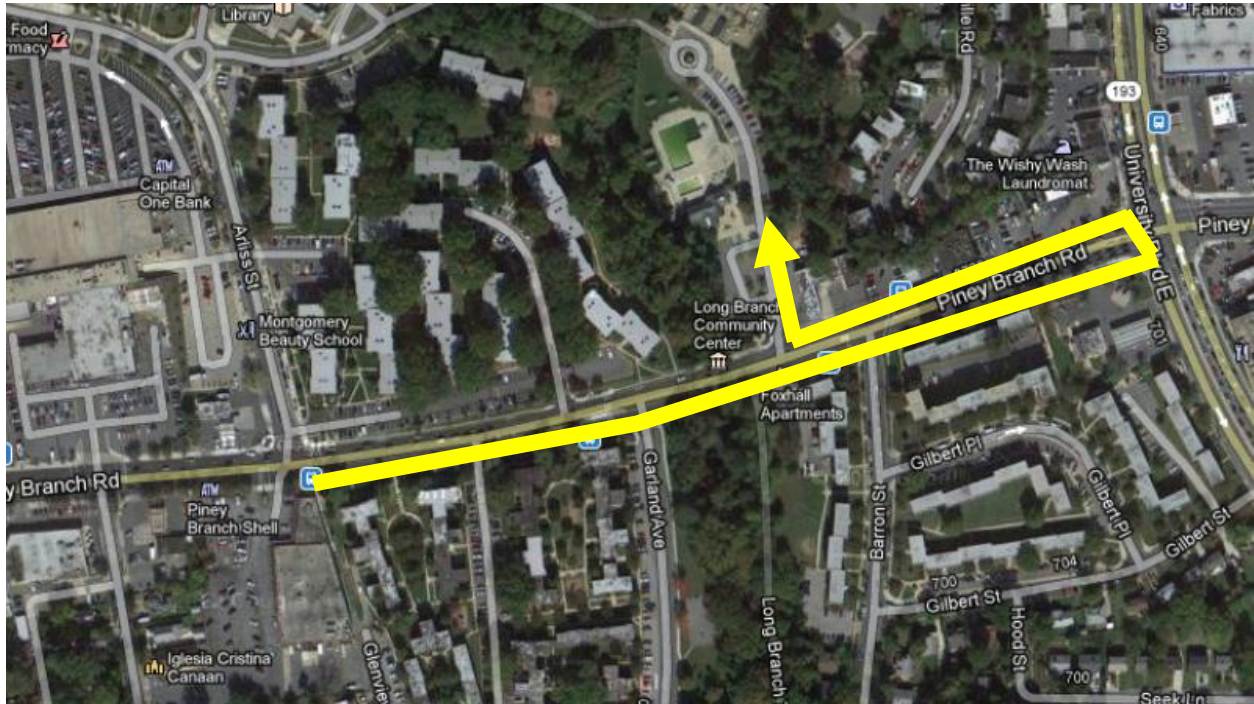
The Sector Plan area has a low level of car ownership and a high level of bicycle usage. The bicycle usage could be expanded if appropriate bicycle facilities are provided. Staff believes that cycle tracks are needed on University Blvd. because on higher speed/higher volume roads a greater portion of the cycling population will use cycle tracks than bike lanes. However, SHA has a policy to include bike lanes on any state highway undergoing widening or new construction. An agreement was reached with SHA during the Takoma/Langley Sector Plan to provide both bikeway types. Staff is recommending the extension of the Takoma/Langley bikeways to Long Branch. The state is updating its Pedestrian/Bicycle master plan and one of Planning Department staff's comments is to provide a more flexible bike lane policy that permits the use of cycle tracks. If cycle tracks are permitted, the bike lanes would no longer be needed. Staff continues to recommend the ultimate provision of cycle tracks on University Boulevard between New Hampshire Boulevard and Piney Branch Road.

Issue 7: Access to Long Branch Pool and Recreation Center

Because the Purple Line is proposed to operate in the median of Piney Branch Road, left turns from Piney Branch Road would be prohibited into Garland Avenue and Barron Street, as well as into and out of all driveways along Piney Branch Road between University Blvd. and Arliss Street. Vehicles intending to make these left turns would be required to travel beyond the intersection, make a U-turn at the next available intersection, and make a right turn onto the desired street or driveway. This is particularly problematic for the Long Branch Pool and Recreation Center.

MTA states that facility patrons will still be able to access the facilities via U-turns at Arliss Street and University. Vehicles traveling in the eastbound direction on Piney Branch Road would have to pass the recreation center, make a U-turn at University Blvd., and then turn right into the recreation center (see Exhibit 1).

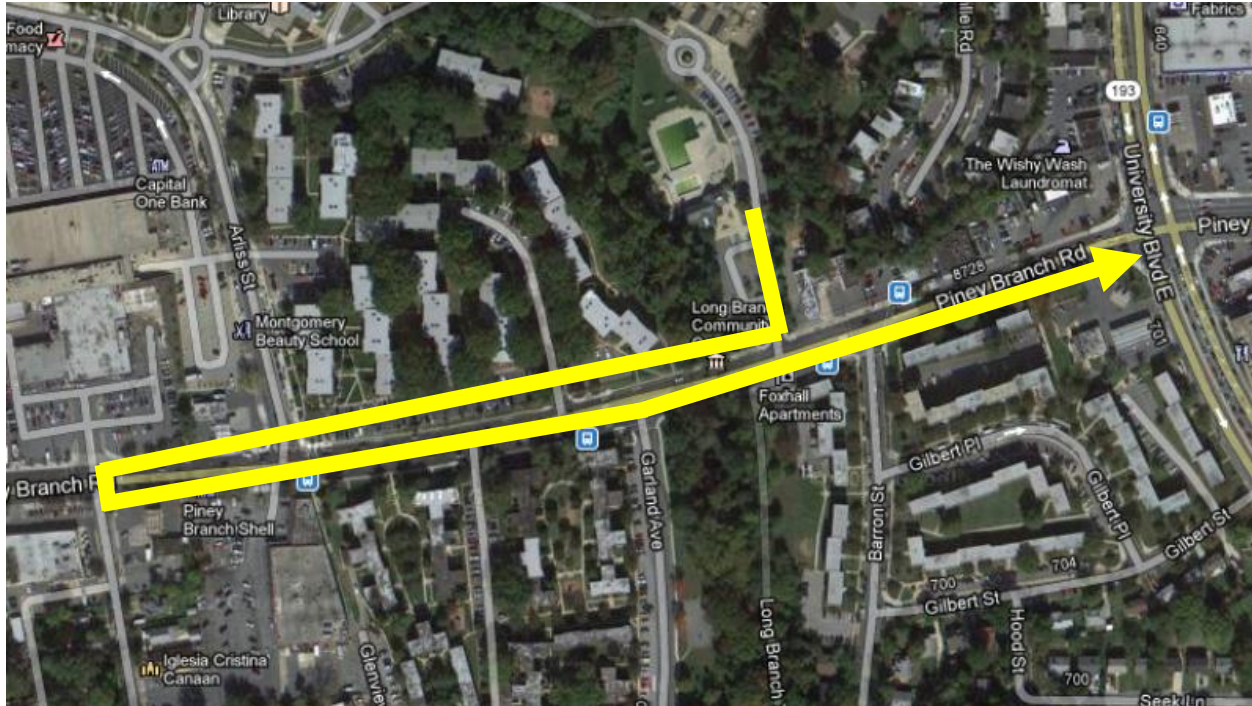
Exhibit 1: MTA's Proposed Access to Long Branch Recreation Center and Pool (From Eastbound Direction)



A plan view of Long Branch showing the proposed access into the Long Branch Pool and Recreation Center for motorists traveling from the west.

Exiting vehicles headed in the eastbound direction would have to make a right onto Piney Branch Road, make a U-turn at Greenwood Avenue, and then head in the eastbound direction on Piney Branch Road (see Exhibit 2). Of the two access restrictions, the proposed replacement of the entering left turn with a U-turn at University Blvd. is the most concerning.

Exhibit 2: MTA's Proposed Egress from Long Branch Recreation Center and Pool (To Eastbound Direction)



A plan view of Long Branch showing the proposed egress from the Long Branch Pool and Recreation Center for motorists traveling to the west.

M-NCPPC staff (Planning Department and Department of Parks) share the concern that these intersections will be complicated enough post-Purple Line and post-Sector Plan implementation and we should not make the intersections even more complicated by encouraging U-turn movements. In addition, the U-turn concept at the intersection of Piney Branch Road and University Blvd. is incompatible with the proposed congestion relief strategy proposed in the Long Branch Sector Plan. This strategy is intended to relocate left turns from eastbound Piney Branch Road to northbound University Blvd. to Gilbert Street Extended proposed at the southwest corner of the intersection.

MTA has been asked to explore three options to allow full turning movements into and out of these facilities in the Long Branch Sector Plan Public Hearing Draft (page 33). These include:

- Option 1: Align the driveway of the Long Branch Pool and Recreation Center with Barron Street and also add a new left turn lane for eastbound traffic along Piney Branch Road.
- Option 2: Widen and improve the new Long Branch Pedestrian Bridge to allow vehicular access to the Long Branch Pool and Recreation Center from Arliss Street.
- Option 3: Develop preliminary concepts and cost estimates to relocate the Long Branch Pool and Recreation Center to a new public facility campus on the west side of the Long Branch Stream Valley, at the current site of the Long Branch Library.

Testimony:

Executive staff commented that access challenges at the entrance driveway to the Long Branch Pool and Recreation Center will significantly impede pedestrian, bicycle, and vehicular traffic from reaching the facility. They stated that a realignment of the driveway to the intersection of Piney Branch Road and Barron Street – as outlined in the staff report – will restore half of the access restrictions proposed by the Purple Line Concept Plan. They also state that a study to relocate the facilities to the Library site is fiscally impractical.

MTA noted that “the options listed, specifically developing preliminary concepts and cost estimate for relocating the community center and pool are beyond the scope of the Purple Line study and reasonable mitigation for the impacts expected as a result of the project.” The Planning Board – in its February 28th review of various Purple Line issues, agreed that the MTA should not incur costs to study the option to relocate the pool and recreation center. MTA has agreed to participate in a study of the other options, but not necessarily assume the lead for a more detailed study of the remaining two options.

Additionally, testimony was received from the community expressing concern about the potential impact of relocation of these facilities on the existing tree canopy.

Staff Response:

In the February 28th briefing, Planning Department staff presented a fourth option – Option 1A – that would realign the driveway with Barron Street, but instead of adding a new left turn lane for eastbound traffic would instead route visitors through south on Garland Avenue, across the proposed Domer Avenue multimodal bridge³, and north on Barron Street (see Exhibit 3). M-NCPPC staff believes this option provides the best value to the County because the two components of the access solution have independent utility:

- A realigned driveway to the Long Branch Pool and Recreation Center can be tied into an extension of Glenville Road. This will improve local traffic circulation and reduce traffic congestion.
- The Domer Avenue multimodal bridge would improve local traffic circulation, improve security by increasing “eyes on the street”, and enhance an east-west off-road bikeway connection.

We acknowledge that facility visitors will still have to travel out of their way to access the Long Branch Pool and Recreation Center, but believe this is the most efficient option available.

Staff Response – Parks:

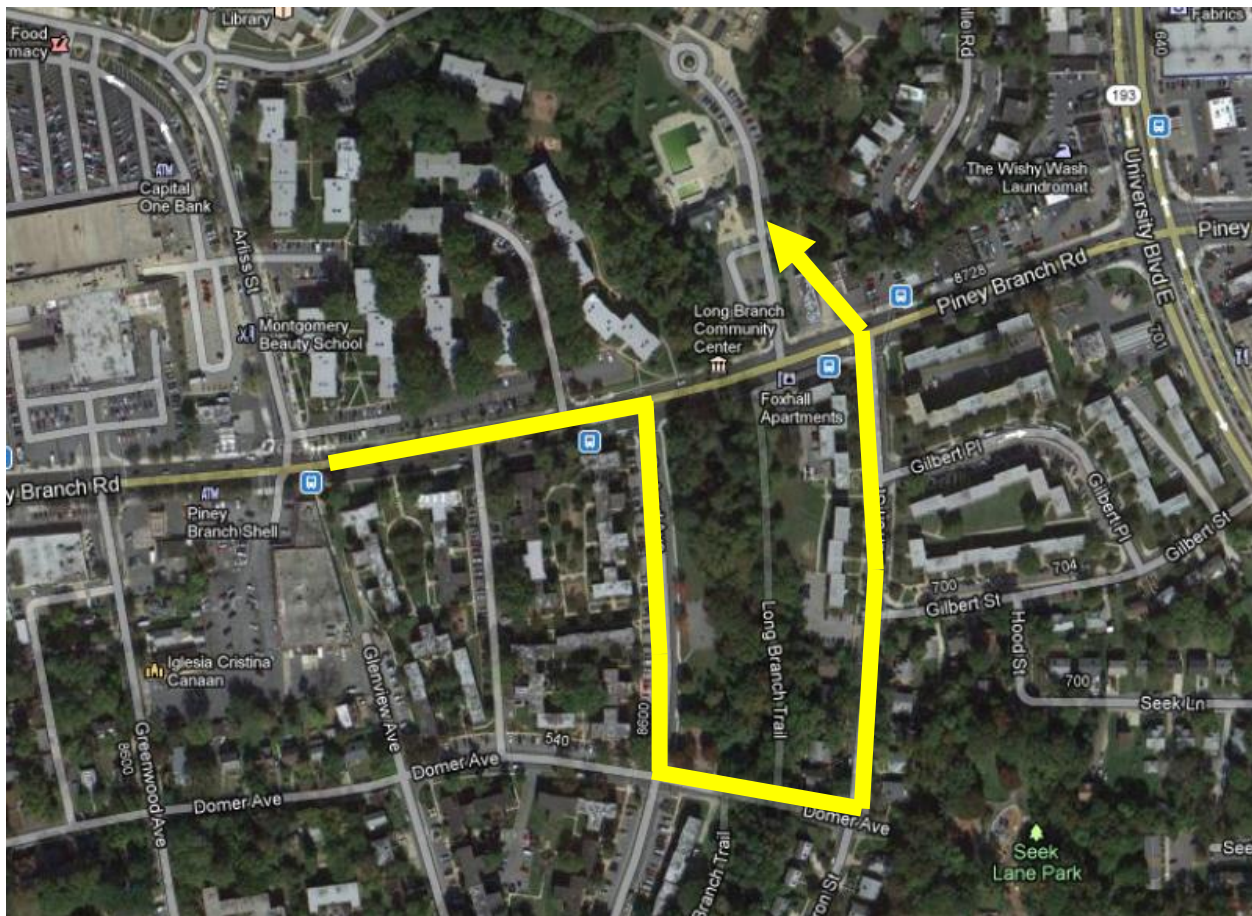
Staff has coordinated closely with MCRD staff about the Smart Growth benefits provided by the relocation of the recreation facilities. The relocation of the pool and recreation center are long-term recommendations, related to the life cycle upgrades and replacement of the facilities and should be included on their own merits and not tied to the construction of the Purple Line.

³ The bridge is currently accessible by walking and bicycling.

There are resource impacts with both the current location and relocation but many positive attributes to relocation including the removal of the pool from within the floodplain and stream buffer in Long Branch Local Park. There is also the potential reuse of this site for environmentally sound activities. However, there may be the loss of some mature trees within the Long Branch-Arliss Neighborhood Park. Staff would work with environmental staff to further study and remediate any potential impact.

Furthermore, because the relocated pool and recreation center will be closer to the future Town Center and also the Purple Line station, it will further activate the area as the Plan proposes a significant increase in the number of residential units. This increase will lead to additional patrons of the pool, recreation center and library who will be able to travel by transit, foot and bicycle to the facility, thereby reducing vehicle trips and traffic within the community.

Exhibit 3: Fourth Access Option to Long Branch Pool and Recreation Center



A plan view showing a variation of Option 1 that routes visitors to the Long Branch Pool and Recreation Center along Garland Avenue, the proposed Domer Avenue multimodal bridge, and Barron Street.

Issue 8: Congestion

The intersection of University Blvd./Piney Branch Road slightly fails the 1600 CLV standard based on a recent traffic count. Congestion at the intersection can be expected to grow over the life of the Sector Plan. To alleviate congestion, the Sector Plan proposes relocating existing left turns from eastbound

Piney Branch Road to northbound University Blvd. to an extension of Gilbert Street between University Blvd. and Piney Branch Road. This would make it possible to eliminate the split phase traffic signal and to provide additional green time for other movements.

Intersection of University Blvd and Piney Branch Rd

Testimony:

Brett Rouillier testified that the community has a history of traffic impacts and the Sector Plan will degrade the already congested intersection at University Blvd./Piney Branch Road and Flower Avenue/Piney Branch Road.

Staff Response:

The Sector Plan is recommending infrastructure improvements and other design improvements to encourage and support multi-modal travel. This will help to alleviate some of the congestion by encouraging people to walk, bicycle or use transit as a means of transportation.

Under existing zoning the intersection of University Blvd / Piney Branch Road could reach a CLV well above the 1600 standard in the PM peak hour by 2040. This is largely a result of growth outside of the sector plan area, since through traffic (traffic that doesn't stop in the plan area) accounts for nearly 90% of traffic. The proposed zoning will not substantially degrade the intersection beyond what existing zoning could cause. Our analyses shows that the land use and transportation recommendations proposed in the Sector Plan will results in a CLV that is slightly over 1700 in the PM peak hour in 2040.

While congestion at the intersection of Flower Avenue and Piney Branch Road will continue to increase, that is the case regardless of the zoning changes proposed by the Sector Plan. Existing CLVs are low and are expected to be well within the 1600 standard in 2040 with the land use and transportation network proposed in the Sector Plan.

Issue 9: Additional Right-of-Way for the Purple Line

Roadway classifications are provided in Table 2 on page 51. For the segment of University Blvd. that includes the Purple Line, note #4 states that "This proposed minimum right-of-way does not include any additional right-of-way that may be required to accommodate the Purple Line. Additional right-of-way requirements for the Purple Line will be determined either at the time of final design for the Purple Line or at the time of subdivision using latest project-level plans available for the Purple Line." This note was included because during the preliminary engineering phase and into the final design phase of the project, the right-of-way requirements for the Purple Line can continue to change. A recent example is Arliss Street, where a minimum lane width requirement by Fire & Rescue increased the right-of-way requirements for the street.

Testimony:

MTA staff asked whether the minimum right-of-way for Piney Branch Road and Arliss Street should include the same reference in note #4 that is shown for University Blvd.

Staff Response:

This note was originally included only for University Blvd. because Purple Line concept plans for University Blvd. remain under development and have not been shared with Planning Department staff. While all rights-of-way are noted as minimums, due to the evolving nature of all segments of the Purple Line, it is prudent to provide additional notice that the minimum rights-of-way may need to increase. Staff supports the inclusion of the additional notice for Piney Branch Road and Arliss Street.

Issue 10: Coordination with MTA on Proposed Road Extensions and Realignment

The Sector Plans recommends extensions of Glenview Rd., Garland Avenue (north of Piney Branch Rd.), and Gilbert Street, and a realignment of Garland Avenue (south of Piney Branch Rd.).

Testimony:

MTA will coordinate with Planning Staff to incorporate proposed road extensions into the Purple Line design plans, but some turn movements may be restricted. On the segment of Garland Avenue south of Piney Branch Rd. the Sector Plan recommends narrowing Garland Street (page 34) and shifting it to the west. This will require changes to the Purple Line design.

Staff Response:

Staff appreciates MTA’s willingness to accommodate proposed road extensions to reduce congestion and improve local circulation. Staff will coordinate with MTA and MCDOT to identify the new alignment of Garland Street to expand the Long Branch-Garland Neighborhood Park, improve the walking and biking experience on Garland Avenue, and calm traffic speeds.

Issue 11: Pedestrian Bridge near the Long Branch Library

The Long Branch Pedestrian Bridge and Walkway is the first of a series of proposed linkages within the Long Branch community. The ADA compliant bridge will improve community accessibility by providing for a safe pedestrian and bicycle connection between the Long Branch Library, Community Center and Pool complex. It will also provide for a linkage between the communities located on either side of the Long Branch Stream Valley Park.

Testimony:

Lynn Westrope opposed expansion of existing pedestrian bridge near the Long Branch Library because it will create cut-through traffic between Piney Branch Road and Arliss Street.

Staff Response:

The pedestrian bridge is part of a larger redevelopment project that is independent of the Sector Plan. However, it should be noted that the current redevelopment of this bridge is designed to only provide vehicular access for Department of Parks and Montgomery County emergency vehicles.

Issue 12: Purple Line Impacts and Operations

Benefits of the Purple Line

Testimony:

Karina Velasco testified that she is unsure why the Purple Line is needed.

Staff Response:

The Purple Line is necessary to provide for improved transit access regionally as well as within Montgomery County and also to act as a catalyst for economic development in the Long Branch community.

Fan house near the portal on Arliss Street

The Purple Line briefing on February 28th discussed fan houses required for emergency ventilation of the Bethesda tunnel.

Testimony:

George French asked if fan houses are required in the Plymouth Avenue tunnel.

Staff Response:

There will not be a requirement for a fan house in the Plymouth Avenue tunnel.

Impacts to Buildings

On roads with dedicated lanes for the Purple Line, the right-of-way is planned to be expanded. This will result in strip acquisitions and full acquisitions of some properties.

Testimony:

How will the Purple Line impact the single-family house at the northeast corner of Flower Avenue/Arliss Street and the Latino Market and thrift store at the southeast corner of University Blvd / Piney Branch Rd?

Staff Response:

The single-family house will be acquired and removed by MTA for the construction of the Purple Line tunnel. It will be replaced with a traction power substation. The structure will be designed by MTA with input from the community.

The commercial buildings will be acquired and removed by MTA for construction of the Purple Line. The redevelopment of these properties will be part of an ongoing discussion with MTA but options include expanded parkland and/or redevelopment.

Business Displacement

Testimony:

MTA submitted written comments that while the Purple Line will displace some businesses; the Plan should indicate that the state/county is working to address these concerns.

Staff Response:

Displacement of businesses and affordable housing retention are addressed comprehensively in the Plan. These issues will continue to be discussed in upcoming work sessions.

Purple Line Fare

Testimony:

What is the estimated fare for the Purple Line?

Staff Response:

This question should be directed to MTA. It is our understanding that fare used by the MTA in the travel forecasting model is equivalent to today's bus fare. The exact fare at the time of implementation will be determined at some point in the future closer to actual implementation.

Issue 13: Clarify how Proposed Road Standards Correspond to Proposed Right-of-Way

The Context Sensitive Road Design Standards (aka Road Code) includes multiple typical sections for different road classifications. It is common practice in recent area plans to identify the road classification, right-of-way, and road code section (which are often modified).

Testimony:

MCDOT submitted written comments regarding the practice of recommending modified road code section, without indicating what the modifications are. They request that the proposed changes to the road code section be clearly identified in area plans, and specifically asked for clarification for four roadways:

- University Blvd., from Carroll Avenue to Piney Branch Rd.
- Flower Avenue, from Wabash Avenue to Domer Avenue
- Garland Avenue, from Wabash Avenue to Piney Branch Rd.
- Domer Avenue, from Flower Avenue to Barron St.

Additionally, the City of Takoma Park recommends a 60 feet typical section on Flower Avenue south of Piney Branch Road, with a 10 feet pedestrian realm and no bike lanes.

Staff Response:

University Boulevard:

The Staff Draft recommends University Blvd to be a Major Highway, modifying section 2008.02 to have a 120 feet right-of-way plus the Purple Line. In the Road Code, section 2008.02 is 150 feet, with six traffic lanes, and bike lanes. The 17 feet median in section 2008.02 would need to be expanded to accommodate the Purple Line. Minor adjustments to other elements of the typical section may also be needed.

The minimum ROW should be revised from 120 feet to 130 feet to reflect the minimum ROW recommended in the Purple Line Functional Master Plan.

Flower Avenue:

The Flower Avenue typical section was the subject of some discussion during the March 7th worksession. The Staff Draft recommended a 70 ft. right-of-way Arterial roadway with two lanes. The Road Code standard recommended in the Staff Draft is 2004.20, an Urban Minor Arterial roadway with two traffic lanes, plus two rows of parking. The standard was modified to swap one row of parking for bike lanes.

Planning Department staff concurs with the narrower right-of-way and believes that the section should be classified as a Minor Arterial instead of an Arterial, to reflect a two lane roadway⁴. We recommend retaining the 2004.20 Minor Arterial standard, modified to a 60 ft. ROW by removing the on-street parking and modifying the landscape buffers.

Garland Avenue & Domer Avenue

These two roads are recommended to be Primary Residential roadways, modifying section 2003.11 to have a 60 feet right-of-way. In the Road Code, section 2003.11 has a 70 feet right-of-way with parking on one side of the road. The 10 foot reduction would come from narrowing the combined tree buffer from 23.5 feet to 13.5 feet.

Issue 14: Operational Issues

MCDOT staff posed a series of operational questions.

Lane Geometry

Testimony:

MCDOT staff asked Planning Department staff to clarify whether left-turns would be intended to occur from shared thru/left lanes or from dedicated left-turn lanes, or if lefts would be prohibited.

Staff Response:

Operational issues are the purview of SHA on state roads.

Spacing of Median Breaks on University Blvd and Piney Branch Road

⁴ By definition the Road Code considers an Arterial roadway a four lane road and a Minor Arterial a two lane road.

Since the Purple Line is a dedicated transitway in the median along Piney Branch Road and University Blvd (among others), median breaks are only permitted at signalized intersections.

Testimony:

MCDOT prefers median breaks with a minimum spacing of 600 ft. on Piney Branch Road and University Blvd., but defers to SHA.

Staff Response:

SHA has agreed to median breaks less than 600 ft. on Piney Branch Road. The concept plans for the Purple Line on University Blvd. remain under development and have not been shared with staff. It is unclear at this time whether a signalized intersection at Gilbert Street will be permitted.

Access Restrictions along the Purple Line Alignment

Testimony:

Access restrictions along the Purple Line alignment are critical and should be restricted to right-in/right-out except where traffic signals are provided.

Staff Response:

Staff acknowledges that access will be restricted.

Signalized Intersections are Subject to Warrant Analyses

Testimony:

Proposed signalized intersections at Piney Branch Road / Garland Street and Arliss Street/Garland Street are subject to warrant analyses.

Staff Response:

Staff acknowledges that operational decisions will be made by the implementing agency.

Issue 15: Pedestrian Safety and Access

There were a number of comments regarding pedestrian safety and access.

Testimony:

George French asked where pedestrians will be able to cross Arliss Street and Piney Branch Road.

Staff Response:

Pedestrians will be able to cross Arliss Street at signalized intersections at Flower Avenue, Garland Avenue, and Piney Branch Rd., and at a mid-block crossing just north of the Long Branch Station

platform. Pedestrians will be able to cross Piney Branch Road at Arliss Street, Garland Avenue, Barron Street, and University Blvd.

Testimony:

MCDOT submitted the following comments regarding safe pedestrian access to the proposed Long Branch and Piney Branch stations in the Long Branch Sector Plan area:

- Consider measures east of University Blvd. to ensure safe/efficient access to the Purple Line stations to the west.
- Consider pedestrian access to the stations, especially from areas north of the Long Branch Station and areas south of the Piney Branch Road station.

Staff Response:

The Countywide Transit Corridors Functional Master Plan recommends the designation of Bicycle-Pedestrian Priority Areas around the two stations, as well as a menu of pedestrian/bicycle improvements including ADA-accessible pedestrian crossings at the intersections of all public streets and in close proximity (50') of all transit stops.

Staff recommends a signalized intersection at the intersection of University Blvd./Gilbert Street to provide access to the Piney Branch station from the south (among other things). This is the subject of ongoing analysis by MTA/SHA.

Testimony:

The Plan should document that Piney Branch Road from Flower Avenue to Prince George's County is a High Incidence Area for pedestrian crashes.

Staff Response:

Staff concurs with this recommendation. We recommend the following change on page 19 to document an important existing condition: "Sidewalks are the primary circulation routes for pedestrians and cyclist in Long Branch and it is important that they function safely and efficiently. [But based on a 2008 analysis of crash data, Piney Branch Road between Flower Avenue and the Prince George's County line is one of the County's High Incidence Areas for pedestrian crashes.] New and improved sidewalks [and crossings] will enhance connections [and improve safety] within..."

Testimony:

Consider access issues between Site #2 and Site #12, at the northeast and southeast corners of the University Blvd / Piney Branch Road intersection, respectively.

Staff Response:

Operational issues on state roads are the purview of SHA.

The Sector Plan includes a list of conditions for private streets on page 46. Private streets are proposed in Site 1 (Super Block), Site 5 (West Flower Avenue), and Site 9 (Flower Branch Apartments).

Testimony:

MCDOT staff submitted a comment that private streets should ensure that roads are ADA compliant. They also asked whether there any provisions if a property owner does not remove snow or repair the roads.

Staff Response:

These agreements and designs will be worked out at the time of subdivision.

Issue 17: Graphics

MCDOT staff submitted a number of comments on graphics in the Sector Plan:

Typical Section Illustrations

Testimony:

Label widths on typical-sections and indicate directionality.

Staff Response:

Typical section widths and directionality will be included in the design guidelines.

Illustration 7: Piney Branch Road Typical Section

Testimony:

The Piney Branch Road typical section between Flower Avenue and Arliss Street (page 63) shows five lanes, but the text refers to four lanes.

Staff Response:

The fifth lane is a center turn lane. The text states “Four travel lanes with wide planted median to be used for stormwater recharge. Dedicated left turn lane in median where required.”

Illustration 11: Gilbert Street Extension Typical Section

Testimony:

The Gilbert Street Extension typical section between (page 67) should be modified to show the shared use path.

Staff Response:

Staff concurs.

Map 2 and 7: Vision / Mobility Map

Testimony:

Map 2 and 7 (page 6 and 18) should show existing paths / trails.

Staff Response:

Staff concurs. The maps should be revised to include the Long Branch Trail and Sligo Creek Trail.

Map 12: Proposed Land Use AND Map 13: Proposed Zoning

Testimony:

The Proposed Zoning (page 37) and Proposed Zoning (page 39) maps should show proposed transportation modifications, particularly streets.

Staff Response:

Staff concurs. The maps should be revised to illustrate the transportation recommendations.

Issue 17: Parks

Purple Line Impact – New Hampshire Estates Neighborhood Park

The New Hampshire Estates Neighborhood Park is located along University Boulevard near its intersection with Piney Branch Road. The University Boulevard right-of-way will be expanded and shifted east; changes which will have a significant impact on the existing park. Additionally, the Plan is proposing an extension of Gilbert Street between Piney Branch Road and University Boulevard which will further impact the park.

The Plan makes the following recommendations to address these impacts:

“Acquire the County-owned property to the south of the park as part of the land swap(s) to improve land-use synergy with the adjacent school and expand the park to potentially allow for a full-size adult rectangular field.” (Page 33)

“Support the development of a neighborhood service center providing social, educational, and naturalization services” (Page 55)

“In conjunction with MCPS, explore options to program the park for education and improve its functional and spatial relationships with New Hampshire Estates Elementary School” (Page 70)

“Pursue a land swap to mitigate any parkland lost to the Purple Line or proposed access road” (Page 70)

“Consider a land swap to acquire 734 University Boulevard East to replace any parking lost to the Purple line and to improve synergy with the adjacent New Hampshire Estates Elementary School” (Page 70)

Testimony:

“CASA strongly opposes the Plan’s recommendation to acquire the CASA Silver Spring Welcome Center. This is unacceptable to be in the Plan. CASA Silver Spring Welcome Center opened its doors to the

community in 1994, 19 years ago. The recommendation to re-acquire the subject is not a viable option for us”.

Staff Response:

Staff is not proposing the acquisition of the Welcome Center property as it is already owned by Montgomery County. Staff is proposing that the use/service being contracted to CASA be relocated upon the development of a new center. Staff recommends that this new center be developed utilizing the CR Zone incentive density provision.

The Plan proposes the development of a new center that would be constructed during the interim development phase and located on Site #2 which is in the vicinity of the existing Welcome Center. Staff revised the recommendation as a part of the March 7th work session to the following:

Recommend the development of a neighborhood service center providing social, educational and naturalization services including but not limited to: legal services, vocational training and employment placement, and health education and community outreach.

There was additional testimony regarding the lack of sufficient park land and gathering spaces.

Staff Response:

The Plan proposes additional parkland and open space. Specifically, the plan recommends a new central civic green urban park to accommodate community events and festivals and renovation of existing parks to improve the overall level of service in the area.

Attachments

1. Updated - Summary of written and verbal testimony received for the public record.
2. Long Branch Sector Plan – Development Site Map
3. Long Branch Sector Plan – Staff Report Worksession #1 and Worksession #2

Public Hearing Draft Testimony for the Long Branch Sector Plan

Topic	Type		Testimony	Staff Response
Transportation	1	County Executive	The draft plan is inconsistent with the Purple Line plans for cross-sections and widths for Arliss and Piney Branch Roads from Arliss to University Boulevard. The proposed widening in the Plan doesn't provide for MTA input or required property acquisition needed to accomplish the increased right of way. Additional time and resources area also needed to determine the feasibility of the new streets proposed by the Plan.	Staff will review the cross-section for inconsistencies
	1	Tony Hausner	The restricted left turn access to the community center and swimming pool is problematic and could be addressed (see email with possible solutions) using local streets and a bridge over the Long Branch Stream Valley at Domer Avenue	Staff concurs and a similar option is recommended in the Sector Plan (see p. 33)
	2	Lynn Westrope	Had the following transportation concerns: <ul style="list-style-type: none"> - Opposes expansion of existing pedestrian bridge will create cut-through traffic between Piney Branch and Arliss - Limited access to Super Block (ingress/egress) Concerned about Arliss/Walden/Garland intersection becoming a choke point	The pedestrian bridge is part of a larger redevelopment project that is independent of the Sector Plan. It will only provide vehicular access for parks and emergency vehicles. The Sector Plan is proposing additional connections including private streets to alleviate congestion and improve access to the Super Block.
	2	Brett Rouillier (resident)	Community has a history of traffic impacts and the Plan raised additional transportation concerns including: <ul style="list-style-type: none"> - Failing intersections (Piney Branch at Flower and University Boulevard) - Increased CLV's and impact of increased 	The plan has staged zoning to allow for the construction of the Purple Line and other infrastructure improvements that may alleviate congestion. The impact of the planned road extensions will require additional analysis. There was no increase in width recommended for Winding

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Long Branch Sector Plan

			<p>development</p> <ul style="list-style-type: none"> - Impact of planned road extensions <ul style="list-style-type: none"> o Gilbert Road o Glenville Avenue (designation as a minor arterial inconsistent with community) o Winding Hill Way (widening will create impact) 	Hill Way.
	2	Melinda Ulloa	<p>Area has substandard road conditions</p> <ul style="list-style-type: none"> - other infrastructure improvements needed - dangerous traffic patterns for pedestrians - congested 	The Sector Plan is recommending infrastructure improvements and other design improvement to encourage and support multi-modal travel. This will help to alleviate some of the congestion by encouraging people to walk, bicycle or use transit as a means of transportation.
	2	Johel Garcia (resident)	Supports the Purple Line but thinks a pedestrian overpass is needed	A pedestrian overpass was not studied as a part of this section of the Purple Line. Staff will research the recommendation.
	2	Jose Amador (resident)	<p>Supports Purple Line but fears displacement of existing businesses.</p> <p>Wants something in Plan that will keep rents affordable</p>	The Plan can only provide recommendations dealing with physical development. Phased Zoning and the Optional Method Density Incentives were used in the Plan to provide for continued affordability.

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Long Branch Sector Plan

	2	Greg Baker (MHP)	Opposes extension of Glenville Road	The Glenville Road extension is necessary to support any significant development along Glenville Road. Without the extension, the recommendations proposed are unachievable
	2	Karina Velasco (resident)	Not sure why Purple Line is needed, community has everything it needs The Purple Line will have adverse impacts	The Purple Line is necessary to provide for improved transit access and also to act as an catalyst for economic development in the Long Branch community.
Zoning and Land Use	1	County Executive	Delayed/phased zoning limits opportunities; tying redevelopment to long term/unknown milestones is not recommended	Staff believes that the phased zoning is appropriate in the Long Branch area due to its aging and limited infrastructure. Significant infrastructure investments (i.e. Purple Line, road extensions, etc.) are needed in order to support full development
	1/2	City of Takoma Park	Expedite the rezoning of Piney Branch/Flower Avenue – SW Quadrant from long term to interim development. The site is underutilized and fits the criteria used to select other phase one (interim development) properties. Expressed concern that community affordability be maintained and requests funding for affordable housing preservation and development in the Long Branch area.	Staff will research the feasibility of including Piney Branch/Flower Avenue – SW Quadrant in the interim development phase. The Plan makes recommendations to address affordability utilizing phasing and the CRT Zones Optional Method Density Incentives. Policy changes are beyond the scope of the Sector Plan. <i>Technical corrections will be addressed in a separate document. (see city of Takoma Park resolution)</i>
	1	Ella Angell (resident)	Resident lives in a home behind one of the proposed redevelopment sites (not listed) and is concerned about the impact of the proposed 60 foot heights and mixed use development.	The proposed redevelopment will provide adequate transitions via the CRT Zone and the urban design guidelines
	1/2	Tony Hausner	The plan effectively addresses the usual planning related issues of land use, zoning and housing. However, there are	Staff Concur The Plan proposed phasing as a method to

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Long Branch Sector Plan

			<p>a relatively high percentage of low/moderate income immigrant families within this community and there is a great need to maintain the existing levels of residential and commercial affordability. The county needs to develop new policies to address these issues (several examples provided).</p>	<p>preserve levels of affordability during the interim development phase. Long Term development will reduce the number of market affordable units but will provide an increase in the number of subsidized/mandated affordable units.</p>
	1/2	Lisa Fall	<p>The CRT Zone recommendation along the west-side of Flower Avenue is adjacent to single family homes and would impact the quality of life (parking, noise, trash, etc.) for current residents.</p> <ul style="list-style-type: none"> - CRT Zone is not appropriate for Site 3 west of Flower Avenue, 6 story buildings - Houses are lower than new buildings, so they will appear larger and put houses in shade - Concern about land use compatibility and existing lack of parking <p>The current zoning allows for a maximum of 45 feet and is more appropriate.</p> <p>Also stated that she was unaware of the process and believes that there was insufficient outreach to the members of the Sligo-Branview Neighborhood Association</p>	<p>The CRT Zone provides for transitions into single family communities. Additionally, the urban design guidelines will allow for step downs and other methods to provide for transition.</p> <p>Staff attended several Sligo Branview Neighborhood Association meetings including a regularly scheduled meeting at the Long Branch library.</p>
	1/2	Marilyn Piety (resident)	<p>Provided a list of technical corrections that will be addressed in a separate document;</p> <ul style="list-style-type: none"> - Zoning and density concerns - Superblock – plan insufficiently describes the 	<p>Staff will address technical corrections in a separate document. Staff believes that the urban design guidelines will address compatibility and transition issues.</p>

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Long Branch Sector Plan

			<p>complexity of this site (7 owners, etc.)</p> <ul style="list-style-type: none"> - Superblock should not be part of Phase 1 as it is tied to the Purple Line - CRT with FAR 3 not appropriate/ prefer CRN for for the entire plan area - Concerns about scale and compatibility with surrounding land uses - Proposed affordable apartment building on Arliss not supported 	<p>The Super Block is the focal point of the Long Branch Town Center and its redevelopment is one of the primary goals of the Sector Plan.</p> <p>The CRN is not appropriate for the Super Block due to the its redevelopment potential and proximity to the planned Purple Line Station.</p> <p>Staff provided and encouraged assemblage of the Super Block through the following:</p> <ul style="list-style-type: none"> - Shared public benefits/amenity recommendations - Shared zoning recommendation
	2	Amanda Hurley (resident)	<p>Supports Plans vision but community is not an easy place to live</p> <ul style="list-style-type: none"> - Aging/densly populated and car centric - More green space needed to create a walkable, lively community - Development needs to occur in the short term not 10-20 years out 	<p>Plan provides for improved connectivity and civic space. Additionally, the design guidelines will provide for and address needed physical improvements</p>
	2	Chris Ruhlen, (Goodmark Management)	<p>Previous Master Plan introduced the CROZ which failed to attract reinvestment</p> <p>Proposed FAR is not in line with the 2005 Urban Land Institute study and higher densities and heights needed</p> <p>Phasing of sectional map amendments flawed as it doesn't include all of the Long Branch Town Center within the 1st</p>	<p>The previous zone included an overlay CROZ that may have been too cumbersome to provide development incentive. Additionally, the previous studies recognized the importance of a catalyst (i.e. the Purple Line).</p> <p>The Plan recommends the CRT Zone which provides for a cleaner development process.</p>

Method of Testimony – (1) written, (2) oral – Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Long Branch Sector Plan

			SMA	Phasing of this zoning is important, as the community will not be able to absorb all of the planned development until infrastructure improvement including the Purple Line are completed.
	2	Bill Kominers (Lerch Early)	<p>Previous Master Plan and CROZ failed to attract significant development primarily due to insufficient height and density</p> <p>Plan recommendations for density/height are insufficient to attract investment</p> <ul style="list-style-type: none"> - Higher densities are needed as indicated by LB Task Force. - 1.5-2.5 FAR won't attract development - Minimum 3.0 FAR required (see ULI Study) - Town Center properties should be focus of development - 15% Optional Method Density Incentive is too much of a financial impediment and Sector Plan fails to illustrate the 22% density bonus 	<p>Staff provided density/height recommendations that are in line with the community's vision and the amount of development that can be supported by existing/planned infrastructure.</p> <p>The Long Branch Town Center is an area that includes the properties comprising the Super Block. These properties are the focal point and the focus of development for this portion of the Sector Plan area and their redevelopment will provide infrastructure improvements (i.e. parking, parks, connections, etc.) needed to support the development of other properties within the Long Branch Town Center.</p> <p>The 15% MPDU bonus is recommended to insure continued affordability within the Long Branch community. Staff applied the same requirement to ALL rezoned properties.</p>
	2	John Halpern (resident)	<p>Supports the Plan vision but believes that the Plan:</p> <ul style="list-style-type: none"> - Has an inadequate provision for public parking - Provides for an unrealistic link between the Plan and redevelopment 	<p>The Sector Plan recommends the development of a variety of parking structures including several structured parking facilities.</p> <p>The community is envisioned as a neighborhood center served by transit with improved pedestrian and cycling connections.</p>

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			<ul style="list-style-type: none"> - Is back loaded and delays too many needed infrastructure improvements - Needs to have a Plan B of public investment in case the Purple Line doesn't happen 	<p>The Plan seeks to encourage multi-modal travel with less reliance on automobiles.</p> <p>The interim development provides for development of two mixed use centers. This development is not predicated on the Purple Line and will provide the community with a number of public amenities.</p>
	2	Melinda Ulloa (resident)	<p>Flower Theatre should be focal point of proposed redevelopment – encourages adaptive reuse of the theater</p> <p>Plan should not be beholden to the Purple Line</p> <p>Quality of life improvement needed</p> <ul style="list-style-type: none"> - Relocation of liquor store - Improved parking/right-of-way improvement - Gathering space/public area 	<p>The Flower Theater is located on the Super Block which is the focal point of the Plan's redevelopment recommendations.</p> <p>The Plan provides for interim development and a number of infrastructure improvements that are not dependent on the Purple Line. The plan recommends a new central civic green urban park as part of Phase I development in the new Town Center.</p>
	2	Pat Harris (Lerch, Early)	<p>Supports staff work but poor land values (lowest in County) make redevelopment expensive and unlikely</p> <ul style="list-style-type: none"> - Land values are lowest in county - Imposes unfair financial burdens to landowners - 15% MPDU only on existing residential development – 22% bonus density not incorporated into FAR 	<p>Staff concurs</p> <p>The Sector Plan provides for staged development and shared public benefits/amenities to address these issues</p> <p>The 15% requirement is applied equally to all rezoned properties in order to maintain levels of affordability within Long Branch</p> <p>Staff will revisit the LEED Gold recommendation</p>

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			<ul style="list-style-type: none"> - Structured/public parking not realistic <p>Gold LEED, significant increase in cost over Silver level</p>	
	2	Perry Berman (HOC)	<p>Support the Plan but there is not enough density allocated to Manchester Manor properties to spur reinvestment (Plan recommends approximately 80 units – existing is 53 units) – would like to use site as hub for services provided by the agency</p> <p>The area needs reinvestment including more residential density and height.</p> <p>Concerned about staging of Plan (HOC properties are in Long Term Development) and thinks that need for additional affordable housing should not wait until after the Purple Line</p>	<p>Staff will revisit the zoning recommendation for the HOC properties.</p> <p>Staging of the Plan is necessary in order to provide for infrastructure improvements need to support the Plan’s overall development recommendations</p>
	2	Bob Elliott (WRIT)	<p>Supports the Sector Plan but concerned that enough density and height have not been allocated to the property located at 8750 Arliss Street (Giant site)</p> <ul style="list-style-type: none"> - Has 3 tenant with 55k square feet of development - Encumbered by a long term lease which will require significant investment to facilitate relocation of the that tenant - LEED Gold and MPDU requirements present a challenge - Would like increased FAR and building height 	<p>The Sector Plan provided FAR’s that were based on community’s vision and the level of development that could be supported by the existing/planned infrastructure improvements</p>

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			(suggested 150 feet in interior of site – stepping down to 60 feet along Arliss)	
	2	Edson Orellana (resident)	Was fearful of displacement and recommended the following: <ul style="list-style-type: none"> - Include local jobs requirement in construction of Purple Line - Pays \$1,318 for rent – can’t afford an increase 	The Sector Plan can only address issues of land use zoning and physical development. The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability
	2	Lynn Westrope	Doesn’t support 5-6 story buildings – limit to maximum of 3 stories Parking shortages need to be addressed – insufficient parking for existing parking dwellers Additional detail needed for Piney Branch Neighborhood Village	Urban design guidelines will address transitions and community compatibility The Plan recommends a number of parking strategies including the development of structured public parking Staff will provide additional detail for the Piney Branch Neighborhood Village
	2	Marc Solomon (FinMarc)	CROZ failed to attract development due to limited density and height All Town Center properties should be allowed to develop in Phase One	Staff provided density/height recommendations that are in line with the community’s vision and the amount of development that can be supported by existing/planned infrastructure. The Long Branch Town Center is an area that includes the properties comprising the Super Block. These properties are the focal point and the focus of development for this portion of the Sector Plan area and their redevelopment will provide infrastructure improvements (i.e. parking, parks, connections, etc.) needed to

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				<p>support the development of other properties within the Long Branch Town Center.</p> <p>The 15% MPDU bonus is recommended to insure continued affordability within the Long Branch community. Staff applied the same requirement to ALL rezoned properties.</p>
	2	William Mentzer, Jr.	Proposed height of Arliss Street townhomes is incompatible with existing single family neighborhood	Staff will draft urban design guidelines that will address compatibility and transition issues.
Parks and Recreation	1	County Executive	<p>Supports the plan recommendation of realignment of Barron Road/Piney Branch Road intersection to deal with access impacts created by the planned Purple Line.</p> <p>Doesn't support the Plan recommendation to relocate recreation facilities to site of current Long Branch Library due to fiscal concerns</p>	Staff presented three options to address the access issues attributed to the Purple Line.. Staff will continue to work with Parks, MTA and Functional Planning to draft a feasible recommendation. Since this testimony was submitted, Parks staff has coordinated closely with MCRD staff about the Smart Growth benefits the relocation would provide.
	2	Carlos Perlozo, (Longbranch Business League)	<p>Need more public restrooms</p> <p>Poor drainage in parks affecting commercial areas</p>	This is an operational issue that is not within the Scope of the Sector Plan. Staff will relay these concerns to the Parks Department
	2	William Mentzer, Jr. (resident)	<p>Recommended new and improved parks should be the priority</p> <p>Concerns about relocating the pool and rec center</p> <ul style="list-style-type: none"> - expensive in times of lean budget - will bring more traffic to Arliss, 	The relocation of the pool and recreation center is long-term recommendations, related to the life cycle upgrades and replacement of the facilities. There are resource impacts with both the current location and relocation. With relocation the pool will be taken out of the floodplain and stream buffer in Long Branch Local Park, while some mature trees will be lost at Long Branch-Arliss Neighborhood Park.

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			Concern about potential removal of mature trees in park adjacent to park, loss of canopy	Furthermore, because the relocated pool and recreation center will be closer to the future Town Center and also the Purple Line station, it is anticipated that more patrons of the pool, recreation center and library will be able to travel by transit, foot and bicycle, thereby reducing vehicle trips and traffic on Arliss.
	2	Zorayda Moreira-Smith (CASA)	Opposes the recommendation for the CASA Welcome Center acquisition	Staff is proposing acquisition of the CASA only after such time that CASA finds a new home. The Welcome Center property is already owned by Montgomery County. The Plan does propose the development of a new center, which will be similar to that of the CASA Welcome Center. The new center would be constructed during the interim development phase and located within the vicinity of the existing Welcome Center.
	2	Karina Velasco (Resident)	Don't take away CASA	Staff is not proposing to take away CASA,
	2	Marilyn Piety	Not enough parkland for the number of people living in the area – more is needed	The Plan proposes additional parkland and open space. Specifically, the plan recommends a new central civic green urban park to accommodate community events and festivals and renovation of existing parks to improve the overall level of service in the area.
Economic Development	1	County Executive	Historic designation of Flower Theater and Shopping Center is unwarranted and a designation of the entire property will create challenges to revitalization. Staff recommended zoning of CRT 2.5, C .5, R 2.0, H 60 feet can't be achieved if the property is assigned a historic designation. Additional height and additional commercial development be permitted on this site.	Staff provides example of how density can be achieved with historic designation. There are many examples of historic sites that have been redeveloped with high density, including the Sears building, Tenallytown and the Greyhound Bus Station in DC.

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			<p>The surface parking lot should have flexibility in its mix of uses.</p> <p>Remove all references to the creation of a business improvement district or community development corporation.</p>	
	2	Historic Preservation Commission	<p>Supports the designation of the Flower Theater and Shopping Center (including the 2.4 acre environmental setting) as a historic resource</p> <ul style="list-style-type: none"> - would like to see it placed immediately on the Locational Atlas 	
	1	Montgomery Preservation	<p>Supports the designation of the Flower Theater and Shopping Center</p> <ul style="list-style-type: none"> - historic resource - valuable resource that should be protected - provides architectural integrity for nearby development - significant and should be considered as a unit for placement on the Locational Atlas of Historic Sites <p>There is also a case for the designation of the Flower Branch, Goodacre/Pine Ridge and Fox Hall apartments</p> <ul style="list-style-type: none"> - contribute to the history of Long Branch and Historic Preservation Staff - Silver Spring Historical Society have uncovered evidence that warrants further study <p>properties could become a garden apartment historic district</p>	<p>Staff concurs</p> <p>The Flower Theater and Shopping Center was evaluated since it had been previously identified in the 2000 East Silver Spring MP. Sufficient data has not yet been submitted in order to evaluate the historic merit of these resources.</p>

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1/2	Silver Spring Historical Society (advocacy chair)	<p>The SSSH supports the designation of the Flower Theater and Shopping Center (in its' entirety) as a historic resource.</p> <ul style="list-style-type: none"> - Adaptive reuse of the structure should be encouraged <p>Additional research into the potential designation of the Flower Branch, GoodAcre/Pine Ridge and Fox Hall garden apartments</p> <ul style="list-style-type: none"> - represents development very similar to that of the Americana Glenmont 	<p>Staff concurs.</p> <p>The plan includes design guidelines to guide redevelopment of the shopping center.</p> <p>See comments above. Americana Glenmont has been recommended by HPC for Locational Atlas listing but the Planning Board has not yet reviewed or taken such action.</p>
1	Art Deco Society of Washington	<p>The ADSW supports the designation of the Flower Theater and Shopping Center in its entirety as a historic resource.</p> <ul style="list-style-type: none"> - Flower Theater and Shopping Center show a clear intent and seamlessness - Provides for a neighborhood defining fabric. - Should be preserved to a reasonable depth from the Flower Avenue and Piney Branch Road sides that allows for higher density development - Developer should study the adaptive reuse options that retain the historic fabric of the site. 	Staff Concur
1/2	George French	<p>Supports the designation of the Flower Theater and Shopping Center as a historic resource</p> <p>Other properties within the Sector Plan area that may be worthy of designation such as ZIGZag shopping center and the Morris Miller Center.</p> <p>There should be a historic district for Long Branch comprised of the Flower Branch, Goodacre/Pine Ridge and Fox Hall apartments with the Flower Theater and Shopping Center as the centerpiece.</p>	Further research would be needed in order to evaluate additional historic resources. See above for additional comments.

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			Retention of these structures, will guarantee continued commercial and residential affordability.	
	1	Cyber Web Latino (small business)	<p>Small business located in the Flower Theater and Shopping Center since 2009 and opposes the historic designation of the shopping center in the County’s Master Plan for Historic Preservation.</p> <p>Concerned that the County’s historic preservation laws will create a “no-win” situation for small businesses located in the center due to increased time and cost of needed repairs and renovations.</p> <p>Referenced previous multiple façade improvements and finds it the timing of the recommendation odd.</p>	<p>Designation does not require the owner to make changes to the property, except in the case of demolition by neglect.</p> <p>The owner of a historic site may benefit from county, state, and federal tax incentives.</p>
	1	Christopher Lancette (former Flower Avenue Market owner and Indian Spring resident)	<p>Disagrees with the Sector Plan recommendations for designating the (entire) Flower Theater and Shopping Center on the Master Plan for Historic Preservation.</p> <ul style="list-style-type: none"> - shopping center has outlived its natural life - designation will stifle potential investment in the center. <p>References the desire of some of the community residents for higher end stores in the area.</p> <p>Recommends that only the Flower Theater be designated as historic.</p>	<p>Historic designation does not preclude redevelopment.</p> <p>There are many examples of revitalized historic theater and shopping centers which are now the centerpiece of vibrant community centers, including downtown Silver Spring, Atlas Theater and Shops, DC, and Cary Park and Shop, in VA.</p>
	2	Dan Reed	<p>Supports the transformation of Long Branch proposed by the Sector Plan</p> <p>Supports the designation and reuse of the Flower Theater as a catalyst for development</p>	

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			<ul style="list-style-type: none"> - historic designation of the Shopping Center requires further discussion 	
	2	Carlos Perozo (Long Branch Business League)	<p>Flower Theater</p> <ul style="list-style-type: none"> - physical improvement of the Theater - needs to be addressed now - designate the Theater not the Shopping Center - don't displace existing businesses 	
	2	Amanda Hurley (resident)	<p>Flower Theater can be catalyst for redevelopment</p> <ul style="list-style-type: none"> - needs good design - can be a great public space (adaptive reuse) - walkability 	
	2	Tina Slater (resident)	<p>Support the designation of the Flower Theatre façade</p> <ul style="list-style-type: none"> - referenced the Flower Theater Project - participated in community led design charettes - community has great ideas to invigorate the space 	
	2	Greg Baker (MHP)	<p>Provide protection for small business while attracting investment</p> <p>Believes the designation of the Flower Theater and Shopping Center may stunt redevelopment</p>	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>
	2	Miriam Lemis (business owner)	<p>Concerned about potential of gentrification and impact of historic designation and redevelopment on existing small businesses</p>	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>

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	2	Gilberto Martinez (resident)	<p>Concern about displacement of latino businesses and services</p> <p>Concern about relocation of CASA</p> <p>Much support for CASA, many families depend of CASA assistance</p>	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p> <p>The relocation is a component of a larger recommendation to address the redevelopment of the New Hampshire Estates Neighborhood Park which occurs in the Long Term Development Phase.</p> <p>Staff has provided for the use (Social Service/Welcome Center) as a major public benefit in Phase One development in the immediate vicinity of the existing CASA center.</p>
	2	Zorayda Moreira-Smith (CASA)	<p>Plan fails to protect existing businesses</p> <p>Additional policy needed</p> <ul style="list-style-type: none"> - Commercial MPDU's - Public market needed - Focus on retention of existing businesses <p>Future meetings MUST have interpreters</p> <p>Submitted Small Business Report to Planning Board</p>	<p>The Sector Plan can only address issues of land use zoning and physical development. Policy issues can only be addressed by the County Executive or County Council</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p> <p>Staff concurs with the recommendation for a public market</p> <p>Staff concurs with need for translation services</p>

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		Robinson Flores (business owner)	Fears impact of Purple Line and Flower Theater development <ul style="list-style-type: none"> - displacement - before/after construction impacts 	
	2	Stacy Silber (Lerch, Early)	The Sector Plan’s Flower Theater and Shopping Center needs the following revisions <ul style="list-style-type: none"> - Reject historic designation of entire complex and environmental setting as it will thwart redevelopment potential - public investment to preserve the façade and upgrade the interior - increase recommended height to 75-80 feet - parking lot recommendations need to be revised - design guidelines should be development by Planning Board not HPC 	
	2	David Rotenstein (architectural historian)	The Historic Preservation Commission’s analysis of the Flower Theater and Shopping Center is incomplete and non-defensible <ul style="list-style-type: none"> - Shop center does not merit designation, - unremarkable for period it was built 	

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			<ul style="list-style-type: none"> - lost much of its character over time - surface lot covers too much of overall property acreage 	
	2	Robert Sponseller (Architect)	<p>Potential for redevelopment of the Flower Theater and Shopping Center has two scenarios</p> <p>Much of site within 3 minute walking distance of planned Purple Line</p> <p>Most compatible area for development is the corner of Flower and Piney Branch</p> <ul style="list-style-type: none"> - existing commercial development on adjacent parcels - achievable FAR is .75 – 2.0 depending on parking and building height 	
	2	Alvara Cabrera	<p>Long time resident that fears displacement</p> <p>Would like to see language in the Plan that supports the use of local work force in the redevelopment efforts and the construction of the Purple Line</p>	
Public Safety	1	County Executive	<p>Additional fire stations will not be required for the Long Branch Plan Area. However, language should be included to provide continuous evaluation of resources as service needs may increase or change in nature.</p>	Staff concurs
	2	Zorayda Moreira-	<p>Improved safety measures needed</p>	Staff concurs

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		Smith (CASA)	<ul style="list-style-type: none"> - multi-lingual signage - walking bridges/overpasses to Purple Line stations - improvements to crosswalks/sidewalks 	
Housing Code and Enforcement	1	County Executive	<p>Supports the language that provides for an increase in the % of Moderately Priced Dwelling Units (MPDU) through the CRT's optional method development.</p> <p>Enhanced code enforcement is already performed in Long Branch and complaints have been dramatically reduced.</p>	Staff concurs
Environment	2	Pat Harris (Lerch, Early)	<p>Gold LEED, significant increase in cost over Silver level</p> <p>Makes development too expensive and creates burden</p>	Staff concurs
	2	Mentzer, Jr	Relocation of rec center and swimming pool will impact the tree canopy	See comments above in the Parks section.
Quality of Life	2	Mr. Edson Orellana (11 year resident, CASA member)	Fears displacement of existing residents due to redevelopment and Purple Line	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>
	2	Greg Baker (MHP)	<p>Robust set of housing policies needed to address community affordability</p> <ul style="list-style-type: none"> - 20% MPDU's near transit needs to be determined - Look at policies in other parts of the country 	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>

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			Would like to see Long Branch as a commercial destination	
	2	Lindolfo (CASA)	<p>Fear of gentrification – wants zero displacement, zero loss of existing business</p> <ul style="list-style-type: none"> - Opposes staged zoning – prefers one SMA with no net loss of affordability 	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>
	2	Zorayda Moreira-Smith (CASA)	<p>Plan allows and encourages displacement and sufficiently fails to address affordable housing</p> <p>MPDU only helps with new construction, not preserving existing properties</p> <p>Montgomery Policy encourages no net loss of affordable housing</p> <p>Plan needs to include:</p> <ul style="list-style-type: none"> - Creation of affordable housing preservation plan - Managed development of intervention/purchase program - Rent stabilization policy - Increase % of MPDU’s required - Targeted use of resources 	<p>The Sector Plan can only address issues of land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p> <p>Proposed policy issues can only be addressed by County Council and/or County Executive</p>
	2	Silver Spring Historical Society (Advocacy Chair)	Urban renewal should not include people removal and the loss of the community vitality and current affordability.	Staff concurs and proposed staged zoning and increased MPDU requirements as a tool to prevent/reduce displacement
	2	George French	<p>The Plan doesn’t do enough for affordable housing</p> <ul style="list-style-type: none"> - Increase % of units in MPDU program 	The Sector Plan had minimal tools to address affordable housing. The Plan can only make recommendations that address land use zoning and physical development.

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			<ul style="list-style-type: none"> - Purple Line will cause increase in rents - Maintain affordability of the “historic” garden apartments - need rent stabilization policy - proposed new development creates wholesale displacement 	<p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p> <p>Proposed policy issues can only be addressed by County Council and/or County Executive</p>
	2	Rosalba Guzman (resident)	Concerned about displacement and potential rent increases	The Plan proposes staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability
	2	Laura Pinto (resident, CASA volunteer)	<p>Concerned about Purple Line impacts</p> <ul style="list-style-type: none"> - Gentrification - Loss of affordable housing 	The Plan proposes staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability
	2	Flor Velasquez (resident)	<p>Instead of building Purple Line – County should use money to redevelop apartments and provide more affordable housing</p> <p>MPDU requirement should be 100% not 15%</p>	<p>Proposed policy issues can only be addressed by County Council and/or County Executive.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>
	2	Tina Slater (resident)	Supports development that provides for an increased number of MPDU’s	<p>Staff concurs,</p> <p>The Plan proposes increased levels of MPDU development to provide for/preserve levels of community affordability</p>

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	2	Laura Pinto (CASA)	Should provide 100% MPDU's rather than 15%	<p>The Plan proposes increased levels of MPDU development to provide for/preserve levels of community affordability.</p> <p>100% MPDU's may be unfeasible to many developers. The CRT Zone only provides a density incentive to developers providing up to 15% in MPDU's.</p> <p>Larger requests may require a change to the CRT Zone. Proposed policy issues (i.e., zoning changes) can only be addressed by County Council and/or County Executive</p>
	2	Tony Hausner	<p>Supportive of Plans recommendations including Quality of Life section but concerned about affordable housing concerns and rising rents</p> <p>County needs to develop tools to address affordability</p>	<p>The Sector Plan had minimal tools to address affordable housing. The Plan can only make recommendations that address land use zoning and physical development.</p> <p>The Plan did propose staged zoning and increased levels of MPDU development to provide for/preserve levels of community affordability</p>
	2	Carlos Perozo (Long Branch Business League)	Parking needed for small businesses	Staff concurs and the Plan recommends increased parking (including structured and shared) to accommodate proposed development

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Attachment 1: Arliss Street Alternative 3B

