

Resolution No: 13-778  
Introduced: January 21, 1997  
Adopted: January 21, 1997

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

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By: District Council

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Subject: Approval of Planning Board (Final) Draft White Oak Master Plan

Background

1. On, July 30, 1996, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft White Oak Master Plan.
2. The Planning Board (Final) Draft White Oak Master Plan amends the Master Plan for the Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, dated November 1981.
3. On September 13, 1996, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft White Oak Master Plan.
4. On October 22, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft White Oak Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 18, 1996 and November 25, 1996, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft White Oak Master Plan.
6. On December 10, 1996, the County Council reviewed the Planning Board (Final) Draft White Oak Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

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

The Planning Board (Final) Draft White Oak Master Plan, dated July 1996, is approved with revisions. Council revisions to the Planning Board (Final) Draft White Oak Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page xii: Replace the sixth bulleted paragraph with the following:

- Enhances the pedestrian environment along major highways and arterials within commercial centers by encouraging streetscape improvements.

Page xiv: Amend the first sentence of the second bulleted paragraph, as follows:

- Supports a grade separation at the Stewart Lane/US 29 intersection.

Page 5: Amend the end of the second paragraph to read:

...the Adelphi Laboratory Center [Harry Diamond Laboratory] (also known as the Harry Diamond Laboratory [Adelphi Laboratory] or the Army Research Laboratory), the White Oak Library, [and] the Martin Luther King, Jr. Recreational Park, and the Colesville Post Office.

Page 7: Add \* symbol to the key on Figure 7 for landmarks and a \* symbol for the Harry Diamond Laboratory and Naval Surface Warfare Center.

Page 13: In the first paragraph (and throughout the Plan), correct all references to the Adelphi Laboratory to indicate that the proper name of the installation is "The Adelphi Laboratory Center" and the organization is the "Army Research Laboratory".

Page 16: Amend the sixth sentence in the second paragraph to read:

Those who could walk to shopping and services find the pedestrian environment along these major streets to be [dangerous and hostile] intimidating.

Page 17: Correct the number of acres in Table 2 (and at the top of page 5).

Page 22: Delete the final sentence in the second bullet and replace as follows:

[Special exceptions such as elderly housing, daycare, or a private educational institution would be suitable if sufficient buffering from the residential neighborhoods is provided and vehicular and bus access is addressed.] A special exception has been approved for senior citizen housing on this property.

Page 22: Modify the third bullet as follows:

- [Maintain existing R-90(residential, one-family) zoning on t]. The Milestone Drive properties located at the intersection of US 29 and New Hampshire Avenue consist [. There is a total] of 37 developable acres controlled by seven owners. Properties range in size from .5 to 22.7 acres. This site is appropriate for a mix [If assemblage occurs, a mix] of single-family detached units and single-family attached units [is encouraged]. Detached units should be located within the northern end of the properties to provide a compatible transition to the existing residential neighborhoods and townhomes should be located near the intersection of US 29 and New Hampshire Avenue. To achieve this mix and location of units, the Plan recommends R-90 zoning for the northern and largest parcel and R-90/TDR at a density of six units per acre for the southern six parcels.

The Zoning Ordinance requires that development using TDRs at this recommended density achieve compatibility with existing adjacent neighborhoods and it sets out guidelines for development in areas of TDR developments that adjoin single-family neighborhoods. In reviewing a site plan for development of the Milestone property, the Planning Board should assure that the standards are met and that an adequate level of compatibility is achieved. This may mean reducing the number of units allowed under the zone. Appropriate noise buffering should be considered to serve the entire site.

Pedestrian and bicycle access to the White Oak Library, located to the north of the properties, should be provided. Special attention should be given to mitigating the effects of noise from US 29 and New Hampshire Avenue. A network of secondary residential streets, which would discourage cut-through traffic, should be developed connecting New Hampshire Avenue to US 29 at Stewart Lane (see Transportation Chapter, page 52).

Page 22: Modify the fifth bullet as follows:

[Purchase t] The 104.72-acre Forster property [located] on Cape May Road (which lies partially in the White Oak Planning Area and partially in the Cloverly Planning Area and is in the Special Protection Area) has been purchased to help protect environmental resources and improve resource management in this part of the watershed. [because of its potential impact on sensitive environmental resources in the Paint Branch watershed if allowed to develop.] (See Environmental recommendations on page 93.)

Page 24: Modify the second bullet as follows:

- [Work towards an environmentally sensitive solution to the development of the Rocky Brook Park Subdivision.] The Rocky Brook Park Subdivision at the western end of Wellington Drive consists of 12 recorded but undeveloped lots located on a steep, wooded stream valley that drains to Northwest Branch. Although the subdivision approvals were obtained in 1945 and the lots recorded, the lots will be very difficult to develop under current standards for environmental protection and street construction. While these recorded lots will be exempt from some current environmental standards that would normally apply at the time of subdivision, floodplain and wetlands issues must still be addressed at the time of permitting. Building permits must be obtained from the County Department of Permitting Services. [Environmental Protection and issues of floodplain, wetlands, and forest conservation must be addressed.] The County Department of [Transportation] Permitting Services is responsible for issuing permits for public road construction and driveways. Although Wellington Drive is shown on the existing plat as providing access for these lots, it is unlikely that the road can be built due to its location in the stream valley and this may further constrain the ability of the property owners to develop these lots. It will also be difficult to build a private road due to sedimentation and soil disturbance requirements and other limitations in the floodplain area.

Page 30: Delete the fourth and seventh bulleted paragraphs.

Page 30: Amend the sixth bulleted paragraph to read:

- [Recommend] Investigate the feasibility of a transit center within the White Oak Shopping Center to increase transit service to this major commercial center and the surrounding residential neighborhoods. (See Transportation Chapter, page 44.)

Page 31: Revise Figure 16 ("After" diagram) to reflect changes to Lockwood Drive (i.e., arterial, not business, street).

Page 32: Replace the third bullet with the following text:

Integrated development with the existing shopping center next door is desirable and, should it occur, the combined center should have consolidated parking and a single access point that is aligned with Vital Way. In any event, it is anticipated that development of this property in the C-1 zone will require Planning Board approval of a site plan. (A zoning text amendment to clarify that site plan is required for this property will be considered by the Council shortly after adoption of this Plan.) In evaluating the site plan application, particular attention should be paid to achieving the maximum level of compatibility with adjacent residences. Buildings and parking facilities themselves should be located to provide the maximum level of compatibility with neighboring residences. Required green space should be used in part to provide a buffer between residential uses and commercial parking. The development should provide for the maximum possible buffer between the adjacent residential development and

the buildings and parking on this property. In no event should this buffer be less than 15 feet. Loading docks should be oriented away from residential property.

Page 32: Insert after third bullet:

- A 0.862-acre lot immediately east of the commercial area is suitable for the Commercial Transition Zone, if satisfactory levels of compatibility with the adjacent residential community can be achieved. The Sectional Map Amendment filed in conjunction with this Plan will reconfirm existing zoning. The property owner may then apply for the Commercial Transition Zone through the Local Map Amendment process. This Plan encourages submission of a Schematic Development Plan for this property. In this way, the application can be reviewed on its own merits and appropriateness. Site plan review of this property will enable careful evaluation of building character, design and location, parking location and design, green space location and other issues of compatibility.

This Plan encourages development of offices with a residential design and character for this property, to provide compatibility between commercial and residential uses and cautions that compatibility issues may make the full floor area ratio impossible to achieve. Any building or buildings and parking should be located to minimize the impact on adjacent residential properties. Substantial landscaped screening should be located within required parking and building setbacks on all sides of the property to provide a sufficient buffer between residential and commercial properties. Access to the site should be designed to minimize turning movements.

Page 34: Delete the second bulleted paragraph.

Page 36: Delete the third bulleted paragraph.

Page 41: Amend the fourth paragraph as follows:

This Plan recognizes that the concept from the 1981 Plan of establishing "transit serviceability" by increasing land use densities to support transit is no longer appropriate. [This Plan does not attempt to balance the recommended land uses and transportation infrastructure. It is recognized that a land use and transportation network balance as defined in the current Annual Growth Policy cannot be achieved without implementing either large transportation system changes not envisioned by this Plan or by accepting greater congestion than the current standards allow.] Achieving the recommended balance between land use and transportation infrastructure will be difficult. Nevertheless, the White Oak area would achieve balance at build-out by implementing the zoning recommendations in this plan (which produce fewer trips than the 1981 Plan), building the proposed grade-separated interchange at US 29 and Stewart Lane, and improving transit service and complementary measures resulting in increased transit use.

Page 42: Revise the bulleted paragraph under "TRANSIT SERVICE" to read:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, [a high quality transitway] a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center). (A discussion of transit and US 29 is found in the *Transportation Report for the Eastern Montgomery County Master Plan Areas*.)

Page 44: Amend the sixth bulleted paragraph to refer to the Division of Transit Services, not the Department of Transit Services.

Page 45: Amend Figure 22 to reflect the revised Table 3.

Page 47: Amend the last sentence of the first paragraph, as follows:

The roadway classes are detailed in the *Transportation Report for the Eastern Montgomery County Master Plan Areas* and in the following table: [.]

<u>Freeways</u>	<u>Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.</u>
<u>Major Highways</u>	<u>Provide less speed and mobility, but more access at intersections.</u>
<u>Arterial Roads</u>	<u>Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.</u>
<u>Commercial Business District Streets</u>	<u>Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.</u>
<u>Primary residential streets</u>	<u>May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.</u>
<u>Secondary or tertiary residential streets</u>	<u>Provide direct access to homes and allow for the possibility of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)</u>

Page 47: Amend subheading under "Major Highways" to read:

US 29 ([Colesville Road]Columbia Pike)

Page 49: Amend the second sentence under "Stewart Lane Interchange" to read:

This alternative would entail a frontage road system or parallel access road on both sides of US 29 that would use [the] Milestone Drive and Old Columbia Pike.

Page 49: Amend the first sentence of the bulleted paragraph under "Stewart Lane Interchange" to read:

Support the need for a grade-separated interchange at US 29 and Stewart Lane that was [developed] identified as part of the State Highway Administration's (SHA) US 29 Project Planning Study.

Page 50: Add the following bulleted paragraph before the section on "Arterial Roads":

- Maintain highway classification for major highways within Commercial Centers but allow for lower design speeds that are compatible with the need for local access and pedestrian-friendly design standards. Such standards include street trees, wider sidewalks, tighter corner turning radii, and safer pedestrian crossings. These improvements will strengthen the overall viability of the centers and enhance the aesthetic character of the community. When major highways pass through existing commercial centers served by transit, a greater emphasis upon pedestrian access and streetscape character is needed. The intent is not to reduce capacity but to ensure an attractive and safe pedestrian environment and more orderly access to local shopping.

Page 50: Amend the first sentence in the first bulleted paragraph under "Stewart Lane-Lockwood Drive" to read:

- Provide [a connection between] the Lockwood Drive extension to connect the existing ends of Stewart Lane and Lockwood Drive as soon as possible.

Page 50: Amend the first sentence in the second bulleted paragraph under "Stewart Lane-Lockwood Drive" to read:

- Reclassify the [Stewart Lane to] Lockwood Drive [connection] extension to Stewart Lane as an arterial road.

Page 51: Revise the bulleted paragraph under "Lockwood Drive" to read:

- Reaffirm classification of [Reclassify] Lockwood Drive between US 29 and a point 400 feet west of New Hampshire Avenue as an arterial road with a 2-lane closed [open] section cross-section. The Plan recognizes that this roadway currently provides local access to existing residential neighborhoods as well as a traffic connection between US 29 and New Hampshire Avenue. Traffic forecasts indicate that a two-lane street will be adequate over the life of the Master Plan. This [p] Plan recommends an [new] arterial road cross-section that will allow for two lanes of traffic, on-street parking, sidewalks, and either a Class I or Class II bikeway within an 80-foot closed [open] section cross-section that is compatible with the community. This section of Lockwood Drive should be designed with features to enhance pedestrian crossings and movement. Such features could include collars at intersections, alternating parking, or other design aspects that are deemed appropriate. The purpose is not to constrict vehicle movements, but to provide an increased level of pedestrian safety and convenience.

Page 51: Change the title of Figure 24 to "Lockwood Drive Closed [Open] Section Arterial" and revise the figure to reflect a closed section. The figure should note that the bikeway could alternatively be a Class I bikeway.

Pages 51-52: Delete the first, second, and fourth bulleted paragraphs under “Commercial Business District Streets.”

Page 52: Amend the last sentence in the last bulleted paragraph to read:

The roadways within the neighborhood should have sufficient right-of-way for sidewalks, street trees, and a Class II bikeway on the [main] principal roadway servicing the neighborhood, and should discourage cut-through traffic.

Page 53: Delete the Lockwood Drive illustration from Figure 25.

Pages 54 through 56: Add a “\*” after “Recommended Number of Lanes” in the heading of Table 3, and add the following note at the bottom of page 56:

\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.



Pages 54 and 55: Amend the following lines from the "Major Highways" section of Table 3, as follows:

CM-10	[Colesville Road] New Hampshire Avenue to <u>Columbia Pike</u> Paint Branch (US 29)	200'	6 div.	Existing controlled major highway with proposed interchange at Stewart Lane
M-10	[Colesville Road] Northwest Branch to <u>Columbia Pike</u> New Hampshire Avenue (US 29)	120'	6 div.	Sidewalk improvements recommended
[B-1 [ [ [	Midland Road to Wolf Drive at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-2 [ [ [	US 29 interchange to Michelson Road at White Oak Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-3 [ [ [	1000 feet north of Powder Mill Road to Capital Beltway at Hill- andale Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-4 [ [ [	Wolf Drive to New Hampshire Avenue at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
[B-5 [ [ [	New Hampshire Avenue to Kara Lane at Colesville Commercial Center	120'	6 div.	Implement streetscape] improvements through] Commercial Business District] Street classification]
M-75	East Randolph Road [Kara Lane] <u>New Hampshire Avenue</u> to Fairland Road	120'	6 div.	Existing

Page 55: Revise the following lines in the "Arterial Roads" portion of Table 3, as follows:

A-286	Lockwood Drive US 29 to 400 feet west of ([US] <u>MD 895</u> ) New Hampshire Avenue	80'	2	[Open] <u>Closed</u> section with side-walks, on-street parking, and Class I or II bikeway [on both sides]
<u>A-286</u>	<u>Lockwood Drive</u> <u>400 feet west of New Hampshire Avenue to the east side of the White Oak Shopping Center</u>	<u>80'</u>	<u>2</u>	<u>Sidewalk improvements recommended</u>
A-286	Lockwood Drive <u>East side of the White Oak Shopping Center to [Stewart Lane] Lockwood Drive extended</u>	80'	2	2 lanes existing, bikeway proposed

A-286	[Stewart Lane] <u>Lockwood Drive</u> [[E]extended[]]	Lockwood Drive to existing Stewart Lane	70'	2	[Existing t] <u>Two lanes</u> , with [proposed] sidewalk and bikeway <u>proposed</u>
A-286	Stewart Lane	[Stewart Lane] <u>Lockwood Drive</u> extended to US 29	80'	2	Recommended <u>grade-separated</u> <u>interchange</u> [intersection] at US 29 should provide pedestrian and bicycle connection

Pages 55-56: Revise the following lines in the "Commercial Business District Streets" portion of Table 3:

B-[6]2	Old Columbia Pike	White Oak Shopping Center to Paint Branch	80'	2	Sidewalk improvements recommended
B-[7]3	Elton Road	New Hampshire Avenue to Prince George's County line	80'	[2]4	Existing
B-4	<u>Hillwood Drive</u>	<u>US 29 to 500 feet east</u>	<u>80'</u>	4	<u>Existing</u>
B-[9]5	Vital Way	Randolph Road to New Hampshire Avenue	70'	2	Implement streetscape im- provements, including curb, sidewalk, and street trees
[B-10 [ [	<u>Lockwood Drive</u>	<u>400 feet west of New Hampshire</u> <u>Avenue to the east side of the</u> <u>White Oak Shopping Center</u>	<u>80'</u>	4	<u>Sidewalk]</u> <u>improvements]</u> <u>recommended]</u>

Page 56: Amend the following lines in the "Primary Residential Roads" portion of Table 3:

P-10	Cannon Road	New Hampshire Avenue to [approximately 200 feet east of] Broadmore Road	70'	2	Existing
P-12	<u>Jackson Road</u>	<u>New Hampshire Avenue</u> <u>to Paint Branch Park</u>	<u>70'</u>	2	<u>Bikeway and sidewalk</u> <u>improvements recommended</u>
P-14	Schindler [Lane] Drive	Crest Park Drive to New Hampshire Avenue	70'	2	Existing

Page 57: Wherever "DPW&T" appears, replace with "SHA and DPW&T."

Page 60: Add the last sentence of the second paragraph under "Pedestrian Circulation":

This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

Pages 61 through 63: Change the title of Table 4 to read:

[PROPOSED SIDEWALKS AND] PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR CONSIDERATION IN WHITE OAK

Page 61: Amend the length of the Randolph Road sidewalk to read:

under 100 [500] feet

Page 62: Delete the “\*\*\*” notation after La Grande Road and Burnt Mills Avenue.

Page 62: Amend Table 4 as follows:

Crosswalk at Jackson Road  
and New Hampshire Avenue

[Relocate] Evaluate relocation to the  
north side of the intersection along with  
pedestrian-activated signal

Crosswalk at Lockwood Drive  
and US 29

[Should be located] Evaluate location  
on the north side of intersection

Page 63: Delete footnote marked by “\*\*\*”.

Page 63: Amend the first sentence of the third bulleted paragraph to read:

- SHA and DPW&T should study relocating [Relocate] the pedestrian-activated signal and crosswalk at Jackson Road and New Hampshire Avenue to the north side of the intersection.

Page 64: Replace “Colesville Road” in the second bulleted paragraph with “Columbia Pike.”

Page 64: Amend the last phrase in the third sentence of the second paragraph under “Bikeway Network” to read:

... Class III is an on-street route shared by motor vehicles[,] and bicycles [and/or pedestrians] and designated by signing only.

Page 65: Revise Figure 27 to reflect changes in Table 5.

Page 66: Amend the first sentence of the second bulleted recommendation to read:

- Designate a Class III bikeway along New Hampshire Avenue between the Beltway and Randolph Road (PB-24), with the option of designating a Class I facility between Powder Mill Road and Lockwood Drive, to be determined after further study.

Page 66: Amend the fourth bulleted recommendation to read:

- Build a Class I bikeway [on the east side of] from New Hampshire Avenue [between Valley Brook Drive and Jackson Road, and continue the Class I facility] along the north side of Jackson Road to connect with the Martin Luther King, Jr. Recreational Park trail [(PB-30)] (EB-9).

Page 67: Amend the following lines in Table 5. "Bikeway Classifications," as follows:

PB-24	New Hampshire Avenue	Capital Beltway to Randolph Road	III	<u>Proposed; Class I or III between Powder Mill Road and Lockwood Drive</u>
PB-27	Lockwood Drive	Stewart Lane to US 29	<u>I/II, III</u>	<u>Proposed Class III on Lockwood Drive through White Oak Commercial Center, Class II from Stewart Lane to White Oak Commercial Center, and Class I or II from White Oak Commercial Center to US 29.</u>
[PB-30	New Hampshire Avenue	Valley Brook Drive to Jackson Road along east side of New Hampshire Avenue	I	Proposed]
[				]
[				]
[				]

Page 68: After Table 5. add the following new section:

DELETIONS FROM THE 1981 PLAN

The following items were recommended by the 1981 Plan but are not included in this Master Plan:

- (1) New Road (B-7), New Hampshire Avenue to US 29.
- (2) Proposed Park and Ride Lot, northeast quadrant of US 29/New Hampshire Avenue.
- (3) Springbrook Drive Class III Bikeway (P-51), Northwest Branch to New Hampshire Avenue.
- (4) Naval Surface Weapons Center Access Bikeway (P-7), Capital Beltway to US 29.

Page 70: In the first paragraph, delete the last sentence which reads:

[Nevertheless, there is a public perception that there are unmet needs and that future demand will require future expansion of the White Oak Library.]

Page 70: Amend the first bullet, sixth sentence to read:

When the Milestone Drive properties develop, the new residential roads should be designed so that the library is accessible from the residential street.

Page 70: Delete the second bullet which reads:

- [• Encourage mobile library services to community centers and to shopping centers. Programs such as the Bookmobile are very popular and should be encouraged. Storefront library annexes in the shopping centers have proven to be very popular in eastern Montgomery County communities and should be provided in addition to the local library if funds become available.]

Page 72: Revise the language in the first bullet as follows:

Provide a new community recreation center [in the vicinity of April and Stewart Lanes.] in a location central to the community and, if possible, within walking distance of the higher density housing in the White Oak community. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Park and Planning should study the possibility of incorporating a community recreation center into their plans for development of the April-Stewart Lane Park. The Preliminary Draft of the Department of Recreation Community Recreation Facilities Long Range Plan, 1994, recommends a facility for a population of 30,000. These standards indicate the need for a community recreation center in the White Oak Master Plan area in addition to the proposed East County Recreation Center. [Ideally, this center should be located in the April-Stewart Lane vicinity where there are approximately 3,300 multifamily units within a half-mile radius that do not have a recreation facility or center within walking distance. The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Park and Planning should study the possibility of incorporating a community recreation center into their plans for development of the April-Stewart Lane Park.]

Page 72: Modify the first sentence of the second bullet as follows:

Evaluate the potential to expand and improve the recreation facilities at Colesville, [and] Hillandale, and Pilgrim Hill Local Parks.

Page 72: delete third bullet:

- [• Promote after school “drop-in” programs in the community recreation centers that provide tutoring and activities for children and youth.]

Page 72: Modify the first two sentences in the last bullet on the page as follows:

- Consider reuse of the Colesville school building and the former Board of Education bus depot property (approximately two acres in size) [and building] for historic educational purposes and community meeting space [when the bus depot is relocated]. The Montgomery County Public Schools bus depot, located on East Randolph Road, has [will eventually] relocated to West\*Farm Industrial Park.

Page 73: In the last paragraph, modify the second sentence as follows:

The County Department of Health and Human Services [Family Resources]...

Page 74: Modify the first sentence under "Housing and Services for Special Populations" as follows:

"CHI (formerly known as Centers for the Handicapped) is located in the closed Hillandale Elementary School building and [The Hillandale Center for the Handicapped] is a unique resource..."

Page 74: Revise the first paragraph under public safety as follows:

An increasing concern within the communities of the White Oak Master Plan area is crime, as it is throughout the County. The White Oak Master Plan area is currently covered by the Wheaton and Silver Spring police station districts. The Montgomery County Police Department's 1993 Strategic Plan's recommendations include the establishment of a satellite facility in the White Oak Master Plan area as staffing and facilities become available. In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising Police District and Police Beat boundaries and is considering placing the entire Master Plan area within one Police District if it is determined it will enhance the delivery of law enforcement services to the community. Police District and Beat boundaries are expected to change during the life of this Master Plan in response to community and crime issues. [In 1993 the Montgomery County Department of Police developed a strategic implementation plan called *Transition to Community Policing*. This Plan calls for the establishment of a satellite facility in the White Oak Master Plan area in the next two to three years as staffing the facilities become available. It also recommends strategies to increase community involvement in public awareness programs, coordination in problem solving, and lines of communication to better respond to community needs and concerns.]

Page 74: Change the last paragraph as follows:

[There are] Fire and rescue service is provided to the White Oak area from two Hillandale Volunteer Fire Department [fire] stations, [located in the Master Plan area.] [Hillandale Fire/Rescue] Station [#]24 is located at 13216 New Hampshire Avenue, and [Hillandale Fire/Rescue] Station [#]12 is located at 10617 New Hampshire Avenue. [These stations are part of the Department of Fire Rescue Services US 29 Corridor Fire-Rescue Planning Area. Fire station service areas are dictated by service response times and equipment needed. Station #12 has been renovated to provide female lavatory and dormitory space, upgraded fire alarm and emergency electrical system, and accessibility modifications to meet The American with Disabilities Act (ADA) requirements. Both stations are programmed for roof replacement. According to the County's 1993 Master Plan for Fire, Rescue, and Emergency Medical Services, these] Both stations have had recent renovations and are [anticipated] expected to remain functional through the year 2005. [An increased need for emergency

medical services is expected in the future due to the population forecast of increasing numbers of younger and older citizens in the region. The relocated Burtonsville Fire Station #15 will help to meet the future needs of the area with upgraded ambulance service.] When needed, additional fire and rescue coverage for the area is provided by the Silver Spring Volunteer Fire Department, the Burtonsville Volunteer Fire Department, the Takoma Park Volunteer Fire Department, and the Wheaton Rescue Squad.

Page 75: Delete both sections on this page entitled "Recommendations".

Page 75: Revise the paragraph under the heading POST OFFICE as follows:

The Colesville Branch Post Office serves the White Oak Master Plan area and portions of other adjacent planning areas and is located at 13217 New Hampshire Avenue. [It is a small facility and provides public services (post office boxes, sale of stamps, mailing of packages, etc.), but parking is limited and the lot is frequently congested. There is insufficient land to provide additional parking spaces.] This facility provides such public services as post office boxes, stamp sales, and mailing of packages. The United States Postal Service's decision to relocate carrier operations to a new facility in Fairland permits substantial improvements to parking and public access to this post office. Those improvements are being implemented.

Page 76: Modify the second paragraph as follows:

In May 1995 the County Council voted not to fund the construction of a new elementary school in the Sherwood Cluster; however, the Council provided funding in FY97 for the exploration of Sherwood elementary space solutions, including the possibilities of either a new facility or boundary changes. [As a result, a] All elementary school boundaries in Sherwood Cluster [, Springbrook Cluster, and Paint Branch Cluster] are being reevaluated for possible implementation in September 1997, [1996] which may also impact elementary school boundaries in Springbrook Cluster and Paint Branch Cluster.

Page 76: Modify the third paragraph as follows:

A new high school is planned to open in fall 1998 [or 1999 (depending on availability of funds)] in the northeast area of the County on Norwood Road at Johnson Road (Cloverly Master Plan area). This will change Springbrook Cluster, Paint Branch Cluster, and Sherwood Cluster boundaries and may reassign elementary and/or middle schools. An alternative boundary plan is being finalized for this area which will also impact high school assignments. [A Controlled Boundary Plan is currently under consideration for Springbrook High School, Paint Branch High School, and the new northeast High School.]

Page 76: Last paragraph. Modify the third sentence as follows:

There are [six] seven existing or proposed local parks in the White Oak Planning Area: April-Stewart Lane, Valley Mill,...

Page 80: Modify the status column on Table 6 next to D. and F. to delete the word "proposed" and replace with/keep the words "currently under study \*".

Page 82: Modify the first sentence on the page as follows:

Potential [C] construction of a paved trail within the Northwest Branch park from Randolph Road to the ICC right of way is currently under study.

Page 87: In the last sentence in the second paragraph change 1995 to 1996 ( the date a report was issued.)

Page 87: Insert the following paragraphs prior to the last paragraph on the page:

In Eastern Montgomery County, a system of management categories that recognize the sensitivity of stream resources and the intensity of existing or planned land uses was developed to focus the master plan on those areas where land use decisions are critical to environmental protection. This system (as described in more detail in the 1996 technical report Environmental Resources: Eastern Montgomery County Master Plans) is now seen as a prototype for a similar system that is being refined and documented for county-wide application.

A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the types of management tools available to protect or restore each watershed. The management categories as presently envisioned roughly coincide with those defined in the Eastern Montgomery County master plans. The CSPS will provide a consistent process for identifying stream preservation, protection, and restoration needs county-wide.

The Montgomery County Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority rankings as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPS categorization of subwatersheds and related management tools should be completed by early 1997. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPS. This Master Plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPS is completed.

Until such recommendations are made, the prototypical categories (as described below) will be used for this and other plans in eastern Montgomery County. The categories include



Environmental Restoration Areas, Regular Protection Areas, Special Protection Areas and Environmental Preservation Areas.

Page 90: Modify the first sentence on the page as follows:

The Special Protection Area designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, [and] extraordinary best management practices, and monitoring requirements.

Page 90: Delete the second and third paragraphs. (These paragraphs were moved to page 87 - see insert above).

Page 92: Insert the following text after the first bullet:

The Planning Board has submitted an environmental overlay zone to the County Council that would follow the Special Protection Area (SPA) boundaries identified in this Plan. The zone as proposed would limit imperviousness levels for new development and place restrictions on special exception uses. The zone will only go into effect if adopted by the County Council and if applied by a zoning map amendment.

Pages 92-94: Delete the last bullet on the bottom of page 92 (which continues onto page 94):

- [• Create an environmental overlay zone for the upper Paint Branch watershed that follows the SPA boundaries. The overlay zone should have the following components:
  - Maximum site imperviousness of 10 percent for all new development as required in the SPA.
  - Prohibit or place conditions on permitted and specific special exception uses that create unacceptable adverse impacts on the resources of the Paint Branch.
  - No site imperviousness cap for occupied single-family residential uses.]

Page 93: Modify the map to show the correct watershed boundary line for the Little Paint Branch Stream Valley.

Page 94: Modify the first sentence in the first bullet as follows:

- Acquisition of [Acquire] the Forster Property as public parkland, which was completed as this Plan was finalized, will [to] reduce ultimate watershed imperviousness in the upper Paint Branch.

Page 94: Modify the last three sentences in the third bullet as follows:

Continue M-NCPPC support for and participation in the Department of Environmental Protection efforts for the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland. Minimize impacts to park resources [for] from stormwater retrofit/water quality improvement projects already approved by M-NCPPC (the Park Commission) through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.

Page 94: Modify the fifth sentence in the last paragraph as follows:

This designation indicates that the stream is stocked [each summer] with adult trout for [catch-and-release fishing] put and take, and therefore the water quality protection criteria are slightly less stringent than for a natural trout stream.

Page 95: Modify the second bullet as follows:

- Continue M-NCPPC support for and participation in the Department of Environmental Protection efforts to provide stormwater management retrofits, stream valley restoration, and appropriate stormwater management facilities in coordination with the Anacostia Watershed Restoration Program. Continue the process of examining sites within and outside the park system for stormwater retrofit, water quality improvement, and stream channel restoration projects to ensure that the most beneficial options are explored and that the watershed restoration potential is weighed against potential impacts to parkland. Minimize impacts to park resources from stormwater retrofit/water quality improvement projects in the Anacostia Retrofit Program already approved by M-NCPPC (the Park Commission) through coordination and review by DEP and Department of Park and Planning staff, consulting engineers, and citizens. Review any future proposals under the hierarchy of avoidance, minimization, mitigation, and compensation for park impacts, while supporting necessary actions to restore degraded aquatic habitats.

Page 96: Add the following language to the second full paragraph in the following location:

When this is not possible, required planting may be done off-site, preferably within the same watershed. The M-NCPPC is preparing a county-wide forest resource inventory and conservation plan that identifies priority areas for reforestation.

Page 97-98: Modify the sentence that begins at the bottom of page 97 and continues onto page 98 as follows:

WSSC has determined that there is a need for additional water storage in the Colesville pressure zone and has selected [is currently considering] a site on property it owns in the Fairland planning area [in the West\*Farm Technology Park].

Page 98: Insert the following language before the heading "Objective"

As is the case for several down-county master plan areas, the vast majority of the White Oak Master Plan Area is currently designated as categories W-1 and S-1. (W-1 and S-1 indicate that public service exists or is available). There are three exceptions, as follows:

1) The eastern part of the Naval Surface Warfare Center site, currently designated as W-1 and S-4. (S-4 indicates that public sewer service is anticipated to be provided within a three-to six-year period). Although within the White Oak Master Plan area, this part of the site is located in the Fairland planning area.

2) The southern part of the Forster Property at the intersection of New Hampshire Avenue and Cape May Road, currently designated as W-1 and S-5 with conditional approval for S-3. (S-5 indicates that public sewer service is anticipated to be provided within a seven-to ten-year period and requires the installation of dry sewers; S-3 indicates that public service will be provided generally within two years). The Forster Property has been purchased by the County. The majority of the site is located within the Cloverly Master Plan Area.

3) Part of the Upper Paint Branch Stream Valley Park adjacent to the Forster property, currently designated as W-1 and S-6. (S-6 indicated that public sewer service is not anticipated to be provided within ten years). The majority of the specific property is located within the Cloverly Master Plan Area.

Rather than process a separate comprehensive amendment for the White Oak Master Plan, category changes for the preceding sites should be addressed through comprehensive water and sewer map amendments for the adjacent Cloverly and Fairland Master Plans that will be prepared cooperatively by DEP and M-NCPPC after Council adoption of the Master Plans.

Page 100: Revise Figure 35 to show designations and to convey the actions of the District Council.

Page 102: Insert the following language after the heading "Sites Recommended for Designation on the *Master Plan For Historic Preservation*":

#33/12	<u>Colesville School</u>	<u>14015 New Hampshire Avenue</u>	<u>This school is one of a few extant school buildings erected during the 1920s and has strong associations with the beginnings of the County's modern school system. During the 1920s, the County initiated major reforms of the public education system by consolidating outdated rural one room schools and constructing new facilities to modernize the school system and to accommodate the mushrooming growth of the County. Colesville Elementary School exemplifies this new style brick school building that replaced nearby one- and two-room frame structures as the County matured and expanded in the 1920s. The environmental setting is the footprint of the historic building.</u>	<u>Split Vote</u>	<u>Yes</u> <u>3-3</u>
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Page 103: Delete the following language from the description of site #33/24 "Colesville (Smithville) Colored School":

[Although converted to a bus depot storage facility.]

Page 104: Modify the description of site #33/8 as follows:

#33/8	<u>Springbrook Historic District</u> [(John T. Bean House)]	Multiple [400 Warren-ton Drive]	This subdivision, largely developed between 1940 and 1955, helps document the rapid transformation of Montgomery County from an agrarian region to a major suburb of Washington, D.C. during the mid-twentieth century. [The <u>One significant property in the potential district is the Bean House, the 1903 Foursquare Colonial Revival farmhouse at the center of the land that became Springbrook Estates. [is highly representative of what was considered a large, fashionable farmhouse in the early twentieth century.]</u> Since 1952, the house has been the residence of the Lee family and has important associations with the productive life and career of [E.] Blair Lee III. [who served in both houses of the state legislature, was a member of the cabinet, and was acting governor during his years of residency at the Bean House between 1952 and 1985.]	Deferred until adequate time has passed to assure adequate historical perspective of the <u>district and/or any individual resource within the district.</u>
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Page 104: Delete the description of site #33/12 "Colesville School" from this page and add it to Page 102.



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

6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB No.97-04

M-NCPPC NO. 97-08

**RESOLUTION**

**WHEREAS**, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

**WHEREAS**, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 28, 1995, on the Public Hearing (Preliminary) Draft White Oak Master Plan, being also an amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981*, as amended; the *Master Plan for Kemp Mill-Four Corners and Vicinity, 1967*, as amended; the *Master Plan for the Communities of Kensington-Wheaton, 1989*, as amended; *The Master Plan of Bikeways, 1978*, as amended; *The Master Plan of Historic Preservation, 1979*, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties, 1964*, as amended; and *The Master Plan of Highways within Montgomery County*, as amended; and

**WHEREAS**, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 25, 1996, approved the Planning Board (Final) Draft White Oak Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

**WHEREAS**, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft White Oak Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 13, 1996; and

**WHEREAS**, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on October 22, 1996, wherein testimony was received concerning the Planning Board (Final) Draft White Oak Master Plan; and

**WHEREAS**, the District Council, on January 21, 1997, approved the Planning Board (Final) Draft White Oak Master Plan subject to modifications and revisions set forth in Resolution No.13-778.

Page 105: Add to the end of the first paragraph under "Special Studies":

Evaluate the future need for a traffic signal at the Randolph Road/Vital Way intersection.

Pages 106-107: Delete the columns entitles "Implementing Agency" and "Estimated Cost."

Page 106: Amend the second item under "Transportation" to read:

[Commercial Business District Street][Improvements on New Hampshire Avenue and Randolph Road through commercial centers when new development or road improvements are done - [special pavement at] safe pedestrian crossings, landscaping, street lighting, sidewalk improvements.

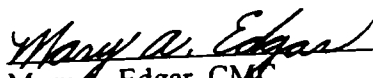
Page 106: Delete the fifth and sixth items under "Transportation."

Page 106: Delete the references to Class II and Class III bikeways in the tenth sentence.

General

1. The Executive and the Planning Board will work together toward the eventual adoption of guidelines for the Design Standards for Roadways acknowledging that Design Standard MC-214.07 is preferred on major highways as they pass through commercial districts and that Design Standard MC-214.04 is preferred on arterials as they pass through commercial districts.
2. All figures and tables are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft White Oak Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. Prior to final printing of the Plan, it should be reevaluated to determine whether any changes are necessary to reflect the status of the pending FDA project. All identifying references pertain to the Planning Board (Final) Draft White Oak Master Plan, dated July 1996.

This is a correct copy of Council action.

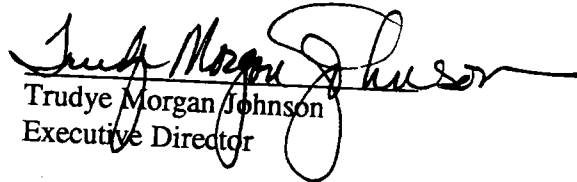
  
Mary A. Edgar, CMC  
Acting Secretary of the Council

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said White Oak Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No. 13-778 and

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

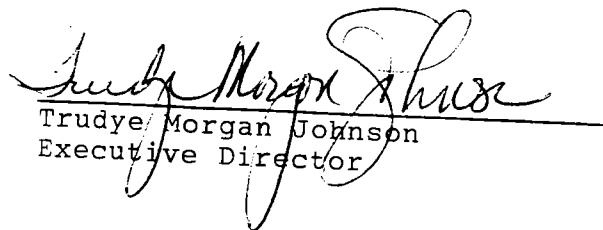
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This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Holmes, with Commissioners Baptiste, Holmes, Hussmann, and Richardson voting in favor of the motion, and Commissioner Aron being absent, at its regular meeting held on Thursday, February 20, 1997, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
Executive Director

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This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Holmes, with Commissioners Aron, Baptiste, Brown, Boone, Dabney, Hewlett, Holmes, Hussmann, and McNeill voting in favor of the motion, and with Commissioner Richardson being absent at its regular meeting held on Wednesday, March 19, 1997, in Riverdale, Maryland.

  
Trudye Morgan Johnson  
Executive Director