APPENDICES

BACKGROUND

The following master plans were amended by this Aspen Hill Master Plan:

- 1980 Olney Master Plan -

  The 1980 Olney Master Plan included the right-of-way for the former relocated Muncaster Mill Road, Muncaster Mill Road and the land in between that was part of the 1970 Aspen Hill Master Plan. The inclusion of this land within this Aspen Hill Master Plan reestablishes the 1970 planning area boundaries. The Aspen Hill Master Plan recommends the former Relocated Muncaster Mill right-of-way should not be used for transportation purposes, but for residential purposes. If Muncaster Mill Road is later reclassified to an arterial, the road classification would be amended in the Olney Master Plan also.

  The Olney Master Plan was also amended to allow the evaluation of the Norbeck Colored School as a historic site.

- Eastern Montgomery Master Plan

  The Eastern Montgomery Master Plan was amended to include in Aspen Hill the portion of the Northwest Branch Regional Park that originally was in the 1970 Aspen Hill Master Plan. There are no changes in land use or zoning from the Eastern Montgomery County Master Plan.

- The Upper Rock Creek Master Plan

  The Upper Rock Creek Master Plan was amended so the boundaries between the Aspen Hill and Upper Rock Creek planning areas would conform with the 1985 Upper Rock Creek Master Plan Amendment. The portion of Lake Bernard Frank that was originally in the 1970 Aspen Hill Master Plan was included in this Aspen Hill Master Plan. There are no changes in land use or zoning from the Upper Rock Creek Master Plan.

- Kensington-Wheaton Master Plan

  The amendment includes all of the right-of-way for the former Rockville Facility and the Matthew Henson State Park. The Aspen Hill Master Plan recommends the former right-of-way for the former Rockville Facility should not be used for general transportation purposes. It recommends that the former Rockville Facility be a park/greenway.

  The Kensington-Wheaton Master Plan was amended to recommend simultaneous evaluation of roads, Rippling Brook Drive, the former Atwood Road and Alderton Lane, that are common to the Aspen Hill and Kensington-Wheaton Planning Areas across the former Rockville Facility. The Aspen Hill Master Plan repeats the Kensington-Wheaton Master Plan recommendation for Rippling Brook Drive.

  The Kensington-Wheaton Master Plan was amended to recommend the Matthew Henson State Park as a potential archaeological area.

The last three amendments also facilitated a bikeway recommendation to connect Rock Creek Park to Northwest Branch Park.

Table 8

Selected Population and Housing Characteristics, Aspen Hill, MD: 1990

TOTAL POPULATION: 54,612

SEX	
Male	25,255
Female	29,347
AGE	
Under 5 years	3,378
5 to 17 years	7,440
18 to 20 years	1,932
21 to 24 years	3,312
25 to 44 years	17,916
45 to 54 years	6,298
55 to 59 years	2,891
60 to 64 years	2,751
65 to 74 years	4,810
75 to 84 years	3,076
85 years and over	808
Median age	37.6
Under 18 years	10,818
Percent of total population	19.8
65 years and over	8,694
Percent of total population	15.9

HOUSEHOLDS BY TYPE	
Total households	21,665
Family households (families)	14,692
Married-couple families	11,783
Percent of total households	54.4
Other family, male householder	624
Other family, female householder	2,285
Nonfamily households	6,973
Percent of total households	32.2
Householder living alone	5,446
Householder 65 years and over	2,855
Persons living in households	54,313
Persons per household	2.51
GROUP QUARTERS	
Persons living in group quarters	299
Institutionalized persons	268
Other persons in group quarters	31

RACE AND HISPANIC ORIGIN	
White	40,734
Percent of total population	74.6
Black	7,580
Percent of total population	13.9
American Indian, Eskimo, or Aleut	177
Percent of total population	0.3
Asian or Pacific Islander	4,787
Percent of total population	8.8
Other	1,334
Percent of total population	2.4
Hispanic origin (of any race)	4,048
Percent of total population	7.4

Table 8 (Cont'd.)

TOTAL POPULATION: 54,612

OCCUPANCY AND TENURE	
Occupied housing units	21,665
Owner-occupied	14,898
Percent owner-occupied	68.8
Renter-occupied	6,767
Vacant housing units	1,104
For seasonal, recreational, or occasional use	132
Homeowner vacancy rate (percent)	2.03
Rental vacancy rate (percent)	5.67
Persons per owner-occupied unit	2.53
Persons per renter-occupied unit	2.46
Units with over 1 person per room	760
UNITS IN STRUCTURE	
1-unit, detached	9,542
1-unit, attached	3,873
2 to 4 units	305
5 to 9 units	1,249
10 or more units	7,693
Mobile home, trailer, other	107

VALUE	
Specified owner-occupied units	
Less than $50,000	75
$50,000 to $99,999	397
$100,000 to $149,999	2,659
$150,000 to $199,999	3,917
$200,000 to $299,999	2,807
$300,000 or more	1,288
Median (dollars)	$181,153
CONTRACT RENT	
Specified renter-occupied units paying cash rent	
Less than $250	299
$250 to $499	650
$500 to $749	3,059
$750 to $999	2,203
$1,000 or more	389
Median (dollars)	$685

RACE AND HISPANIC ORIGIN OF HOUSEHOLDER	
Occupied housing units	
White	17,233
Percent of occupied units	79.5
Black	2,709
Percent of occupied units	12.5
American Indian, Eskimo, or Aleut	66
Percent of occupied units	0.3
Asian or Pacific Islander	1,336
Percent of occupied units	6.2
Other race	321
Percent of occupied units	1.5
Hispanic origin (of any race)	1,103
Percent of occupied units	5.1

Source: U. S. Census Bureau, 1990 Census of Population and Housing, Summary Tape File 1A. Prepared by Montgomery County Planning Department, Research and Information Systems Division.

Table 9

SELECTED SOCIAL, EMPLOYMENT, COMMUTING AND INCOME CHARACTERISTICS

ASPEN HILL, MD: 1990

Percent in Same House in 1985 *(Persons 5 years and over)*	50.6%
Number of Workers *(Persons 16 years and over)*	29,932
Percent Female Labor Force Participation	60.1%
Percent of Women That Are Employed with Children *<6 Years Old*	72.7%
Work Location *(Workers 16 years and over)*	
In Maryland:	
Montgomery County	63.3%
Outside County	8.7%
Outside Maryland	27.5%
Means of Transportation to Work *(Workers 16 years and over)*	
Car, Truck, or Van	
Drove alone	70.5%
Carpooled	14.2%
Public Transportation	11.2%
Other Means	1.3%
Worked at Home	2.8%
1989 Median Household Income	$51,094
Percent with Graduate Degrees *(Persons 25 years and over)*	18.1%

Source: U.S. Census Bureau, 1990 Census of Population and Housing, Summary Tape File 3A. Prepared by Montgomery County Planning Department, Research and Information Systems Division.

LAND USE

EUCLIDEAN AND FLOATING ZONES

Master plans adopted in Montgomery County since 1971 designate a base "Euclidean" zone for every parcel and indicate for some parcels an appropriate floating zone, which allows somewhat different development and sets a higher limit on the intensity of development than the base zone. Euclidean zones contain rigid requirements, such as lot size, setbacks and height limits. Except when developed under the cluster option, the entire land area will be divided into approximately equal size lots.

Euclidean zones may be applied to an entire area by the County Council in a comprehensive rezoning following a master plan study. Piecemeal requests for Euclidean rezonings may be granted only upon a showing that there has been a change in the character of the neighborhood since the last comprehensive rezoning or there was a mistake in that comprehensive rezoning.

Floating zones have more flexible development standards, but they may be approved by the County Council only upon a finding that the development will be compatible with surrounding land uses and is in accord with the purpose clause of the zone. In all floating zones, development can only occur in accordance with a detailed site plan approved by the Planning Board.

The practice of following a master plan with a comprehensive rezoning through a sectional map amendment is a safeguard against piecemeal Euclidean rezonings which could, themselves, establish a precedent for even more rezonings. The comprehensive rezoning establishes the base against which "change or mistake" will be measured. Since the comprehensive rezoning conforms to the master plan and floating zones cannot be considered changes in the character of the neighborhood, there is a strong safeguard against future Euclidean rezoning. This is an important element in assuring the stability of the area.

TRANSFERABLE DEVELOPMENT RIGHTS (TDR's)

This Plan designates parcels of land as suitable for Transferable Development Rights (TDR's) receiving areas. Receiving areas are permitted to develop to a specified density greater than that designated by the base zoning density.

The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a "sending area". Transferable Development Rights is a method of preserving agricultural land. Owners of agricultural land sell "development rights" from their land.

The zoning density in a receiving area may not be increased by TDR's beyond the density recommended by the land use plan. A request to utilize development rights on a property within a receiving area is submitted in the form of a preliminary plan of subdivision. The preliminary plan of subdivision must normally include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

A property development with TDR's must provide Moderately Priced Dwelling Units (MPDU's) in accord with the Montgomery County Code. The MPDU requirement is calculated on the total dwelling unit count, including TDR units. Additional TDR's do not have to be purchased to exercise the MPDU bonus. Development with TDR's must conform to the standards of the planned development zone nearest, but not higher, in density to the TDR density shown on a master plan. Table 10 shows the Euclidean zone closest to the maximum TDR density.

Table 10

TRANSFERABLE DEVELOPMENT RIGHTS EQUIVALENT ZONE DENSITIES

	RE-2/ TDR	RE-2C/ TDR	RE-1/ TDR	R-200/ TDR	R-150/ TDR	R-90/ TDR	R-60/ TDR
Maximum density of development	4	2	2	11	3	9	15
Closest Zone (density)	R-90 (3.6)	R-200 (2)	R-200 (2)	RT-12.5 (12.5)	R-150 (2.6)	RT-8 (8)	R-30 (14.5)
Based on cluster standards				R-40 (10.9)			

This Plan recommends an amendment to the maximum density of development for R-150/TDR. The maximum density for the R-150 zone would be raised from 3 to 6. The Implementation chapter provides a discussion of this recommendation.

MODERATELY PRICED DWELLING UNIT (MPDU)

When consulting this Plan, it is important to note that on any given property, the residential densities and allowable types of dwelling units shown may be modified by the requirements of the Montgomery County Moderately Priced Dwelling Unit (MPDU) Ordinance. This ordinance is designed to ensure that new development includes some housing that is affordable by households of modest means. It applies to any residential development of 50 or more dwelling units that is constructed in any residential zone with a minimum lot size of a half-acre or less or in any planned development, mixed-use zone.

A portion of the units in any such development must be MPDU's. The prices of such units are controlled and the buyers or renters are subject to limitations on maximum income. The required number of MPDU's is based on the total number of dwelling units approved for the development. Effective in early 1989, the percentage ranges from 12.5 percent to 15 percent of the total number of dwelling units and is dependent on the level of density increase achieved on the site in question.

This density increase, or "MPDU bonus," is allowed as compensation for requiring some below-market rate housing. The bonus may be no more than 22 percent above the normal density of the zone, according to the optional MPDU development standards in the Zoning Ordinance. In some zones, these standards also provide for smaller lot sizes and dwelling types than would be allowed otherwise. For example, the density of a subdivision in the R-200 zone is normally two units per acre, the minimum lot size is 20,000 square feet, and only single-family, detached houses are permitted. In a subdivision developed according to MPDU standards, the maximum density may be as much as 2.44 units per acre, the lot size for a detached house may be as small as 6,000 square feet and some units may be townhouses or other types of attached dwelling units.

PRODUCTIVITY HOUSING

This Plan designates sites as suitable for the Productivity Housing program. This program is designed to ensure that affordable housing is provided for households with incomes at or below the area-wide median income. Through the special exception process, productivity housing would be considered on sites in those areas of the County having less than the County-wide average of housing priced at and below Productivity Housing levels. Under this program, six pilot projects may be developed within the County. This program is scheduled to end in 1996.

Productivity Housing is currently allowed by special exception in the RE-2, RE-2C and RE-1 zones, the I-1, I-3 and I-4 zones and the C-1, C-2, C-3 and C-4 zones. This special exception review process is somewhat unique in that the County Council will make the ultimate decision, in a process that is similar to a zoning case. To protect the wedge character of the large-lot development in the residential area, close scrutiny will be given to the special exceptions application to prohibit excessive clustering of Productivity Housing units in any one area of the County.

Generally, a Productivity Housing project may be developed on a site of 25 acres or less with a maximum of four dwelling units to the acre. Properties that have Use III or IV streams, as classified by the Maryland Department of the Environment, would not be considered for this program. Any development under this program would be required to use public water and sewer as a precondition of construction. Also, it must meet the development standards of the applicable commercial or industrial zones concerning minimum setbacks, green area, maximum height, lot coverage and floor area ratio. In the residential zones, the development must meet the R-60 cluster requirements of the Zoning Ordinance.

TRANSIT, BICYCLE AND PEDESTRIAN-ORIENTED NEIGHBORHOOD STUDY

The Urban Design Division is currently conducting a Transit, Bicycle and Pedestrian-Oriented Neighborhood study. This study attempts to identify planning principles through the analysis of prototypical historic, local and contemporary neighborhoods.

Elements have been identified that encourage the use of transit and reduce dependence on the automobile. These elements are intended to establish a set of planning principles that would foster the creation of neighborhoods providing an identifiable center for community life and improving pedestrian-oriented planning. They include the following:

1. Create an Identifiable Center for Each Neighborhood

   An identifiable center with transit access, a mix of uses and civic open space to create a focus for each neighborhood.

2. Provide a Mix of Uses

   Retail shops, offices, residences and community facilities, such as parks and schools, are elements that foster a sense of community and encourage interaction among workers and residents. Locating this mix of uses within walking distance of all portions of a neighborhood will increase pedestrian orientation.

3. Establish an Interconnected System of Streets

   An interconnected system of streets within neighborhoods will provide more direct access for pedestrians, bicyclists and vehicles to all areas of the neighborhood, including transit stops, civic spaces, employment areas and residences. This system of local streets also needs to be connected with the roadway and transitway networks that provide access to other neighborhoods. Major highways should not pass through the center of a neighborhood to reduce conflicts among pedestrians and local vehicular circulation with through traffic.

4. Provide a Diversity of Housing Types

   A wide range of housing types, preferably on each block within each neighborhood, should be encouraged to avoid large concentrations of any single type of housing and increase the potential for pedestrian connection between diverse housing types.

5. Provide a Mix of Active and Passive Open Spaces

   A mix of active and passive open space areas should be established within walking distance of all uses to provide opportunities for pedestrians to have access to a wide range of recreational activities within each neighborhood. Active open spaces include large open play fields, local parks, civic space and small recreation

areas. Civic spaces should be located near transit stops. Passive open spaces should be located near the boundaries of neighborhoods to preserve natural features.

6. Street-Oriented Buildings, Transit Routes and Walkways

   Buildings should be clustered along streets within neighborhoods. This approach will facilitate pedestrian movement between buildings and reduce the walking distance between buildings and transit stops located along streets. A safe and attractive neighborhood environment along streets that encourages pedestrian travel along the sidewalk will also be established. The pedestrian system should not rely upon internal pathways through parking areas or rear yards to improve safety and reinforce street-oriented development.

7. Locate Transit Stops Within Walking Distance of Most Activities

   Transit stops should be located within a half-mile walking distance (10 minute walk) of most portions of transit- and pedestrian-oriented neighborhoods.

8. Design the Public Right-of-Way for Streets to Accommodate a Variety of Transportation Modes

   The public right-of-way for local streets in transit- and pedestrian-oriented neighborhoods should accommodate pedestrians, bicyclists and transit vehicles, in addition to other vehicles. Local streets should also provide a sense of place and increase opportunities for social interaction. The public right-of-way for roads including major highways and arterials should give priority to vehicles within the paved roadway while providing for parallel areas for transitways, bikeways and sidewalks.

TRANSPORTATION

TRAFFIC FORECASTING PROCESS

The findings of the transportation analysis and subsequent recommendations are based on a detailed investigation of various land development, highway and transit network alternatives. A combination of computerized and manual techniques were employed to look into the future and determine the source of traffic impacting the roads and streets in Aspen Hill. The analysis identified the overall level of congestion, streets and roads that will experience the most traffic growth in the future, the most congested intersections and the impact of transit improvements on traffic congestion.

Morning Peak Hour Traffic Forecasts

The morning peak hour traffic was simulated using an EMME2/TRAVEL 1 travel demand computer model similar to one that has been used for other master plan analyses in the last few years. The model begins by dividing the entire region plus Frederick, Howard and Carroll Counties into zones. Aspen Hill itself is subdivided to a finer scale of 39 subzones. Projected numbers of households and employees are then assigned to the zones. Depending on the land use, daily trips are calculated. These trips are then distributed from zones originating trips to zones attracting trips. Depending upon the relative travel time and cost by auto vs. transit, walking, bike, etc., trips are proportioned among the modes of travel. Then the daily vehicle trips are reduced to morning peak hour trips. The resulting table of vehicle trips between zones is then

assigned to the street network following minimum time paths. By a computerized "Capacity Restraint" technique, paths in the network slow down as they gather traffic, so the trips are reassigned until all the best paths used between each pair of zones take equal time.

The model is then calibrated by comparing the (1987) base year vehicles using each link with actual 1987 traffic counts. The model is also calibrated at the preliminary trip generation, trip distribution and mode share stages by comparing with surveys taken in Montgomery County during the same time period.

Once the labor-intensive calibration stage was complete and staff were convinced that the model was replicating travel patterns in Aspen Hill, future land use numbers were put in each zone to produce year 2010 estimates of travel in the region, with a focus on Aspen Hill.

Data provided by the model were summarized into both tabular and graphic formats. Computer generated maps of the study area showing levels of congestion on individual streets, sources of traffic on individual streets, the effect of removing particular road segments and many other factors were used extensively in the analysis.

The analyses involved the testing of a wide combination of roadway and transit scenarios, leading to the recommendations previously discussed.

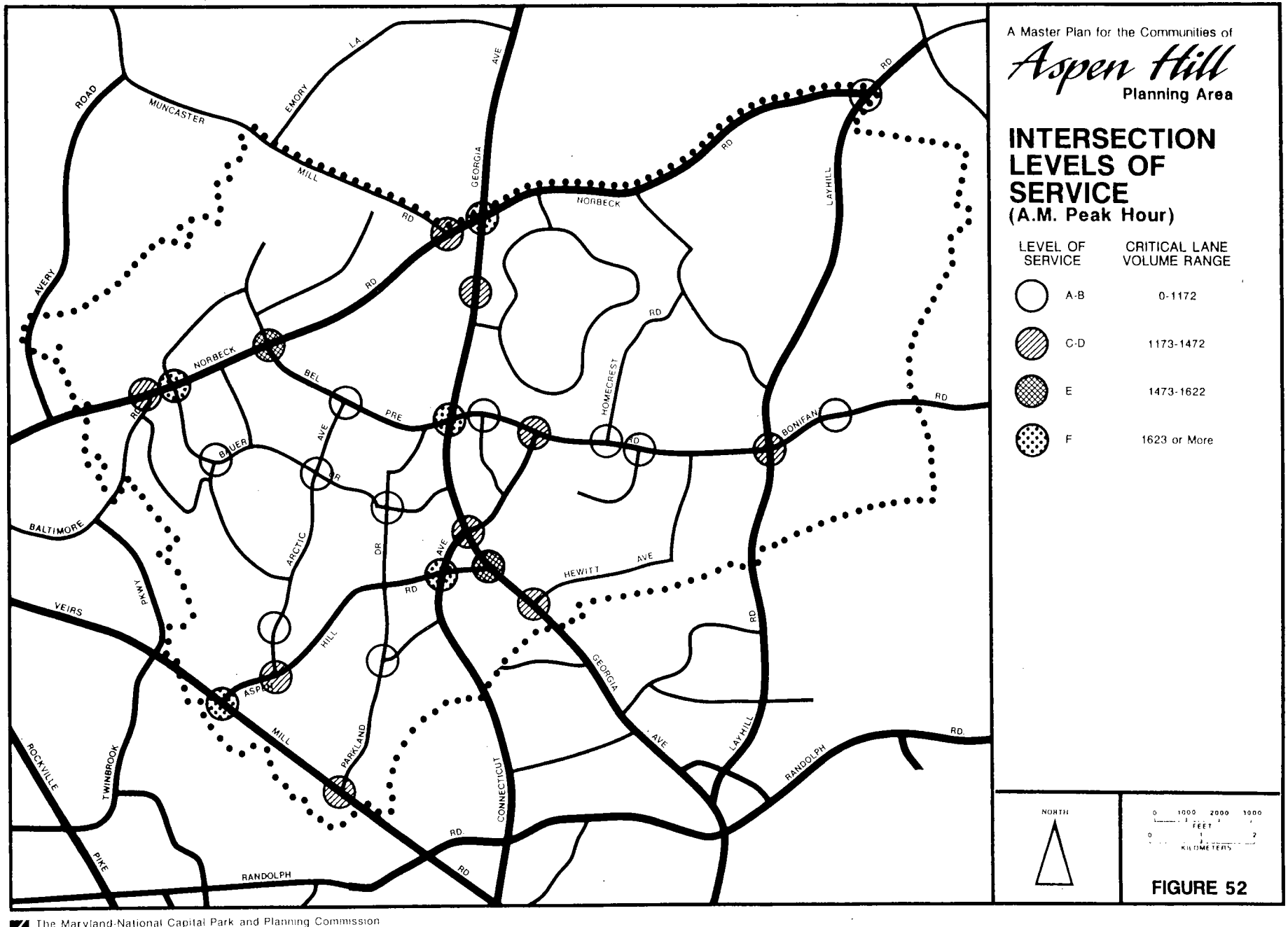
Evening Peak Hour Traffic Forecasts

Evening rush hour traffic is typically more intense than morning rush hour traffic. However, the trip to work plays a larger role in morning traffic and is easier to track. For this reason, travel forecasting has traditionally focused on the morning peak hour. An evening analysis of intersections was added in developing the Plan recommendations.

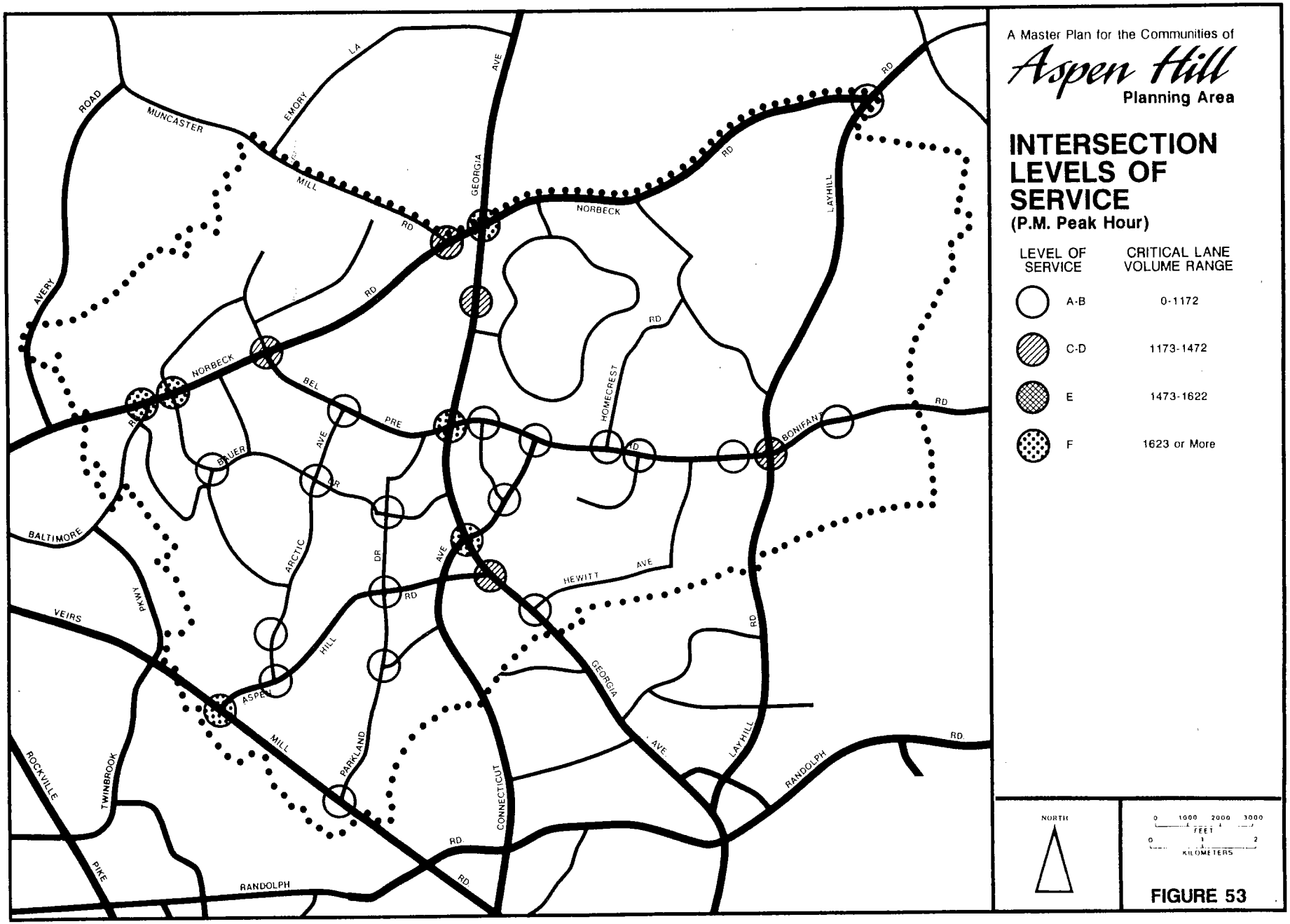
Evening Peak Hour Intersection Analysis

Turning movement counts taken by MCDOT at intersections in Aspen Hill during 1990 and 1991 were analyzed for an indication of how well the intersections were accommodating the traffic demand during the morning and evening peak hours. Peak hour levels of service at those intersections are shown on Figures 52 and 53.

A semi-manual method was developed to estimate future approach volumes and turning movements at intersections during the evening peak hour. Intersections that were projected to experience the worst demand and congestion were identified and tested under the recommended highway and transit scenario. Critical lane volumes, a standard measure used in local area review of proposed development plans to measure the performance of intersections near the proposed developments,



The Maryland-National Capital Park and Planning Commission



The Maryland-National Capital Park and Planning Commission

were calculated for this analysis. Many of the major intersections were found to be near or exceeding the limit for acceptable critical lane volumes at intersections in Aspen Hill. These intersections were examined further to determine feasible improvements to mitigate the impact of future traffic growth. These intersections are discussed in a separate section.

RESULTS OF ROAD SYSTEM ANALYSIS

Cordon Analysis

Now and in the future, most of the morning peak hour traffic will be through traffic coming from outside Aspen Hill and going to places also outside Aspen Hill. Figure 54 shows the volumes of traffic entering, passing through and departing Aspen Hill during the morning peak hour for 1987 and 2010. The volume of through traffic, as a portion of the total traffic entering Aspen Hill, is projected to increase from about 77 percent in 1987 to about 83 percent in 2010.

Figure 54 also illustrates a growth in the inbound traffic volume of about 43 percent, a growth in the outbound traffic volume of about 22 percent and a growth of about 50 percent in the traffic volume that stays inside the planning area. Underlying these increases in morning peak hour trips to and from Aspen Hill is the assumption of additional jobs and housing in Aspen Hill as recommended in this Plan. Finding that the volume of traffic passing through Aspen Hill will increase by 100 percent is of major importance to planning the transportation system for the area. Most of the traffic growth will occur on Georgia Avenue, Layhill Road, Veirs Mill Road and Norbeck Road in the major direction of travel exhibited in the morning peak hour; that is, southbound and westbound.

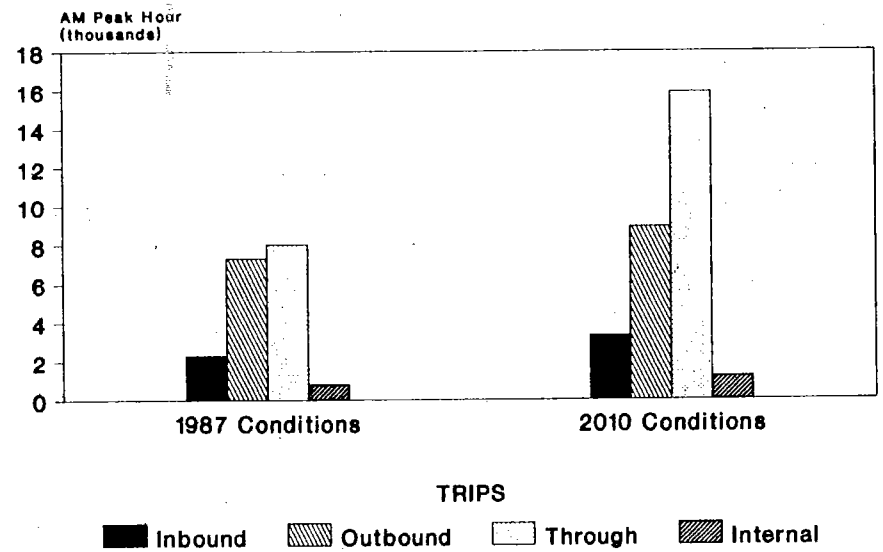
Areawide Analysis

The computer model used to make the projections can produce reports of average areawide travel and congestion parameters as well as information about specific roads or cordons. Some of these have been used in the network analyses already discussed. Table 11 summarizes a few of the parameters observed in 1987 and in the forecast for 2010. Results with and without a strong transit emphasis are included.

Table 11 indicates that travel will be more congested in the future given the analysis assumptions. The average congested speed, an overall measure of the peak hour speeds on all the links in the model simulated network of highways and streets, is projected to decrease from its current value of 25 mph to about 20 mph. The vehicle miles of travel on the highways and streets in Aspen Hill is projected to increase 30 to 35 percent. Such areawide congestion will be permissible under the Annual Growth Policy if the Aspen Hill Policy Area is put in Category IV, with the transit service discussed later in this chapter.

ASPEN HILL PEAK HOUR TRAFFIC

Inbound, Outbound, Through, Internal



TRIP TYPE	PERCENT GROWTH
Inbound	43%
Outbound	22%
Through	100%
Internal	50%

FIGURE 54

Table 11

TRAVEL MEASURES IN ASPEN HILL
MORNING PEAK HOUR

	1987 Observed	2010 Projected	2010 With Transit Emphasis
Average Congested Speed (MPH)	25	20	20
Peak Hour Vehicle Miles of Travel, 1,000 (VMT)	46	61 90 (with ICC)	60 88 (with ICC)
Percent Transit Use: From Aspen Hill To Aspen Hill	 9 4	 12 3	 14 4

Highway Network Alternatives

The 1970 Aspen Hill Master Plan anticipated growth in traffic and recommended a number of new and widened roads. Those recommendations have been re-examined in the light of the more refined analysis tools now available and the changes in travel and the roadway network that have occurred since that Plan.

Alternative transportation system scenarios were tested during the modeling process based on a land use plan that assumed a reasonable level of increased development in Aspen Hill, COG Round 4 land-use projections outside the planning area for the year 2010 and the land-use option included in the adopted North Bethesda-Garrett Park Master Plan. Future highway improvements outside the planning area included those in the Master Plan of Highways and future planned transit network. The future transit network included the extension of Metrorail service from Wheaton to Glenmont, the trolley between the Silver Spring CBD and downtown Bethesda, and a trolley line from Shady Grove to Clarksburg. All of these have been adopted by the County Council and are included in all analyses for future transit in the County.

The proposed transportation system for the Aspen Hill Planning Area includes increased transit service, the widening of Norbeck Road east of Georgia Avenue and its extension to New Hampshire Avenue (MD 650), the widening of Veirs Mill Road to six lanes between Twinbrook Parkway and Randolph Road, the widening of the remaining section of Layhill Road up to Norbeck Road and the construction of Montrose Parkway as proposed in the Adopted North Bethesda-Garrett Park Master Plan. The following sections will explain the results of the analysis leading up to the recommendations.

LAYHILL ROAD (MD 182)

Layhill Road was tested as a six-lane divided highway in the modeling process because that is the ultimate cross-section for a major highway. The analyses showed that widening the road would attract traffic to the area and result in the overall level of peak hour congestion remaining about the same as it would be for a four-lane divided roadway. Some traffic, however, was removed from residential streets between Layhill Road and Georgia Avenue. With little long-term benefit to widening Layhill Road to six lanes, it was decided that Layhill Road should remain a four-lane divided highway and improved all the way to Norbeck Road, as recommended in the 1970 Master Plan.

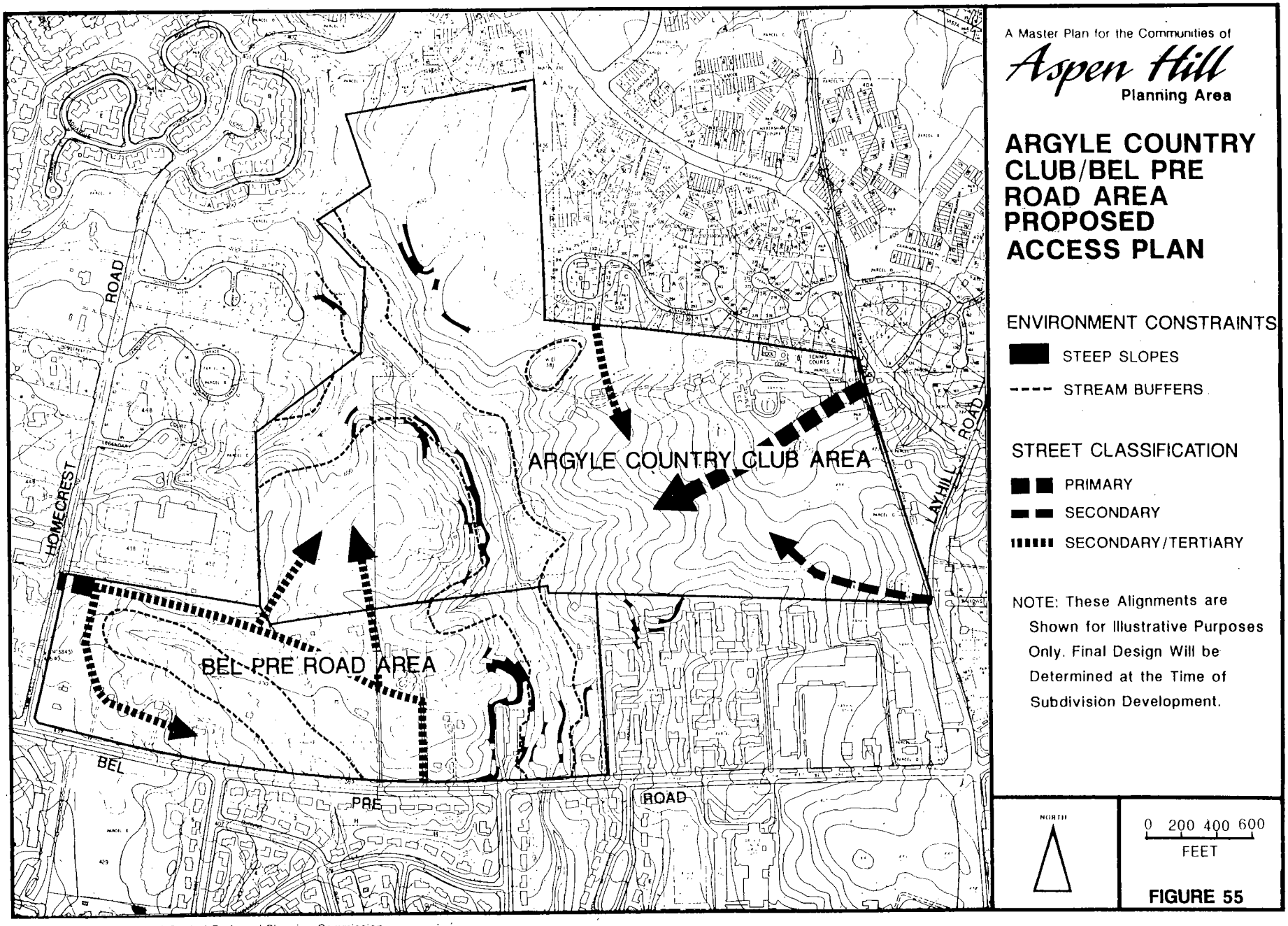
A grade-separated interchange between Layhill Road and the Intercounty Connector was not included in the 1970 Master Plan; however, it was included in the 1983 studies by the Maryland Department of Transportation on environmental impacts of the ICC. It was included in the modeling process of the Aspen Hill transportation system and tested as being "in" or "not in" the highway network.

The analyses showed that if the Layhill Road interchange is not built, westbound traffic on the Intercounty Connector that would have exited at Layhill Road continues up to and exits at Georgia Avenue. The volume of additional traffic on southbound Georgia Avenue would be about 4 percent in the morning peak hour. Traffic that would have used the interchange to leave Aspen Hill from below the Intercounty Connector uses eastbound Bonifant Road or westbound Bel Pre Road and other roads to reach Georgia Avenue, where it would increase northbound traffic on Georgia Avenue by about 25 percent. The additional westbound traffic on Bel Pre Road and other roads does not result in a significant impact. Also, the additional traffic on northbound Georgia Avenue is in the opposite direction from the major flow of traffic and therefore does not negatively affect roadway conditions. Without the interchange, traffic on Layhill Road will decrease between Bel Pre Road and the Intercounty Connector and change little south of Bel Pre Road.

Total vehicle travel in Aspen Hill would actually be slightly less without the Layhill Road/Intercounty Connector interchange. Its construction is not recommended within the life of this Master Plan, but the right-of-way should be reserved for the interchange. On-going environmental impact studies by the State Highway Administration of the Maryland Department of Transportation show that its construction would have significant long-term transportation benefits.

This Plan has suggested that, in the future, the Argyle Country Club may be considered for higher density for redevelopment if some environmental issues could be resolved. This Plan is providing some guidance for access to this site that would tie into the roadway network for the Bel Pre Road area (Figure 55). As stated previously, these alignments are shown for illustrative purposes only. Final design will be determined at the time of subdivision review.

For any future development of the area, the major vehicular access should be provided by extending Argyle Club Lane as a primary residential street from Longmead Crossing Drive. Argyle Club Lane is now a private road, but the section between


A Master Plan for the Communities of
Aspen Hill
Planning Area
ARGYLE COUNTRY CLUB/BEL PRE ROAD AREA PROPOSED ACCESS PLAN
ENVIRONMENT CONSTRAINTS
STEEP SLOPES
STREAM BUFFERS
STREET CLASSIFICATION
PRIMARY
SECONDARY
SECONDARY/TERTIARY
NOTE: These Alignments are Shown for Illustrative Purposes Only. Final Design Will be Determined at the Time of Subdivision Development.
ARGYLE COUNTRY CLUB AREA
BEL-PRE ROAD AREA
HOMECREST ROAD
LAYHILL ROAD
BEL PRE ROAD
NORTH
0 200 400 600
FEET
FIGURE 55

the eastern property line and Longmead Crossing Drive is classified as a secondary residential street with a right-of-way of 60 feet. The right-of-way in this section will have to be increased by ten feet in order to widen the road to the primary street standards.

A second point of access should be provided from Layhill Road at a location opposite Ballows Way. The second road should be constructed as a secondary residential street allowing only right turns in and right turns out because of the median on Layhill Road. The design of this access point should be sensitive to the Layhill M.E. Church, which is discussed in the Historic Resources Plan.

A third access point should be provided by extending Pondside Drive from Longmead Crossing into the site. Pondside Drive could be extended as a secondary or tertiary street far enough to allow access to a limited amount of development or extended to the proposed primary street for a better overall access and circulation.

Access to the area west of Bel Pre Creek should tie into the proposed road network for the Bel Pre Road properties. This point of access is discussed in the Bel Pre Road area section above.

BEL PRE ROAD

Bel Pre Road was tested in the modeling process as a five-lane facility east of Georgia Avenue as it now exists. The analyses showed that, with the roadway projects recommended in this Plan, there would be no need for additional capacity. Bel Pre Road between Georgia Avenue and Layhill Road is at the ultimate capacity for an arterial road. There are some properties, however, on the north side of Bel Pre Road between Homecrest Road and Rippling Brook Drive that require a combined access plan to avoid the safety hazards imposed by having numerous driveways along a busy roadway.

Access to the Bel Pre Road properties should be provided by a combination of secondary residential and/or tertiary streets connecting future development of Homecrest Road and Bel Pre Road. The location of the proposed access is shown on the Proposed Access Plan for the Argyle Country Club/Bel Pre Road Area (Figure 55).

Access to Bel Pre Road can be provided by way of a new street that is expected to be constructed as part of an approved preliminary plan of subdivision for a small development between the Medlantic Manor at Layhill nursing home and the Argyle Country Club property.

Another point of access should be located on Homecrest Road. This access point would permit traffic to come onto Bel Pre Road at a signalized intersection. The construction of this new street with a circuitous connection to Bel Pre Road is recommended to discourage motorists from using it as a cut-through route to avoid delays at the signalized Homecrest Road/Bel Pre Road intersection. Since the proposed road may be close to the existing entrance of the Aspen Hill Racquet

and Tennis Club, the Montgomery County Department of Transportation may deem the proximity of two entrances to be a safety hazard. If so, access should be provided from the new street when it is constructed to serve the Bel Pre Road properties. The new street should be constructed as a primary residential street to the location where access may have to be provided to the Racquet and Tennis Club. After that point, the street would continue as a secondary residential street through the Bel Pre Road properties in a circuitous alignment and ultimately intersect Bel Pre Road opposite Rippling Brook. Access to the western portion of the Argyle Country Club should be by way of secondary streets connected to the new street, thereby making it a more circuitous route for non-local traffic.

The section of Bel Pre Road between Georgia Avenue and Norbeck Road is of major concern to abutting residents because of speeding traffic and the high number of accidents. Steps should be taken by MCDOT to lessen the adverse impact. Methods to reduce the traffic speed and level of traffic accidents should be implemented including retaining the current posted speed limit, using stop signs, rumble strips and restriping the pavement for two travel lanes and two parking lanes.

In the future, MCDOT should continue to monitor traffic speeds and accidents on Bel Pre Road, especially in the vicinity of Homecrest Road, and take appropriate action to improve and maintain safety. M-NCPPC should work closely with MCDOT in the review of preliminary plans of subdivision, zoning applications and other development cases to minimize the need for new driveways and to achieve safe locations for new access points to Bel Pre Road when they are necessary.

Bel Pre Road, between Georgia Avenue and Norbeck Road, which services single-family residents, is not recommended for widening. Both Bel Pre Road, between Georgia Avenue and Norbeck Road, and Arctic Avenue, between Bel Pre Road and Aspen Hill Road, are recommended to retain their present width with on-street parking and their current speed limits.

ASPEN HILL ROAD

Aspen Hill Road is four lanes wide between Georgia Avenue and Frankfort Drive. Between Frankfort Drive and Veirs Mill Road, the pavement is marked to allow one travel lane and one parking lane on each side of the street. The 1970 Master Plan recommended four lanes on Aspen Hill Road all the way from Rock Creek to Georgia Avenue. Aspen Hill Road was tested as a four-lane arterial road in the transportation model.

The testing of Aspen Hill Road as a four lane facility revealed that other residential streets would be relieved of some of their peak hour traffic volume, but that the overall congestion on Aspen Hill Road would be about the same as now exists with the parking lanes. It is therefore recommended that Aspen Hill Road should not be widened through the residential communities west of Frankfort Drive, except at Veirs Mill Road if it is part of an intersection improvement approved by the Council after a public hearing. On-street parking should continue to be permitted on the portions of Aspen Hill Road currently striped for parking.

Aspen Hill Road should be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. These improvements will require additional right-of-way dedication to provide a turning lane at two points between Northgate and Aspen Hill Shopping Centers and a median for pedestrian safety and to separate east- and westbound traffic.

Existing left turns into Northgate Shopping Center at the level of the Aspen Hill Shopping Center entry should be eliminated; left turns into Northgate can be made further east near the gas station. Vehicles should not cross directly between the two centers. A median planted with shade trees will make Aspen Hill an attractive east-west green corridor, and the additional pedestrian crosswalks and median will greatly increase pedestrian safety.

Figures 40 and 41 show the proposed redesign of Aspen Hill Road with an 80-foot right-of-way between Connecticut Avenue and the Northgate Shopping Center entry, and a 90-foot right-of-way between that entry and Georgia Avenue. The redesign could be implemented if Northgate Shopping Center redevelops, or if a Capital Improvements Project is approved for Aspen Hill Road. If either the Shell Service Station or Aspen Hill Shopping Center renovates in the future, an additional 5 - 10 feet of right-of-way will be required to accommodate street trees from Connecticut Avenue to the shopping center entries.

NORBECK ROAD (MD 28)

The 1970 Aspen Hill Master Plan recommended the construction of Norbeck Road as a four-lane divided highway from Bauer Drive to Layhill Road and indicated that it should be extended east of Layhill Road. Today, only the section west of Georgia Avenue is a four-lane divided highway and adjacent communities are limited to access by way of service drives. The section east of Georgia Avenue is only two lanes wide. It is considered hazardous by adjacent communities because of its curvature, the truck traffic and the speed of traffic in general. This section of Norbeck Road was tested as a four-lane divided roadway and extended to New Hampshire Avenue (MD 650) in the modeling process.

The traffic forecasts for Norbeck Road indicated that peak hour traffic will increase 70 percent in the vicinity of Bauer Drive by 2010. Additional tests were run with Norbeck Road as a six-lane divided highway west of Georgia Avenue, but the results showed that more traffic would be attracted to Norbeck Road, with congestion just as high as if it stayed a four-lane roadway. Widening Norbeck Road to six lanes would result in its loss as a "green corridor" and would affect the parallel service roads that help control access between adjacent neighborhoods and the major highway.

Tests were also made to determine how much of the 70 percent increase is the result of extending Norbeck Road to New Hampshire Avenue. It was found that the extension added less than 10 percent to the future peak hour traffic volume on Norbeck Road west of Georgia Avenue. Olney and points north of Aspen Hill are the main source of the traffic on Norbeck Road, with some traffic from upper Layhill Road. The extension of Norbeck Road to New Hampshire Avenue could be beneficial to the eastern portion of Aspen Hill by reducing traffic on parallel roads like Bel Pre Road and Bonifant Road.

Transportation model studies of transit demand in Montgomery County found a low demand for increased transit service in the Norbeck Road corridor relative to other corridors. Therefore, a transitway was not tested on Norbeck Road as part of the Aspen Hill planning process. Because of the low transit demand and factors such as the desire to retain the "green corridor" appearance and the questionable effectiveness of six lanes, this Plan recommends that Norbeck Road be retained as a four-lane divided roadway west of Georgia Avenue during the effective life span of this Plan and that it be improved to a four-lane divided highway east of Georgia Avenue and extended to New Hampshire Avenue.

Capacity improvements should be implemented at critical intersections to accommodate future traffic growth and prevent a higher congestion level from interfering with the ingress and egress of people living along Norbeck Road. These critical intersections are discussed later in this chapter.

MUNCASTER MILL ROAD (MD 115)

The 1970 Master Plan recommended that Muncaster Mill Road be reconstructed as a four-lane, divided highway in a 150-foot-wide right-of-way to be located slightly south of the existing right-of-way. In mid-1990, the Transportation Planning Division presented a study report recommending MD 115 as a four-lane, divided roadway within a 100-foot right-of-way from Gaithersburg-Laytonsville Road (MD 124) to Redland Road, with some segments being a five-lane cross-section east of Shady Grove Road. East of Redland Road, MD 115 was recommended to remain a two-lane road within an 80-foot-wide right-of-way except at intersections where turn lanes may be necessary. A Class I bikeway was also recommended for construction in this section of MD 115.

During the presentation of the study report, the Planning Board expressed an interest in extending the four-lane cross-section and 100-foot right-of-way width all the way to Norbeck Road, with the idea of making a "green corridor" of Muncaster Mill Road. The transportation modeling analysis for this Plan, however, found that the projected volumes on the segment of Muncaster Mill Road within the Planning Area did not justify a four-lane cross-section because traffic would be diverted to the ICC.

The study report for MD 115 also recommended that Avery Road be reclassified from an arterial road to a primary residential street with two-foot shoulders south of Southlawn Lane. MCDOT had prohibited truck traffic on that portion of Avery Road in the County, eliminating the need for the arterial classification.

Muncaster Mill Road (MD 115) could be designated as an arterial after a comprehensive study and public hearing by the County Council. This designation as an arterial could also be made from Gaithersburg/Laytonsville Road (MD 124) to Norbeck Road (MD 28). This designation would amend the Master Plan of Highways, the 1985 Upper Rock Creek Plan, the 1980 Olney and Vicinity Master Plan and the 1985 Gaithersburg Vicinity Master Plan. The road is recommended to remain a two-lane road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area, except at

intersections where turning lanes may be required, and where the additional right-of-way would be required. The classification and alignment of Muncaster Road can be amended in the 1985 Upper Rock Creek Master Plan after review and approval of the comprehensive study and a public hearing, as noted above. These decisions would be followed by formal amendments to the relevant master plans.

GEORGIA AVENUE (MD 97)

Georgia Avenue is a six-lane divided highway running north-south through Aspen Hill without the access control and "green corridor" appearance of Norbeck Road. In recent years, development in the Georgia Avenue corridor has required additional intersection capacity to maintain acceptable conditions, but the ability to keep adding capacity is diminishing.

The transit network studies found a higher future demand for transit services on Georgia Avenue than on Norbeck Road. With six lanes already in place and the desire to enhance a "green corridor," it is more desirable to provide a transitway to meet future travel demands and to encourage commuters to use the transit system. With the transitway, the intersection improvement projects already approved through the subdivision review process will generally be sufficient to mitigate the effects of traffic growth. At some intersections, however, additional improvements will be necessary.

MONTROSE PARKWAY

The Montrose Parkway is described in the Approved and Adopted North Bethesda-Garrett Park Master Plan as a three or four-lane parkway, perhaps with a wide landscaped median that is located in a portion of the former Rockville Facility right-of-way, from east of Tildenwood Lane to Veirs Mill Road using the alignment of Gaynor Road. The recommendation includes a configuration at Veirs Mill Road that would not allow any through movement to Parkland Drive. The minimum right-of-way is 300 feet for the section of Montrose Parkway in North Bethesda. However, as the Montrose Parkway approaches Veirs Mill Road, this Plan suggests there is less need to maintain the road as a parkway through Rock Creek Park and more need to begin its transition to an arterial road. The 300-foot right-of-way, therefore, should begin a transition to an 80-foot minimum right-of-way as Montrose Parkway passes through Rock Creek Park on its approach to Veirs Mill Road. The intersection at Veirs Mill Road is discussed more thoroughly in the following section.

VEIRS MILL ROAD (MD 586)

Veirs Mill Road is currently a four-lane, divided roadway between Twinbrook Parkway and Randolph Road. It has paved shoulders west of the Parkland Drive/Gaynor Road intersection that are used by buses while picking up and discharging passengers. On the section of Veirs Mill Road between Twinbrook Parkway and Aspen Hill Road, the peak hour level of service is generally F in the westbound direction during the morning and F in the eastbound direction during the evening peak hour.

Six lanes will be needed on Veirs Mill Road to accommodate a traffic growth of about 20 percent. However, construction of Montrose Parkway will divert traffic from Veirs Mill Road west of Parkland Drive/Gaynor Road and reduce the need for the two additional lanes to and from the west. Six lanes will still be needed on Veirs Mill Road east of the Parkland Drive/Gaynor Road intersection. The model analysis showed that Montrose Parkway will attract little traffic from Aspen Hill Road. The highest proportion of traffic movement at the Veirs Mill Road/Aspen Hill Road intersection will continue to be to and from the west.

Intersections

Considerable effort was spent analyzing the future conditions of intersections within Aspen Hill. These are critical because a negative affect on them, by the increased through traffic, will also affect circulation and access for local residents. Georgia Avenue and Norbeck Road, west of Georgia Avenue, stand out as having the most congested intersections in the future. Locations of the intersections to be given emphasis for improvement are shown on Figure 36 and the improvements are summarized in Table 3. The table gives the location and a brief description of the scope.

General analyses have resulted in recommendations for the following intersections. They will not eliminate the congestion currently being experienced, but they will add sufficient capacity to accommodate most, if not all, of the effects of future traffic growth. Detailed designs have not been attempted, since that will be appropriate at a later date when future travel patterns establish more precise traffic volume data at the intersections. The following descriptions identify the general nature of the needed improvements. Not every intersection in Aspen Hill was examined in detail, so other capacity improvements may be needed at other locations. They will be identified at the time of Local Area Transportation Review or through other analysis. In all cases, appropriate changes to signal timing, phasing and other traffic control features would accompany the lane configurations.

1. GEORGIA AVENUE/NORBECK ROAD

Southbound and northbound right-turn lanes on Georgia Avenue already have been approved and are to be implemented by developers of nearby subdivisions. In addition, a westbound approach lane should be added to Norbeck Road on the east side of Georgia Avenue to allow the movement of three lanes of traffic through the intersection. It would be desirable to add an eastbound approach lane on Norbeck Road on the west side of Georgia Avenue, but its cost and impact would be high because an adjacent drainage channel and a nearby service road would have to be moved and reconstructed. Also, a departure lane would have to be constructed on the east side of Georgia Avenue to receive the traffic.

2. GEORGIA AVENUE/BEL PRE ROAD

Additional southbound and northbound left-turn lanes on Georgia Avenue already have been approved as development-related projects. Additional capacity can be obtained by restriping the existing lanes on Bel Pre Road to provide separate lanes for the turning movements. Only one lane on each side of the intersection is needed for left turns, so the lanes that carry both through traffic and left turns can be restriped to accommodate only the through movement.

3. GEORGIA AVENUE/CONNECTICUT AVENUE

Some improvements at this intersection are currently being implemented as development- related projects. Another project will be the addition of a separate, northbound right-turn lane on Georgia Avenue at the intersection.

4. GEORGIA AVENUE/ASPEN HILL ROAD

A second northbound left-turn lane may be added to Georgia Avenue on the south side of Aspen Hill Road as a condition of approval for a special exception for a fast-food restaurant in the nearby shopping center. The project, if implemented, will result in improved levels of service in both the morning and evening peak hours. If the special exception and the associated improvements are not implemented, then the intersection improvements should be made through another development related project or a County/State project.

5. CONNECTICUT AVENUE/ASPEN HILL ROAD

There are no development-related improvements already approved for implementation at this intersection. The addition of a separate right-turn lane on each side of Connecticut Avenue and on each side of Aspen Hill Road would add sufficient capacity to accommodate future traffic. Improvements at this location deserve special consideration because of the need to improve access and circulation for both pedestrian and vehicular traffic between the shopping centers that straddle Aspen Hill Road, as well as between them and other nearby land uses. Special recommendations for Aspen Hill Road are proposed in the green corridors section.

6. NORBECK ROAD/BEL PRE ROAD/EMORY LANE

It will be necessary to add an approach lane on Norbeck Road in each direction, a left-turn lane on Bel Pre Road and a left-turn lane on Emory Lane in order to accommodate future traffic at the intersection. Widening Norbeck Road on the approaches to the intersection means that the departure sides of the intersection also have to be widened for an appropriate distance past the intersection before merging the road back into two lanes in each direction. Because of the concerns described earlier about widening Norbeck Road, it is possible that the capacity improvements may affect the landscaping

and the service roads. Careful consideration should be given to minimizing those effects during the design phase of any intersection improvement project at this location.

7. NORBECK ROAD/BAUER DRIVE

Intersection capacity can be increased at this location by adding approach lanes in each direction on Norbeck Road so that each direction has three through lanes plus separate left-turn and right-turn lanes. A separate left-turn approach lane added to Bauer Drive on the north side of Norbeck Road would also increase capacity of the intersection. Restriping the pavement would also increase capacity on northbound Bauer Drive on the south side of Norbeck Road in front of the shopping center to allow separate lanes for left turns, through traffic and right turns. Norbeck Road would have to be widened on the departure side only in the eastbound direction, because the westbound direction of departure already has three lanes.

There are two safety concerns at this intersection related to pedestrians crossing the two busy roads to shop at the Rock Creek Village Shopping Center. First, the heavily used, right-turn lane on eastbound Norbeck Road poses a hazard to pedestrians walking to and from the Manor Lake community. Second, the same lane is being used as a through lane at Bauer Drive by motorists coming from Baltimore Road.

This Plan recommends that consideration be given by MCDOT and/or MDDOT to the addition of an island to separate the eastbound right-turn movement on Norbeck Road from the eastbound through movement to deter its inappropriate use as an additional through lane.

The second concern involves the pedestrian-actuated traffic control signal on Bauer Drive where pedestrians cross between the Bauer Drive Community Center and Rock Creek Village Shopping Center. The signal, when actuated, stops the traffic on Bauer Drive but still allows shopping center traffic to turn at the same time the walk movement is taking place. Additional traffic signal controls should be added to the system for more positive control of the driveway traffic. This Plan recommends that consideration be given by MCDOT to the development of a more effective method of traffic control at the location of the pedestrian actuated traffic signal on Bauer Drive.

8. NORBECK ROAD/BALTIMORE ROAD

The addition of an approach lane on eastbound Norbeck Road for use as a third through lane would result in sufficient capacity to reduce the projected level of evening peak hour congestion below current conditions. Because of the proximity of this intersection to the one at Bauer Drive, it may be necessary to design any improvements to the two intersections as a single project.

9. VEIRS MILL ROAD/ASPEN HILL ROAD

Roadway improvements will be necessary to improve traffic conditions and safety at the intersection of Veirs Mill Road and Aspen Hill Road. A study should be conducted to determine what improvement best meets the needs of commuter and residential community. Proposed improvements at this intersection will be consistent with this Plan if they are approved affirmatively by the County Council after a public hearing by the Council.

10. VEIRS MILL ROAD/GAYNOR ROAD/PARKLAND DRIVE

A major improvement is needed at this intersection to accommodate the high volume of traffic projected to occur in the long term if Montrose Parkway is constructed and extended to Veirs Mill Road. Preliminary analyses based on projected traffic volumes indicate that another lane is needed in each direction on Veirs Mill Road for the east-west traffic movements; two left-turn lanes are needed for the morning peak-hour traffic movement between westbound Veirs Mill Road and southbound Montrose Parkway (now Gaynor Road), and a total of two right-turn lanes are needed for the evening peak hour traffic movement between northbound Montrose Parkway and eastbound Veirs Mill Road. The entrance to the service road on the south side of Veirs Mill Road will have to be relocated, if possible, to accommodate the turning movements between northbound Montrose Parkway and eastbound Veirs Mill Road. Finally, the approach on Parkland Drive will need to be restriped to have at least two left-turn lanes plus a lane for the other movements. How all this is designed to operate most effectively will require more detailed study during the planning phase for the Montrose Parkway project.

Another important element in any reconstruction of the intersection is that consideration must be given to the need of the fire station, located in the southwest quadrant, for local access to the adjacent communities. The fire station has access to the intersection by way of its driveway on Gaynor Road.

The extension of Montrose Parkway is seen as an important project for North Bethesda. Analyses indicate that an improved, at-grade intersection can accommodate the traffic volumes at an acceptable level of service for a period approaching the life of this Master Plan. For the longer term traffic demand, a partial grade-separated intersection may be required to accommodate the projected traffic volumes expected in the year 2010 and beyond if there is a build-out of development in North Bethesda.

The Veirs Mill Road/Gaynor Road/Parkland Drive intersection should be designed using the following criteria. The intersection should initially be designed to accommodate all the traffic movements at-grade. To accommodate long-term traffic demand, the movement of traffic between westbound Veirs Mill Road and southbound Montrose Parkway should be located below grade to have a free flow movement for the large volume of projected left turns. The free flow movement would result in a better level of service. The reverse traffic flow in the evening peak hour can remain an at-grade movement but the turning movement could require redesign of access to nearby dwelling units. The northbound/south-bound traffic

movement between Montrose Parkway and Parkland Drive should be prohibited, except to accommodate the movement of emergency vehicles through the intersection; however, the issue of whether to allow the through movement of transit vehicles will be decided by the County Council at the time the width of the parkway is studied and the intersection is designed.

An interchange with overhead ramps between Montrose Parkway and Veirs Mill Road must be avoided because of its incompatibility with the adjacent communities. If a detailed design study determines that only elevated turning lanes are feasible, Montrose Parkway should terminate at Parklawn Drive in North Bethesda.

PREVIOUSLY PLANNED STREETS

The 1970 Master Plan was amended to eliminate recommendations for extension of Beaverwood Lane, Palmira Lane and Emory Lane. This Plan also recommends deletion of the extension of Oriental Avenue and Aspen Hill Road across Rock Creek. The construction of Oriental Avenue would result in its use by non-local traffic wanting to avoid congestion at the intersection of Aspen Hill Road and Veirs Mill Road. The Approved and Adopted North Bethesda-Garrett Park Master Plan recommends the elimination of the extension of Aspen Hill Road. The North Bethesda Master Plan notes the possible use of the right-of-way as a bike and pedestrian path.

Because of changes related to the alignment of the Intercounty Connector and other changes to the roadway network in the Upper Rock Creek Planning Area, the decision was made not to reconstruct MD 115 in the relocated right-of-way shown in the 1970 Aspen Hill Master Plan. This Plan, therefore, recommends the use of the relocated right-of-way for some other purpose and also recommends deletion of recommendations for extending Emory Lane and Sunflower Drive to the relocated Muncaster Mill Road.

The Georgia Avenue/Norbeck Road grade-separated interchange proposed in the 1970 Master Plan is recommended for deletion in this Plan. With the peak hour traffic volumes expected on Georgia Avenue between the Norbeck Road interchange and the Intercounty Connector interchange, adequate merging/diverging distances cannot be attained for the movement of traffic between the on/off ramps of the two facilities.

This Plan deletes the recommendation to relocate the Hewitt Avenue/Georgia Avenue intersection since it is no longer necessary.

The section of the right-of-way for the Rockville Facility between Veirs Mill Road and Georgia Avenue has been designated Matthew Henson State Park and is no longer available for use as a roadway. The section between Georgia Avenue and Northwest Branch has been designated as a park/greenway and is also no longer planned for use as a roadway. This Plan will, therefore, reflect that change.

Dewey Road is classified in the 1970 Aspen Hill Master Plan as a primary residential street from Gaynor Road to the right-of-way for the former Rockville Facility and as a secondary residential street between the latter location and Randolph Road in the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton. If Dewey Road were to be extended across the right-of-way of the former Rockville Facility to complete the connection, it could be used by non-local traffic as a cut-through route to avoid congestion on Veirs Mill Road and Randolph Road. To prevent this, this Plan recommends that the section of Dewey Road in Aspen Hill be reclassified as a secondary residential street to match the classification of the section in Kensington-Wheaton and not be extended across the right-of-way of the former Rockville Facility.

OTHER PLANNED ROADS AND STREETS CROSSING THE FORMER ROCKVILLE FACILITY

The 1989 Kensington-Wheaton Master Plan recommends that the section of Rippling Brook Drive on the south side of the right-of-way for the former Rockville Facility not be connected to the section of Rippling Brook Drive on the north side of the right-of-way until the connection is needed for local circulation or to facilitate school boundary changes. There does not appear to be sufficient grounds for a vehicular connection, at this time. The pedestrian path currently in use through the right-of-way should be improved.

The former Atwood Road is divided into four parts. From the intersection of Layhill Road and past the first two residential lots to the east over to the former Rockville Facility, Atwood Road is now known as Sullivan Lane. It is still known as Atwood Road through the former Rockville Facility. Atwood Road is an undedicated maintained roadway which crosses the former Rockville Facility right-of-way. To the east of the Facility in Kensington-Wheaton, it is called Outlot A, then the name changes to Huxley Cove Court. In 1984, when the Layhill View subdivision in Kensington-Wheaton was recorded, the section of Atwood Road to the east of the former Rockville Facility, known as "Outlot A", was to be abandoned.

If Alderton Road was extended across the former Rockville Facility, there is a potential for future cut-through traffic from Bonifant Road to Layhill Road through the existing subdivisions in the Aspen Hill and Kensington-Wheaton. A recommendation in the master plan to extend Alderton Road without careful analysis and community-wide input from both planning areas would be inappropriate.

RESULTS OF EXISTING TRANSIT SERVICE ANALYSIS

Transit coverage of Aspen Hill should be high so that residents do not have far to walk to a transit route. The frequency of the service should be good to avoid long waits at the bus stop, and scheduling should be well advertised. Communities should have sidewalks and adequate lighting to help make it safe to walk to bus routes. Transit costs should be kept low compared to the costs of owning and operating an automobile.

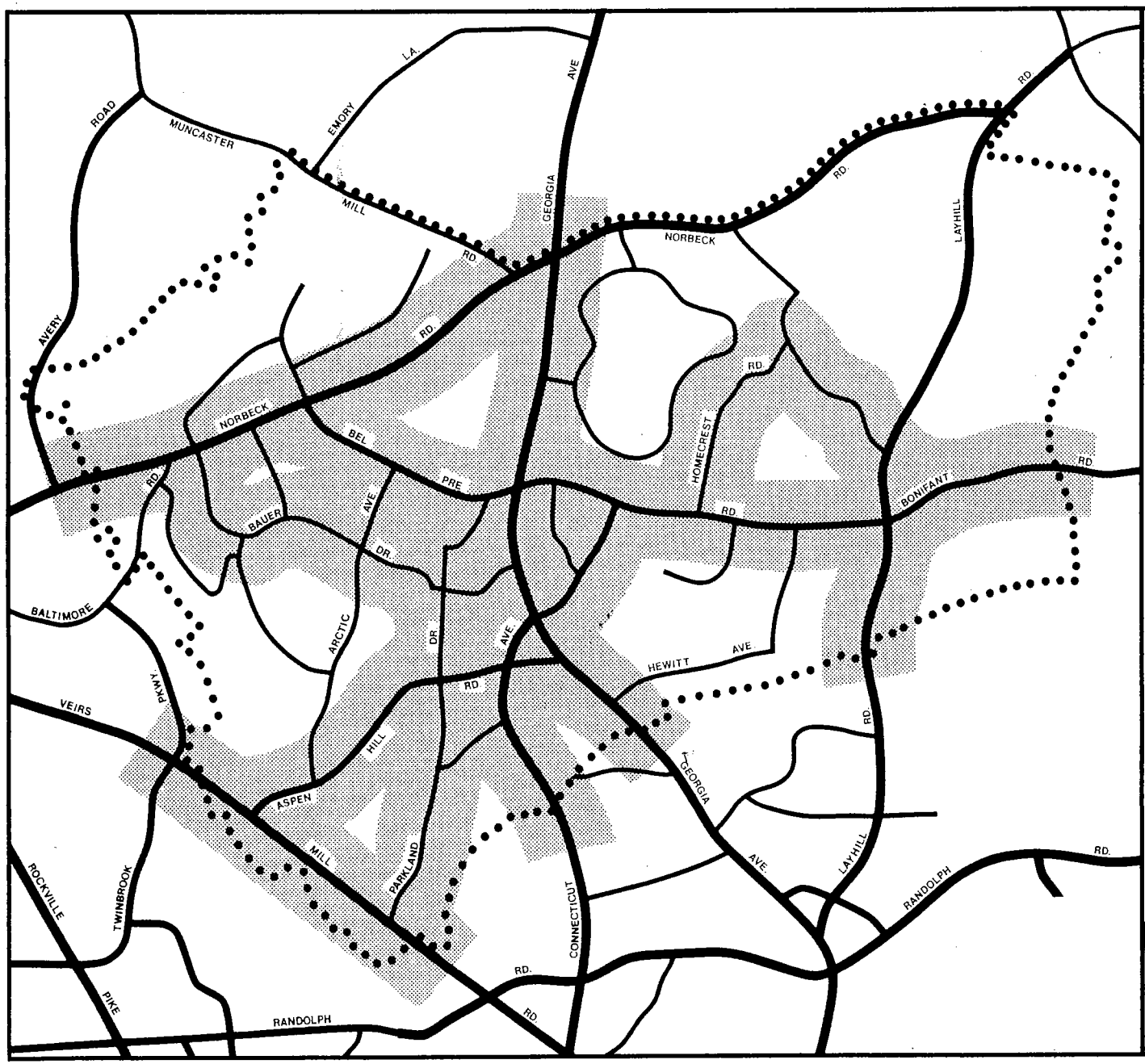
A quarter-mile is considered a reasonable distance for walking to a transit line and is frequently used to map transit coverage of an area. A deficiency of this measure is that the actual route from a specific location may be greater than a quarter-mile because of some form of barrier between the trip origin and bus stop destination. Another method is to map transit coverage of an area based on a quarter-mile distance to a transit stop. The weakness of this method is that it, too, does not show barriers that may make the walk trip longer. It also takes a much longer time to prepare a map based on transit stops if the distance from each stop is to be measured, especially in an area with many transit stops, and stop locations can be easily changed.

The transit line method is favored over the transit stop method because of its simplicity and effectiveness in illustrating the general transit coverage of an area. The County can work with communities or residents in Aspen Hill to better locate transit stops that may be under-used because of poor access.

Figure 56 shows that most communities in Aspen Hill are within a quarter-mile distance of an existing transit line. There is no transit service along Arctic Avenue and Hewitt Avenue/Rippling Brook Drive, although the residential densities along these two streets indicate a potential for additional transit ridership. Transit coverage of the area could be improved by extending transit service to Arctic Avenue and Hewitt Avenue/Rippling Brook Drive.

Figure 56 also shows other areas that are not within a quarter-mile of a transit line. Many of the streets in these areas are narrow and do not have sidewalks. While the residential densities in these areas are lower than in the areas served by Arctic Avenue, Hewitt Avenue and Rippling Brook Drive, there may be a latent demand for transit service. The Montgomery County Department of Transportation should review the potential for extending transit service to communities in Aspen Hill that do not have convenient and safe access to transit. Where appropriate, consideration should be given to extending transit service into these communities or constructing sidewalks that lead to transit routes.

In some Aspen Hill communities, there are a few properties that have narrow throughways or paths between them that vary from about 10 to 25 feet in width. Some of the paths are easements used to provide access for the construction, reconstruction and maintenance of public utilities. Others are dedicated rights-of-way with paths that are used for



A Master Plan for the Communities of

Aspen Hill

Planning Area

EXISTING PUBLIC TRANSIT COVERAGE

BUS COVERAGE (QUARTER MILE)

NORTH

0 1000 2000 3000 FEET

0 1 2 KILOMETERS

FIGURE 56

community access to schools, parks and other activities. In some situations, the throughways may be providing access to transit lines or could be used for transit access.

An inventory of the throughways listed in Tables 12 and 13. If and when a petition or plan that may result in changes to or abandonment of a throughway is submitted to M-NCPPC for review and comment, the change or abandonment should not be allowed if the throughway provides access to transit service or can be used for transit access.

The Glenmont Metro station is scheduled to begin operation at the end of 1998. With the opening of Metro stations, the usual process has been to review existing transit service and restructure the affected bus route systems to terminate some routes at the Metro stations after a series of public hearings regarding the proposed changes. When this process is applied in Aspen Hill, good transit coverage, access and safety should be given a high priority.

RESULTS OF FUTURE TRANSIT SERVICE ANALYSIS

The current transit service in Aspen Hill was used initially as the transit network assumed for 2010 with two new routes and slightly improved service on Norbeck Road and Layhill Road. The base transit network also included extension of Metro service from Wheaton to Glenmont, the Silver Spring/Bethesda trolley between the Silver Spring CBD and downtown Bethesda and a transitway from Shady Grove to Clarksburg. All these are in adopted master plans and are included in all analyses for future transit in the County. As the Aspen Hill work was being done, it became clear that some extra means of reducing traffic in Aspen Hill during the morning rush hour had to be found. The normal traffic management measures were not likely to work in Aspen Hill because the former major employer, Vitro Corporation, already has ridesharing and other traffic reduction programs in place. Furthermore, the main problem is not trips made by people residing or working in Aspen Hill; it is traffic moving through the planning area.

The Transportation Network Studies, completed by M-NCPPC, have identified three corridors relevant to the planning of transitways in Aspen Hill. These transitways are essentially dedicated lanes in which a vehicle can travel without being slowed down by traffic congestion. The three potential transitways are:

- Georgia Avenue between Olney and the Glenmont Metrorail station.
- Randolph Road Corridor between Columbia Pike (US 29) and I-270 Corridor.
- Intercounty Connector between US 29 and Shady Grove Metrorail station.

The first two alignments are among those included in the proposed network of alignment corridors of the Issues Report of the Transitway and High-Occupancy Vehicle (HOV) Network Master Plan. The Intercounty Connector will be included in the background transportation network in that master plan. The Transitway and High-Occupancy Vehicle (HOV) Network Master Plan is a County-wide functional master plan which will establish networks of transitways and high-occupancy vehicle priority lanes.

During the development of the functional master plan, several combinations and variations of the alignment corridors will be evaluated in relation to their ability to increase mobility and address the issues identified in the functional master plan. The functional master plan will recommend networks of transitways and HOV priority lanes. When adopted, the right-of-way of these alignments and related facilities will be placed on the relevant master plans so that the right-of-way can be protected.

The initial Aspen Hill transportation model included the three potential transitways along with park-and-ride lot access in Olney, improved bus service on Norbeck Road and Layhill Road and new transit service on Arctic Avenue and Rippling Brook Drive/Hewitt Avenue. Headways on the transitways were set at two minutes.

Based on the three potential transitways and other recommendations in this chapter, transit trips from the area during the morning peak hour would increase from 9 percent to 14 percent. While transit trips to the area would remain at about 4 percent, that is a reasonable expectation because of the relatively small number of jobs in Aspen Hill compared to other planning areas.

On a daily basis, approximately 2,000 more travelers living north of Aspen Hill would take transit after the improvements. This translates to 700 to 800 during the morning peak hour. This does not mean that 700 to 800 fewer cars will be coming down Georgia Avenue. Motorists, finding that Georgia Avenue, Layhill Road and other main roads are less congested because of the increased transit ridership, may return to those roads as preferred routes. Residential streets and adjacent communities will benefit from the improved transit system because of less non-local through traffic on them.

A subsequent test had just one transitway in the system that connected the Norbeck Road parking lot with the Glenmont Metro station. The assumptions in this test included those previously mentioned plus access to the transitway within 10 minutes from anywhere in the planning area by way of a high quality feeder bus system with very good pedestrian access. By providing the higher quality bus service, the transit mode share could increase to approximately 18 percent in the outbound direction and 5 percent in the inbound direction during the morning peak hour. Thus, the Georgia Avenue transitway should function successfully without the other two transitways. However, from a County-wide perspective, the other two transitways should be continued as part of a more comprehensive transit system.

The Georgia Avenue Transitway

The transitway on Georgia Avenue could initially operate as an exclusive busway with express route service between the Norbeck Road Park-and-Ride lot and the Glenmont Metro station, and ultimately function as part of a longer busway/HOV facility extended north of Aspen Hill. The busway would consist of one reversible lane, shoulders and protective barriers; but the transitway concept would allow the busway to be upgraded to accommodate fixed-guideway rail or any other high-capacity system at a later date, when warranted by studies and busway ridership levels.

The commuter parking lot in the northeast quadrant of Georgia Avenue/Norbeck Road is currently serving a small number of vehicles and only has access from Norbeck Road. To make the site more easily accessible, an entrance should be built off Georgia Avenue. A median break at the driveway should be allowed for motorists entering the lot from the north. When the transitway is established on Georgia Avenue, the parking lot should be expanded to accommodate more parkers and transit service. The size of the parking lot should be similar to those in the US 29 corridor. The use of two entrance/exit points with expanded transit service would make the site more attractive as a change of mode facility.

The existing right-of-way varies on Georgia Avenue between Norbeck Road and the site of the future Glenmont Metro station. Within Aspen Hill, prevalent right-of-way widths include a 250-foot-wide cross-section between Norbeck Road to just south of Bel Pre Road, and a 150-foot-wide cross-section between Bel Pre Road and Hathaway Drive, except for the section through Matthew Henson State Park and the former right-of-way for the Rockville Facility where the right-of-way is narrower. No additional right-of-way is necessary, however, because the road is already six lanes wide and the median is wide enough to accommodate the proposed transitway.

Figure 42 illustrates how the proposed transitway could be accommodated within the existing right-of-way. Major features of the transitway concept include its initial operation as a busway with shoulders, wider pedestrian sidewalks along Georgia Avenue, a bikeway and landscaping. Figure 42 shows that the Georgia Avenue rights-of-way can accommodate four modes of travel. The location of sidewalks and implementation of the "green corridor" policy are discussed more thoroughly under the green corridors section.

The transitway could be built in the median within the existing Georgia Avenue right-of-way from Norbeck Road to Matthew Henson State Park. Separate studies will have to be made along Georgia Avenue north of Norbeck Road and south of Matthew Henson State Park to determine the best location for continuing the transitway to Olney and Glenmont. South of the park, the median width begins to narrow to about four feet and the right-of-way width reduces to about 100 feet. Most likely, additional right-of-way width of about 10 feet would have to be acquired from adjacent properties along each side of Georgia Avenue to keep the transitway in the center of the road. Some alternatives include using an existing lane for the reversible busway or just ending the busway and letting the buses share the mixed-traffic lanes.

An important benefit of transitways is that buses traveling on exclusive lanes typically operate at higher average speeds than do those sharing the roadway with other vehicles. Conceptual analyses of transitways generally recommend traffic preemption systems to minimize delays to transitway buses at signalized intersections. Installation of preemption equipment along the Georgia Avenue transitway, and probably on the buses as well, would allow buses to operate at higher speeds and minimize effects on traffic moving in the mixed-flow lanes of Georgia Avenue. At intersections where left turns occur, a signal control system could be installed that allows buses to pass through the intersections before the movements are allowed for pedestrians and other vehicles.

Intercounty Connector (ICC)

The Intercounty Connector was tested as a six-lane divided highway with a transitway. The ICC transitway was included as part of the transit package because of its potential as part of the regional transit network. The ICC will cross Georgia Avenue north of Norbeck Road. Some transit vehicles could leave the ICC transitway at this point and be directed to the commuter parking lot in the northeast quadrant of the Georgia Avenue/Norbeck Road intersection. Buses leaving the parking facility could access the ICC and the Georgia Avenue transitways or continue with express service to Rockville or to other destinations.

RESULTS OF DEVELOPMENT REVIEW REGULATORY STANDARDS ANALYSIS

Aspen Hill is classified as a Group III Policy Area in the FY 1992 Annual Growth Policy with an average areawide C/D level of service and moderate transit service. The staging ceiling for residential units has been exceeded and no new subdivision plans can be approved, excluding subdivisions subject to approval under the De minimus policy or other AGP exceptions, until the area's transportation system has appropriate increases in transportation capacity. Also, the number of jobs approved for Aspen Hill by the Annual Growth Policy is getting closer to its staging ceiling capacity.

The Plan recognizes the importance of paths to provide pedestrian access and circulation within the community and to public parks and community facilities. These paths should be retained if at all possible and not abandoned or blocked without appropriate review.

The following inventory of paths lists pedestrian paths that were dedicated during subdivision process. The paths were divided into two tables. The first table shows paths that are located within a subdivision and facilitate pedestrian traffic through the subdivision. The second table indicates those pedestrian paths that link the subdivision to a community facility, such as parks or schools.

Table 12

ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 4814 & 4900 Arbutus Avenue and 4807 & 4809 Tallahassee Avenue	Paved	Yes with stairs
Between 14216 & 14218 Arctic Avenue and 14317 & 14319 Briarwood Terrace	Paved with wooden bridge and stairs	Slight slope down to Sycamore Creek
Between 13507 & 13601 Arctic Avenue and 13600 & 13602 Loree Lane	Paved	Yes, dip in the middle
Between 13613 & 13615 Arctic Avenue and 13616 & 13700 Loree Lane	Paved	Yes
Between 13710 & 13712 Ashby Road and 13713 & 13801 Loree Lane	Grass	No
Between 5007 & 5009 Aspen Hill Road and 5000 & 5002 Baltic Avenue	Grass	Yes
Between 4932 & 4936 Baffin Bay Lane and 14517 & 14519 Woodcrest Drive	Paved	Slight
Between 14405 & 14407 Barkwood Drive and 14322 & 14400 Woodcrest Drive	Paved with stairs	Slight
Between 14520 Barkwood Drive & 5028 Barkwood Place and 14409 & 14501 Nadine Drive	Grass	No
Between 4407 & 4409 Bel Pre Road and 14366 & 14400 Chesterfield Road	Paved	Slight

Table 12

ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 14404 & 14406 Briarwood Terrace and 14325 & 14401 Woodcrest Drive	Paved with stairs	Slight
Between 14301 & 14305 Chesterfield Road and 4002 & 4004 Manor Park Court	Grass	No
Between 13111 & 13113 Evanston Street and 13114 & 13204 Grenoble Drive	Grass	Yes
Between 4300 & 4218 Federal Street and 12919 & 12921 Grenoble Drive	Paved	Slight
Between 13625 & 13627 Grenoble Drive and 13530 & 13532 Vandalia Drive, between 13529 & 13531 Vandalia Drive and 4305 & 4307 Joplin Drive and between 4300 & 4306 Joplin Drive and 4301 Judith Street and 13500 Turkey Branch Parkway	Grass	No
Between 13411 & 13413 Iris Street and 4710 & 4712 Oriental Street	Grass with guard rails	No
Between 4718 & 4800 Listra Road and 4719 & 4801 Mercury Drive	Paved	Slight
Between 5118 & 5116 Russett Road and 13801 & 13803 Sloan Street	Paved	Yes with stairs
Between 4700 & 4704 Tallahassee Avenue and 4627 & 4701 Wissahican Avenue	Paved	Slight
Between 3923 and 3925 Wendy Lane and Connecticut Avenue	Grass	No
Between Westbury Road and Chesterfield Road along the rear property lines of 14701 & 14705 Westbury Road	Beaten path through the trees	No

Table 13

ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between 15401 & 15405 Carrolton Road	Paved	Slight	Flower Valley
Between 12918 and 1300 Evanston Street	Paved	No	Wheaton Woods Local Park
Between 14144 & 14146 Flint Rock Road	Grass	No	Sycamore Creek
Between 12909 and 12911 Larkin Place	Paved & Grass	No & Yes	Wheaton Woods Local Park
Between 14021 & 14101 Manorvale Road	Paved	Yes	Sycamore Creek
Between #5 & #9 Narrows Court	Paved	Yes	Future Elemetary School Site
Between 1828 & 1900 Narrows Lane	Paved	No	Norwood Village N.C.A. Park
Between 12911 and 12915 Turkey Branch Parkway	Grass	No	Matthew Henson State Park
Between 13011 and 13015 Turkey Branch Parkway	Dirt path	Slight	Matthew Henson State Park
Between 13105 and 13107 Turkey Branch Parkway	Grass	Yes	Matthew Henson State Park
Between 3963 & 3965 Wendy Court	Grass	Yes	Matthew Henson State Park

The following pedestrian paths have not been formally recorded as pedestrian paths. Physical evidence of their existence and use as paths does exist. If, through resubdivision of the neighboring properties, the opportunity should arise to formally record these pedestrian paths through dedication, the opportunity should be taken.

- Between 4400 and 4410 Renn Street.
- Between 4407 Aspen Hill Road and 13600 Parkland Drive (eroding asphalt paving).
- Between 13604 Landgreen Street and 13700 Parkland Drive (paved).
- End 4500 block of Landgreen Street to the Aspen Hill Library.

RESULTS OF THE BIKEWAY ANALYSIS

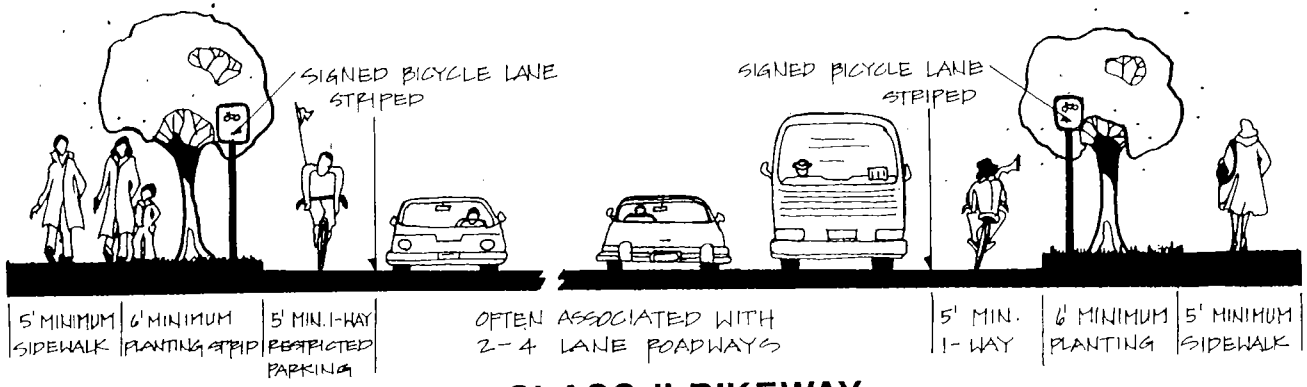
The Bikeway System

The classification system used for bikeways in Montgomery County is broken down into Class I, Class II and Class III bikeways. The first is a separate off-road trail that is generally 8 to 10 feet wide so that it can be used by both bikers and pedestrians. The second is a 5-foot wide lane in the street that is separated from the traffic by a striped line or a barrier. The third is an on-street route that is not separated from the moving traffic. Figure 57 shows each classification. A more complete description can be obtained in the Master Plan of Bikeways.

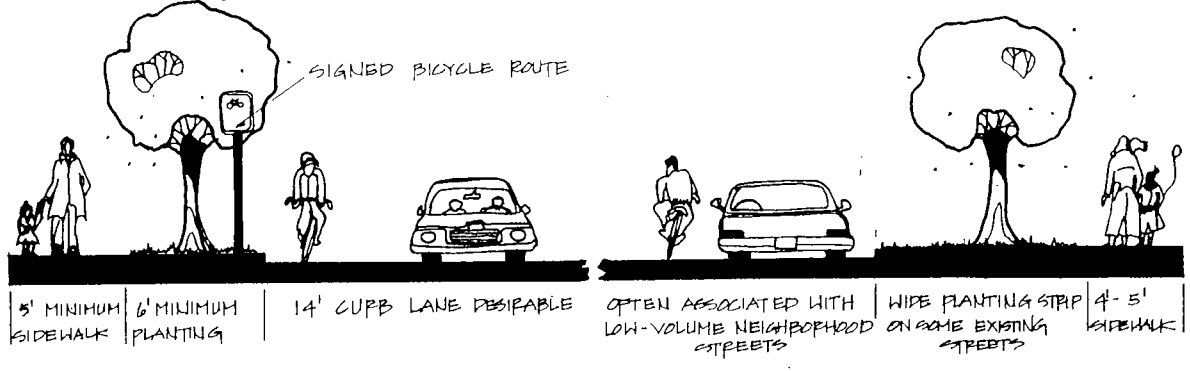
This Plan proposes a bikeway system that is largely separated into the following components:

- A park system of Class I bike trails.
- Primary commuter routes in major highway corridors such as Georgia Avenue, Layhill Road, Connecticut Avenue and Norbeck Road.
- Secondary commuter routes composed of paths along the major east-west roads such as Muncaster Mill Road and Bel Pre Road.
- Neighborhood routes along primary and secondary roads in residential communities within Aspen Hill.

CLASS I BIKEWAY



CLASS II BIKEWAY



CLASS III BIKEWAY

A Master Plan for the Communities of

Aspen Hill

Planning Area

TYPICAL BIKEWAY CROSS SECTIONS

DEFINITIONS

BIKEWAY - Any road, path or way designated as being open to bicycle travel whether shared with other transportation modes or used exclusively for bicycles.

BICYCLE PATH - A bikeway physically separated from motorized vehicular traffic by an open space or barrier.

BICYCLE LANE - A portion of a roadway designated by striping for the preferential use of bicyclists.

BICYCLE ROUTE - A segment of a system of designated bikeways. Class III routes may or may not be signed.

NOTES

- A typical class I bike path may be shared by pedestrians.
- It is advisable to have two feet of clearance on either side of a bike path or trail.
- Separate bike and pedestrian paths are preferred.
- Class II bike lanes are preferred on open section roads.
- On road bike lanes are for travel in the same direction as adjacent vehicles.
- Class III bicycle routes may be signed but are not striped.
- Class III routes may be in a 14-foot curb lane or an existing low-traffic volume residential street.
- Existing residential streets designated as green corridors would not be striped or widened.

FIGURE 57

Park Trails

One of the outstanding features of Aspen Hill is that it includes a segment of the Rock Creek bike trail within its boundaries. This Class I bike trail extends north to Lake Needwood and south to East-West Highway. Because of its north-south orientation, this trail can be used as a commuter route in addition to serving a recreational purpose. Tying into this bike trail is one of the primary objectives of this bikeway plan. The trail is eight feet in width and asphalt covered. There are several connections to nearby communities which enhance the usefulness of this bike trail.

Parks, or park segments, in Aspen Hill that do not currently include bike trails, but could suitably accommodate them, are Northwest Branch and Matthew Henson State Park. Another facility suitable for a trail is the former Rockville Facility right-of-way. This Plan recommends that a Class I trail be constructed in Northwest Branch and connected to the trail in Rock Creek Park by way of another Class I trail that should be constructed within the Matthew Henson State Park and the right-of-way of the former Rockville Facility.

Future trails and trail connections in the Lake Frank area will be considered in the Rock Creek Regional Park Master Plan, currently scheduled for completion in 1993. The Lake Frank area is considered to be a conservation-oriented portion of the park and no additional trails are anticipated. While there is a paved, bicycle access trail from Avery Road leading to the parking lots and entrance area off Trailway Drive, extension of this trail to Meadowside Nature Center could be a severe intrusion into the sensitive environmental area around the nature center.

Development of the Park Master Plan should include consideration of proposals to improve hiker/biker access to Lake Frank and Meadowside Nature Center. Such proposals should be developed and evaluated in conjunction with community input. Trails and connectors determined to be feasible by Park staff could be located and designed to minimize their impact to sensitive conservation areas.

The environmental impact study for the Intercounty Connector will consider bicycle and hiking trails integrated with existing trails in the park system. Any decision to locate a bikeway in the ICC right-of-way should also take the recommendations of this Master Plan into consideration.

Primary Commuter Routes

LAYHILL ROAD

Layhill Road was recently widened to a four-lane divided highway and, as part of the project, a variable width Class II bike lane was constructed. The width varies from about 5 feet for most of the section south of Bel Pre Road to about 12 feet

at the southern end of the Aspen Hill boundary. However, the lanes are not clearly identifiable as bikeways. This Plan recommends that bikeway signs be located along the curbside so that motorists and bikers know that Layhill Road is a bike route. When the Metrorail system is extended from Wheaton to Glenmont, it will be important to establish Layhill Road as a direct bikeway to the Glenmont Metro station. It will also be important to clearly identify other roads leading to Layhill Road.

GEORGIA AVENUE

The physical conditions along Georgia Avenue appear to be too variable for a single class of bikeway. Between Norbeck Road and Bel Pre Road, there appears to be adequate space for the construction of a Class I trail in the wooded area that separates the southbound lanes on Georgia Avenue from the nearby service road. A Class II/III bikeway could also be located on the service road adjacent to the wooded area. Another option is to locate the bikeway adjacent to the northbound lanes on the east side of Georgia Avenue. The bikeway could switch to the west side of Georgia Avenue at Leisure World Boulevard where there is a traffic signal. South of Bel Pre Road, the bikeway may have to be built as a Class II lane or Class III route depending on the conditions in the Georgia Avenue corridor.

The Georgia Avenue bikeway should connect with the commuter park-and-ride lot at Norbeck Road, but the advantage of a bikeway on the west side is that it would connect with the Vitro Corporation site at Connecticut Avenue, the shopping centers between Connecticut Avenue and Aspen Hill Road and Matthew Henson State Park. South of Matthew Henson State Park, the bikeway would then continue on to the Glenmont Metro station by way of the streets recommended for bikeways in the Kensington-Wheaton Master Plan.

CONNECTICUT AVENUE

This Plan recommends that a Class I bikeway be constructed on Connecticut Avenue between Georgia Avenue and Bel Pre Road to connect with the existing bikeway along Bel Pre Road.

This Plan recommends that a Class II/III bikeway be constructed between Georgia Avenue and Aspen Hill Road. This would connect with the existing Class I bikeway between Aspen Hill Road and Matthew Henson State Park. It would also connect with the proposed trail in the State Park. If the Vitro Corporation property is redeveloped, an off-street bike trail should also be constructed along the site.

NORBECK ROAD

The service roads along Norbeck Road provide an ideal route for bikers to take as they follow this east-west oriented right-of-way. This Plan recommends that a bikeway combining Class I/II/III standards, depending on the condition, be

located along Norbeck Road using the service roads as much as possible. The Norbeck Road bikeway should connect with the commuter parking lot, the Rock Creek trail and other bikeways recommended in this Plan.

On the east side of Georgia Avenue, this Plan recommends a retrofit to provide a five-foot-wide shoulder which would serve as a Class II bikeway along either side of Norbeck Road. The long term recommendation is to provide a Class I bikeway along Norbeck Road when it is widened to four lanes.

Secondary Commuter Routes

MUNCASTER MILL ROAD

This Plan recommends that a Class I trail be constructed on the south side of Muncaster Mill Road from Norbeck Road to North Branch Stream Valley Park. Connections should also be provided between the trail, the Meadowside Nature Center and Lake Bernard Frank.

BEL PRE ROAD

Bel Pre Road has a concrete pedestrian/bicycle path on the south side of the road that is eight feet wide and separated from the curb by a narrow grass strip about four feet wide; however, there are no signs to indicate that it is a bikeway. This Plan recommends that bikeway identification signs be posted along the path at appropriate intervals to make it more visible as a bike route. Signage should also be used to show that the path leads to the shopping center at Layhill Road, to the bikeway on Layhill Road and to the trail proposed in the former right-of-way for the Rockville Facility by way of Rippling Brook Drive.

Neighborhood Routes

The neighborhood connecting system is largely already in place. There appears to be little need for any additional striping or right-of-way acquisition. This system follows roads with pavement widths varying from 26 to 48 feet. These paths are located on the roadways and would serve the dual purposes of commuting and recreation by tying into both the park trail system as well as the primary and secondary routes that traverse Aspen Hill. The neighborhood bikeways proposed in this Plan connect communities with many of the area's public facilities, shopping centers and employment sites. The signage system already used by the Montgomery County Department of Transportation to identify specific destinations should be expanded to include the bikeways proposed in this Plan.

RESULTS OF THE GREEN CORRIDORS ANALYSIS

It is important to make the distinction between greenways and green corridors. The greenways concept is broad and includes a range of linear, natural, undisturbed environmental features as well as park paths or trails. While the greenways may connect and form a system, they are not major highways nor neighborhood streets and are, therefore, not green corridors. The importance of the green corridors concept is to designate major highways and through-residential streets in the Aspen Hill Planning Area that should be safe and attractive for pedestrians and bicycles as well as vehicles, and to preserve the character of those streets that already qualify as green corridors.

State highways or neighborhood streets are selected as green corridors in two ways: 1) either they already successfully accommodate pedestrians, bicycles and street trees and should be maintained as such, or 2) they should be improved to better serve pedestrians and bicyclists and be provided with shade trees.

The State highways have a great impact on Aspen Hill because of the higher vehicular speed, the width of the roadways and the minimal attention given to non-vehicular access and aesthetics. Implementing the green corridors concept will contribute to an improved image for Aspen Hill.

Analysis

Intersection improvements and road widenings are regularly implemented throughout the County; improvements for pedestrian safety and access to transit should be equally important but have not been as regularly made.

Since Aspen Hill is in the middle of Montgomery County, it is likely that the State highways will remain wide, high-speed and heavily traveled roadways serving destinations outside the Planning Area as well as Aspen Hill. If, however, the highways were provided with shade trees, well-marked crosswalks, pedestrian-timed signaled crossings and bus shelters, this would greatly contribute to creating an attractive image for Aspen Hill and the center of the County.

STATE ROADS

Georgia Avenue, Connecticut Avenue, Veirs Mill Road and Layhill Road were designated green corridors in the 1989 Kensington-Wheaton Master Plan. These major highways are lined with vegetation on public or private residential land in some locations, but there are no street trees along the roads or in the medians. Sidewalks are generally located next to the curb but are lacking in some important locations. For example, sidewalks are needed to get to shopping and transit along Connecticut and Georgia Avenues, and more bus shelters are needed.

Norbeck Road, between Georgia Avenue and Bauer Drive, is an excellent example of an attractively landscaped corridor with the amount of landscaping appropriate to a major highway passing through a residential community. It only lacks sidewalks and a bicycle lane on both sides. The newly constructed part of Layhill Road will have landscaping and has a Class II bike lane on both sides of the road. As with most other State highways, however, the sidewalks are located close to the curb, so pedestrians have to walk next to high-speed traffic, and there are no trees between the curb and the sidewalk to shade the roadway and the pedestrians. There are several locations on Veirs Mill Road where no sidewalks are provided, although pedestrian access to bus stops is needed.

NEIGHBORHOOD STREETS

Many neighborhood streets in the Aspen Hill Planning Area are attractive and well suited for pedestrians and bicycles as well as vehicles. They are of an appropriate width, have mature shade trees, sidewalks back from the curb and parking lanes at the curb, buffering the pedestrian from moving vehicles. The character of these streets should be maintained and used as a model for new residential streets in the County. Examples of residential scale green corridors in Aspen Hill are Aspen Hill Road, Arctic Avenue, Parkland Drive, Heathfield Road, Homecrest Road, Longmead Crossing Drive, Wintergate Drive, Hewitt Avenue, Baughman Drive, Tierra Drive and Drury Road. Bonifant and Bel Pre Roads, also designated as green corridors, lack only a continuous pedestrian system and street trees.

ENVIRONMENTAL RESOURCES

LIST OF M-NCPPC DOCUMENTS PERTAINING TO THE ASPEN HILL PLANNING AREA

1977	Rock Creek Watershed Habitat Survey and Inventory of Flora and Fauna
1977	Rock Creek Stormwater and Water Quality Management Study
1980	Rock Creek Basin - Functional Master Plan for Conservation and Management
1982	Anacostia Technical Watershed Study
1987	Bel Pre Creek Watershed Study
1977 - 1988	M-NCPPC 100-Year Floodplain Maps

STORMWATER MANAGEMENT

Most of the planning area is urbanized and much of the development occurred before flooding hazards were documented or controlled. The urbanization process in this area has changed the character of the landscape from one of agricultural and forest uses with "open" meadows and woodlands to an area with a high degree of impervious cover (such as roads, parking lots, driveways and building rooftops). The amount of water that runs off the landscape during a storm event is directly related to the degree of impervious cover found there, as the area available for infiltration or percolation of rainwater has been lost. The urbanization process in the area has resulted in greater volumes of surface flow during storm events and increased velocities of stormwater runoff, localized flooding and erosion problems, decreased base flows (low flows) in streams during dry periods, streambank erosion and a decrease of water quality in the local stream network.

The tactic used to treat stormwater runoff during much of the development history in the planning area was characterized by improved stormwater conveyance systems rather than stormwater management systems. Consequently, many of the headwaters of local streams were enclosed in storm drain systems or channelized in an effort to efficiently remove storm-water from a particular development site. While these measures often reduced or eliminated flooding and erosion problems in the immediate area, they may have displaced the problems to a point further downstream. Stormwater management facilities, which control the rate and volume of runoff from development sites, were not used until the mid-1970's. In addition, several residences in the planning area were constructed within the limits of the 100-year floodplain. Present day regulations would prohibit such construction activity.

SUMMARY OF ASPEN HILL WATER RESOURCES

- Rock Creek mainstem (Uses I and IV) - The most evident problem in the mainstem of Rock Creek on the western border of the planning area is streambank erosion. Currently, there is evidence of accelerated streambank erosion on the mainstem immediately south of Muncaster Mill Road to a point where the stream is joined by an unnamed tributary running through Flower Valley Neighborhood Park, which is also undergoing accelerated streambank erosion. Other areas of accelerated streambank erosion include the reach running parallel to Parkvale Road and the reach immediately south of the Veirs Mill Road crossing. The Department of Parks should continue to perform periodic streambank stabilization projects along the mainstem on a worst case basis.

- Sycamore Creek (Use I, tributary to Rock Creek) - Most of the upper reaches of Sycamore Creek have been enclosed in storm drain systems. Presently, a 72-inch diameter storm drainpipe discharges under Dabney Drive directly to the main stream channel. Field investigations have revealed that accelerated streambank erosion has taken place from Dabney Drive to the stream's confluence with the mainstem of Rock Creek.

MCDEP has provided a good deal of streambank stabilization through various CIP projects in the past. According to M-NCPPC Ultimate Land Use Floodplain Maps, approximately nine residences are located within the limits of the 100-year floodplain, mostly along Briarwood Terrace and Flint Rock Road. CIP stabilization projects were not intended to lessen 100-year flooding impacts to these houses.

Relatively high levels of algae are also evident in the stream, suggesting nutrient levels greater than those which occur under natural conditions. Sources of nutrient loadings may include fertilizers applied to the golf course at Manor Country Club, fertilizers applied to residences in the area and domestic animal waste. Other trash and debris in the stream valley have been dumped by some residents adjacent to the stream as well as trash washed into the stream during storms.

- Turkey Branch (Use I, tributary to Rock Creek) - Turkey Branch has undergone extensive streambank erosion from Georgia Avenue to the stream's confluence with the Rock Creek mainstem. The other predominant problem in this area has been localized flooding. According to M-NCPPC Ultimate Land Use Floodplain Maps, about 14 residences and 6 apartment buildings along the stream were located within the 100-year floodplain in the Aspen Hill Planning Area in 1977. Since then, MCDEP and Montgomery County Department of Transportation (MCDOT) have improved stormwater conveyance via CIP projects that upgraded culverts and constructed levees. These projects have helped stabilize erosion and control flooding. Through these projects and County acquisition of some flood- prone properties, most of the residences have been isolated from the 100-year floodplain.

- Bel Pre Creek (Use IV, tributary to Northwest Branch) - Bel Pre Creek is also undergoing accelerated streambank erosion from just north of Bel Pre Road to the south and east until its confluence with the Northwest Branch mainstream. There is currently one regional stormwater management facility in the watershed at Leisure World which controls a 125-acre drainage area. There are also on-site stormwater management facilities within the Leisure World subdivision and additional private facilities throughout the Bel Pre watershed.

- Buckhorn Branch (near Merrifields and Baughman Drives) (Use IV, tributary to Northwest Branch) - There is a moderate amount of streambank erosion in this tributary. Five on-site stormwater management facilities have been installed at the Longmead Crossing subdivision to help mitigate the impact of the development. Residents have complained in the past about flooding along Layhill Road.

- Batchellors Run (near Narrows Lane and Chapel Hill Road) (Use IV, tributary to Northwest Branch) - Streambank erosion and flooding are the major problems in this sub-watershed. A previous watershed study (CH2M Hill, Anacostia Technical Watershed Study, 1982) found that approximately 15 residences were

located within the 100-year floodplain. Tributaries have flooded roads at the Layhill Road and Norbeck Road intersection, on Norbeck Road east of Woods Center Road and on Layhill Road north of Chapel Hill Road.

- Northwest Branch Mainstem (Use IV) - The mainstem of Northwest branch flows thorough Northwest Park golf course and parkland within the limits of the planning area. There is moderate streambank erosion in the mainstem near Bonifant Road; however, the most severe erosion problems occur outside of the planning area further downstream. While no monitoring has been done in the mainstem recently, it could be anticipated that elevated levels of nutrients may be present due to runoff from the Northwest Park golf course and residential areas within the watershed. Residents have complained of flooding at the stream crossing for Bonifant Road.

- Lake Frank (Use IV) - Lake Frank, located in Rock Creek Regional Park, protects lower Rock Creek by reducing flooding and sedimentation and provides recreational opportunities. Further information is available in the Regional Parks section of this Plan.

  Lake Frank is classified as a high-hazard dam by the Dam Safety Division of the Maryland Department of Natural Resources. This means that in the very rare event of a dam failure there is a possibility of significant damage to property and road or the probable loss of life.

  Studies done for the Rock Creek Functional Master Plan (1980) suggest that higher levels of nutrients than would be desirable are found in Lakes Frank and Needwood. Low levels of dissolved oxygen and sedimentation were also found to be a problem.

WETLANDS

Wetlands within the planning area were identified from the most recent versions of the Maryland Department of Natural Resources maps and the U.S. Fish and Wildlife Inventory maps. For the most part, wetlands occur mainly along stream valleys and within floodplains. There are also several small ponds, many of which are on existing golf courses. Additional areas of wetland have also been mapped within the land designated as the Rockville Facility between Northwest Branch and Georgia Avenue.

HISTORIC RESOURCES

RESOURCES NOT RECOMMENDED BY HISTORIC PRESERVATION COMMISSION OR PLANNING BOARD FOR ADDITION TO THE LOCATIONAL ATLAS

NAME: Veirs Mill Road Bridge

LOCATION: Veirs Mill Road (MD 596) 1.5 miles southeast of Rockville at Rock Creek

HISTORY/DESCRIPTION: The six-lane steel-beam bridge has a reinforced concrete deck and is supported by concrete piers and footings; its railings are metal. The bridge bears the dates "1956-85".

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Norbeck Road Bridge (#15092)

LOCATION: Norbeck Road over Rock Creek

HISTORY/DESCRIPTION: The Norbeck Road Bridge is a dual lane, four-span, steel beam bridge carrying a 34-foot concrete highway over Rock Creek. The spans are approximately 80 feet in width, and the bridge railings above the concrete parapet are galvanized metal. The existing bridge, built in 1969, is the first on the site.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Rock Creek Hiker/Biker Trail Bridge

LOCATION: 400 yards south of Edgebrook and Dewey Roads intersection, at Rock Creek

HISTORY/DESCRIPTION: This pedestrian bridge over Rock Creek was built in the early 1980's when the Aspen Hill section of the Rock Creek Hiker/Biker Trail was completed. It is approximately 7 feet wide and 70 feet long with a wooden deck and metal railings.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Connecticut Avenue Bridge (#15088)

LOCATION: 900 feet north of Littleton Street on Connecticut Avenue (MD195)

HISTORY/DESCRIPTION: Built in 1968, this six-lane, steel-beam bridge with a reinforced concrete deck is supported by concrete piers and footings; its railings are metal. The date is on the east wall of the bridge at its south end.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Layhill Road Bridge (#15024)

LOCATION: Layhill Road between Baughman and Loch Vista Drives

HISTORY/DESCRIPTION: The Layhill Road Bridge was built in 1931 as a two-lane concrete slab bridge over Rock Creek. The concrete railings have paneled ends and the retaining walls are marked by narrow horizontal recessed bands. It replaced an existing bridge at this site.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Pedestrian Bridge at Dewey Road

LOCATION: Approximately 250 yards west of the intersection of Dewey and Edgebrook Roads

HISTORY/DESCRIPTION: This 1980's pedestrian bridge over Rock Creek was built when the Aspen Hill section of the Rock Creek Hiker/Biker Trail was completed. It is approximately 7 feet wide and 70 feet long with a wood deck and metal railings. It is similar to the Rock Creek Hiker/Biker Trail Bridge.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

COUNTY COUNCIL RESOLUTION #12-1545

Resolution: 12-1545
Introduced: March 29, 1994
Adopted: March 29, 1994

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

By: District Council

Subject: Approval of Planning Board (Final) Draft Aspen Hill Master Plan

Background

1. On July 27, 1993, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Aspen Hill Master Plan.

2. The Planning Board (Final) Draft Master Plan amends the Master Plan for Aspen Hill, December 1970, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; The Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, as amended; and The Master Plan of Highways within Montgomery County, as amended.

3. On September 28, 1993, the County Executive transmitted to the District Council comments concerning the Planning Board (Final) Draft Aspen Hill Master Plan with a fiscal analysis.

4. On November 9, 1993, the County Council held a public hearing regarding the Planning Board (Final) Draft Aspen Hill Master Plan. The Master Plan was referred to the Planning, Housing and Economic Development Committee for review and recommendation.

5. On January 24 and January 31, 1994, the Planning, Housing and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Aspen Hill Master Plan. Several revisions to the Master Plan were recommended by the Committee.

6. On February 8, February 15 and February 22, 1994, the County Council reviewed the Planning Board (Final) Draft Aspen Hill 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 Aspen Hill Master Plan, dated July 1993, is approved with revisions. Council revisions to the Planning Board (Final) Draft Aspen Hill Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

ASPEN HILL MASTER PLAN CITIZENS ADVISORY COMMITTEE

Page vi, paragraph 1, sentence 2:

[The Advisory Committee does not take a position or vote as a body.] It is the Planning Board's policy that Advisory Committees not vote on issues.

PLAN VISION

Page 1, paragraph 1, sentence 2:

This Plan reinforces the primarily [It sees a continuation of its] suburban and residential character of the Aspen Hill area by retaining its residential zoning with relatively few refinements.

Page 2, paragraph 2, sentence 3:

[The] One of the goals of this Plan is to service and channel that demand in a manner that most benefits the citizens of Aspen Hill and mitigates the detrimental impacts of transportation facilities. Another goal of this Plan is to decrease reliance on the automobile to the extent possible.

Page 2, paragraph 3, last sentence:

The County should do everything it can to reinforce opportunities for neighbors to interact with other neighbors to the extent possible. Building and strengthening the sense of community within the Aspen Hill Planning Area is one of the primary goals of the Aspen Hill Master Plan.

Page 2, last paragraph, last three sentences:

[This is a highly desirable relationship which should not be disrupted. The continuation and possible expansion of office use is an integral part of this Plan's vision for Aspen Hill. Should the demand for retail uses increase, this Plan envision intensification of existing retail centers without an expansion of commercial zoning.] Office is still the preferred long term use for the entire site previously used by the Vitro Corporation. However, with sufficient conditions and limitations, retail on a portion of that site could be a beneficial neighbor. It is not the vision of this Plan for Aspen Hill to become a regional shopping district. Retail expansion should be limited to those uses which reinforce the community-serving nature of existing retailers.

PLAN HIGHLIGHTS

Page 3, before bullet 1:

- o permit a limited amount of retail activity on the former Vitro site and allow a reversion to office in the long term.
- o continue the existing office use for the [Vitro and] Lee Development Group site.
- o [retain] use the right-of-way for the former Rockville Facility for [a future transitway] a greenway/ park.
- o permit appropriate in-fill development.

Page 4, bullet 1:

- o deleting the use of the remainder of the former Rockville Facility right-of-way from Georgia Avenue to the Intercounty Connector for highway use while [reserving it for a future transitway] promoting a hiker/biker connection from Rock Creek Park to Northwest Branch Park; and ...

BACKGROUND

Page 7, subtitles:

[AMENDMENTS TO SURROUNDING MASTER PLANS]

Page 9, bullet 1, line 2:

... include the portion of Lake [Frank] Bernard Frank that ...

Page 9, paragraph 2, add after first sentence:

The land grant for "Lahill" (the original spelling of Layhill) was in 1718 and included 1,298 acres of land.

Page 12, paragraph 1, sentence 1:

In addition to the two area schools, the Lay Hill Academy was located on Layhill Road near the Layhill M. E. [ME] Church (now known as the Oak Chapel United Methodist Church) [and cemetery].

Page 12, paragraph 5, add before sentence 1:

Prior to 1961, the Aspen Hill Area was guided by a variety of Highway Master Plans, a Schools, Parks and Recreation Master Plan and the 1957 General Plan.

Page 13, paragraph 3, last sentence:

Both sites have subsequently been developed at [the] their zoned density.

Page 14, paragraph 4, last sentence:

It[']s purpose is to provide ...

Page 16, last paragraph, sentence 2:

The Plan also favors the construction of a roadway or transitway along the ICC right-of-way, [and a possible transitway along the former Rockville Facility right-of-way,] thereby supporting a General Plan strategy to "give priority to improving east-west travel" (Transportation Strategy 1B).

Page 17, paragraph 2, second to last sentence:

This chapter is an indication of the [counties] County's stewardship ...

LAND USE

Page 22, bullet 2:

[o To maintain a mixed use character at the crossroads of Georgia Avenue, Connecticut Avenue and Aspen Hill Road by providing for the retention and expansion of a major office use.]

o To permit a limited amount of retail activity on the former Vitro site and to allow a reversion to office use in the long term.

Page 22, last 2 paragraphs:

[The most significant exception to Aspen Hill's residential character are office employment opportunities on the Vitro site.

The retail and service opportunities already provided in the planning area are sufficient to accommodate the needs of the community for the foreseeable future.] Aspen Hill has a number of conveniently located neighborhood shopping centers. No areas are lacking a nearby grocery store. The center of Aspen Hill's economic activities lies in and around the intersections of Georgia Avenue, Connecticut Avenue and Aspen Hill Road. This area contains the most significant office space in the planning area and also provides the largest concentration of retail activity.

Page 29, paragraph 4 and following:

[The productivity housing program is targeted for areas of the County which exceed the County's average housing prices.] The criteria for selecting Productivity Housing sites, is stated in the Montgomery County Zoning Ordinance. "In evaluating Productivity Housing special exceptions, emphases will be placed on providing Productivity Housing in those policy areas of the County having less than the County-wide average of housing priced at Productivity Housing levels and below." [Aspen Hill has a varied housing stock.] The planning area may already meet the County-wide average for housing priced in this program's price range. Recent housing figures show that the median housing prices in the planning area are approximately equal to the County-wide median. [If in the future there should be a need indicated for more productivity housing, t]This Plan recommends that [it occur in] the commercially zoned areas of the planning area, such as Northgate and Layhill shopping centers should be given particular consideration for the Productivity Housing program. [The planning area does not have

any industrially zoned property. Residentially zoned land in the planning area should not be viewed as suitable for productivity housing due to environmental constraints on the land which might have qualified for the program.]

"No property with a class three or four stream may be considered for Productivity Housing."(See the Environmental Resource Plan for the explanation of stream classifications.) Most of the residentially zoned properties [that would meet the zoning and size qualifications for this program] identified as significant parcels in this Plan either have a Use IV stream on the property or drain into a Use IV stream watershed. [The productivity housing program excludes properties containing Use III and IV Streams and requires protection of environmental systems.(See the Environmental Resource Plan for the explanation of stream classifications.)] In order to stabilize existing areas of accelerated streambank erosion and prevent expansion of the 100-year floodplain in a developed area, [these properties were]most of these significant parcels are recommended to retain a low density that [was] is equivalent to the 1970 Master Plan. That recommended density in environmentally sensitive areas is half the density allowed under the productivity housing program. [The County-wide benefits of the productivity housing program in the residential areas could not offset the accelerated streambank erosion and the enlargement of the 100-year floodplain in Aspen Hill and the adjacent Kensington-Wheaton Planning Areas.]

[In addition to the environmental considerations, the residentially zoned properties are located in the vicinity of a large concentration of affordable housing units. The addition of productivity housing would result in an unusually high density of affordable housing in one area of the County. Since only six productivity housing special exceptions will be approved under current law, locations with fewer existing low and moderate income units appear more appropriate for this program.]

Aspen Hill contains large concentrations of affordable housing units. The area bounded by Georgia Avenue, Bel Pre Road and Connecticut Avenue is a significant multi-family housing resource to the County as are the apartments along Hewitt Avenue. Much of the area's modest single family housing units are also affordable when compared to other areas of Montgomery County.

Page 30, paragraph 4:

[There is a perception in the community that this planning area is underserved by community facilities. It]This community is on the edge of several government service areas. [For the planning area to receive additional facilities, such as a recreation center or a library]At a minimum this Plan recommends a new recreation center in the eastern portion of the Planning Area but, the area must compete with adjacent areas on a need basis....

Page 30, last paragraph last sentence:

Those sites and all other County-owned land should be [retained]carefully examined before any disposition to ensure that future public uses can be accommodated.

Page 31, paragraph 4, last sentence:

... supports the retention and reconfirmation of existing public facility [facilities] sites in the area.

Page 31, paragraph 4, add after last sentence:

Any disposition of County owned property should only occur after a careful examination to determine that all needed services can be accommodated on the remaining land.

Page 31, end of paragraph 5:

The maximum number of TDRs added by this Plan is 122 TDRs.

Page 31, last paragraph, sentence 3:

Second, the Plan recommends [an office use] a limited amount of retail use, instead of the [proposed] research and development use recommended in the 1970 Plan for the former Vitro Corporation site.

Page 34, paragraph 2, sentence 3:

The use of this right-of-way for any major road would be inappropriate given the [existence of] right-of-way for the ICC to the north.

Page 34, paragraph 2, add after last sentence:

Due to the linear configuration of the site, it is not expected that the maximum density will be achieved.

Pages 34-40, paragraph 3 through the first 2 lines on page 40:

Delete all of the Planning Board Draft text and replace with the following:

This 32.75-acre parcel (Figure 13) was previously owned by the Vitro Corporation. The parcel is located west of the intersection of Connecticut and Georgia Avenues. The former Vitro site is bordered on the north and west by single-family detached homes on quarter-acre lots and on the south by an office building.

This site has been an asset to the community as the single non-retail employment center in the planning area. Vitro was a good neighbor by buffering the surrounding residents from activity and allowing community use of its meeting room facilities. Office is the preferred use in the long term. However, the existing surplus of office space in the County and decision by Vitro to vacate the on-site offices, coupled with the proposal from Home Depot for a low density use of the property, leads to the recommendation to allow a limited amount of retail use on the site with the flexibility to return to office at the option of the owner through a floating zone.

The conversion of this site to retail use should not be considered a signal to intensify the use of this site nor the surrounding retail area into a regional shopping area. Should the demand for retail uses in the planning area increase, this Plan envisions intensification of the other existing retail centers without additional expansion of commercial zoning. No new commercial zoning should be permitted on Aspen Hill Road west of Connecticut Avenue beyond what is recommended in this Plan.

Within the General Plan framework, Aspen Hill is part of the Suburban Communities area. The Aspen Hill resident looks to the larger retail areas within the Urban Ring to provide a wider range of shopping

needs. Wheaton, North Bethesda and Rockville Pike retail areas provide the complementary retail activity with readily-accessible comparison and regional shopping functions.

This Plan recommends that 13.24 acres of the site be zoned RMX-2C (Residential-Mixed Use Development, Specialty Center, Commercial Base), replacing the existing C-2 (General Commercial) and a portion of the R-90 (Residential, One-Family) zones. The RMX-2C zone is recommended so that the retail use can proceed in a limited fashion with a site plan requirement for any significant changes. The zoning recommendation recognizes the commercial use of the proposed reconfiguration of the parking lot area. This Plan endorses the granting of a special exception for parking and providing screening, berms, open space, and stormwater management in the R-90 portion of the site. The RMX-2C zone would accommodate the desired retail use for this site and have a lower permissible building density than the present C-2 zoning. The ultimate outcome would limit the site buildout to the retail use proposed in the illustrative site plan. The developer has consented voluntarily to enter into a development agreement, before a building permit is issued, similar to a site plan enforcement agreement with the Planning Board, to give extraordinary assurance that the ultimate development will conform to the illustrative site plan.

The following guidelines should be incorporated into the redesign of the site:

- The potential retail development on this site should be limited to one building of not greater than 163,000 net square feet of retail space. Of this 163,000 square feet, the fully enclosed area should not be greater than 140,000 square feet.
- Existing buffer along the northern and western property lines should be enhanced. Paving should generally be no closer than 100 feet from the northern property line. Free-standing advertising signage should be located away from the residential community and should be limited to one such sign.
- Stormwater management should be handled on site to provide both quantity and quality controls.
- The number of parking spaces on the entire site should not exceed 880 spaces.
- Parking lighting should be directed away from the single-family residences and should not cast excessive light towards them. The parking lot should have a pedestrian-protected walkway and extensive shade trees.
- The on-site pedestrian paths should connect to the existing bus stops.
- Screening trees should be provided on the south side of the retail building and street trees should be provided along the Georgia Avenue and Connecticut Avenue frontage.
- All trucks weighing 5,000 pounds or more should be directed only to the Connecticut Avenue entrance.
- Automobile access from Aspen Hill Road, via the Lee Development Group property, should be discouraged.

- A traffic light is recommended at the Georgia Avenue entrance if Maryland Department of Transportation standards can be meet. In any event new traffic patterns should be evaluated and any improvements necessary should avoid negative impacts on the residential community.

If, in the future, there is a desire to redevelop this site for an office use, it should only occur by way of an application for O-M (Office Building, Moderate Intensity) zoning. The parameters for the O-M zoning and the appropriate level of density would be determined at that time. The O-M Zone is a floating zone. A schematic development plan at the time of rezoning would ensure the compatibility of any development with the surrounding community.

Some of the issues that would have to be resolved at the time of a local map amendment include traffic impact, building size impact and maintenance of existing buffers between this site and the adjacent neighborhood. Office development on this site may be dependent on the use of transportation management strategies, such as carpooling or vanpooling and accompanied by promotion of staggered or off-peak work hours. These strategies would reduce the number of single-occupant vehicles on the roads. This limitation is needed to reduce traffic impact. Structured parking is likely to be necessary.

The predominance of three-story office buildings is important for compatibility. These structures' low height and green buffers should make it a visually attractive neighbor.

From a design point of view, redevelopment of this site as an office employment area could also provide some important pedestrian and visual improvements. This could become the major hub of the Aspen Hill Planning Area as well as a very attractive, animated stretch of Connecticut Avenue.

If this site redevelops for an office use, the following guidelines should be incorporated into the redesign of the site:

- Development of this site, in combination with development on the Lee Development Group site, should not exceed 1 million square feet of office use. This guideline is to be interpreted as the maximum amount of development on the two properties, but lesser amounts may be approved due to compatibility and adequate public facility considerations.

- The current wooded buffer and a 100-foot minimum setback from residential areas, with evergreen buffering and screening, should be maintained for non-residential areas.

- Non-residential building heights should be higher in the center of the site, stepping down towards the street, with a maximum of 3 floors nearest to neighborhood homes.

- All surface parking and parking structures should be screened from adjacent residential uses and street trees along Connecticut and Georgia Avenues should be provided.

- Off-site, the State Highway Administration and Montgomery County Department of Transportation should be consulted so that boldly striped, paved or colored crosswalks could be provided at Aspen Hill Road and the Connecticut Avenue/Georgia Avenue intersection.

- On-site stormwater management for both water quality and quantity is appropriate because of the large amount of acreage and the high percentage of impervious surface involved with the proposed land use.

#3 - Lee Development Group Office Building Site

The 10.03-acre parcel, south of the former Vitro site, is owned by the Lee Development Group (LDG). The site is presently zoned C-1 and R-90. The site is located in the northwest corner of the Connecticut Avenue and Aspen Hill Road intersection. This site is bordered on the north by the former Vitro property and on the west by a church. This site should be maintained as an office employment center for the Aspen Hill community.

This Plan recommends continued office use for this site with a C-O (Commercial, Office building) zoning designation replacing the existing C-1 (Convenience Commercial) zones. The existing C-1 zoning permits additional retail activity which does not conform to this Plan's vision. The C-O zone is recommended so the existing office uses more closely conform to the site's zoning. In addition, the existing R-90 zoning is used for parking and should be reconfirmed. This zoning recommendation would preserve this site as an employment center and preserve job opportunity for residents to work near their home.

If any expansion of office use is requested, it should only be done through the application for O-M zoning over the entire site (both the C-O and R-90 zoning areas). Such an application should receive favorable consideration if it complies with the following guidelines:

- o Development of this site, in combination with the former Vitro site, should not exceed 1 million square feet of office use. This guideline is to be interpreted as the maximum amount of development but lesser amounts may be approved due to compatibility and adequate public facility considerations.
- o No structure, excluding building mechanics, should be higher than 2 stories above the existing structure.
- o No structure for building or parking should be closer to the single-family houses than the existing structure.
- o Traffic increases should be mitigated by transportation management methods and the resulting traffic must not cause unacceptable congestion.
- o Stormwater management systems controlling quantity and quality must be used for the site.

If, in the future, there is a desire to redevelop this site in conjunction with the former Vitro site, a common development plan is desirable; however, this may be prevented by separate ownership.

Page 40, paragraph 4, sentence 1:

[This Plan recommends that t]The entire office building site would be appropriate for O-M zoning [be zoned O-M] with no expansion ...

Page 40, add after last paragraph:

As an alternative, all or a portion of the area west of Bailey's Lane may be appropriate for expansion of the adjacent PRC zoning. Development on this site or transferred off this site should include at least 20% of its units as MPDU's to provide an affordable elderly housing project. If density is transferred from another part of the age-restricted portion of the PRC Zone to this site, that density

should be subject to the MPDU requirement. A minimum of 12.5% of the units would be required to be MPDU's. The density provisions of the Moderately Priced Dwelling Unit Ordinance permit a maximum of 22.5% additional units, but all such units must be MPDU's.

The logical limits of Leisure World in this area should be Norbeck Road to the north and Bailey's Lane to the east. Any development of the area of Bailey's Lane within Leisure World must have its primary entrance through the existing Leisure World network. No separate entrance should be permitted along Bailey's Lane.

Page 41, paragraph 3, sentence 6:

[(This recommendation will require the adoption of a zoning text amendment which would make additions to the age-restricted PRC zone subject to the MPDU provisions).]

Page 42, after paragraph 3, add new paragraph:

In addition to housing, this site may be appropriate for a nursing home or congregate care facility.

Page 42, last paragraph, sentence 4:

The area is bordered to the west by the new Kensington[-Wheaton #25 Fire Station] Volunteer Fire Department Station #25, Aquarius Local Park, and Leisure World.

Page 44, paragraph 3, sentence 3:

[Productivity housing is not recommended for this area.] This is an environmentally sensitive area.

Page 44, paragraph 4, sentence 4:

[The Transportation section of the Technical Appendix] Appendix C of this Plan, which deals with transportation, has more information about the internal road circulation for this area.

Page 47, paragraph 4, last sentence:

Any resubdivision under the R-200 zone must meet all of the attributes stated above and may utilize the cluster option.

Page 49, paragraph 4, sentence 2:

A R-150/TDR-[6]5 zone is recommended as an appropriate transitional density for this site.

Page 49, paragraph 4, last three sentences:

The R150/TDR-[6]5 Zone will provide a maximum of [72] 60 units excluding MPDU's. The exact number of units will be determined at site plan consistent with the compatibility to existing development. Approximately [37] 25 TDR's will need to be purchased in order to achieve the maximum recommended density.

Page 49, last paragraph last sentence:

In addition, if productivity housing is applied for through the special exception process, it would be appropriate for Layhill [shopping center] Shopping Center.

Page 51, paragraph 3, last sentence:

Currently, approximately .68 acres are zoned C-1 and the remainder is zoned [R-60]R-200.

Page 51, paragraph 4, 4th and 5th sentences:

The remainder of the property should be kept in the [R-60]R-200 zone. In addition, this Plan would support a special exception on the [R-60]R-200 portion of the site for a day care center.

Page 53, paragraph 5, last two sentences:

To retain a defined transition area between these land uses, this Plan recommends [a] retaining the existing R-90[/TDR-9] zone. The R-90[/TDR-9] zone will provide a maximum density of [4] 2 units. [Approximately 2 TDR's will need to be purchased in order to achieve the maximum recommended density.]

Page 53, starting last partial paragraph:

[This Plan recommends that the right-of-way be preserved for a future transitway and not for a general purpose road. The transitway should be 25 feet wide with 10-foot grass shoulders and curb and gutters. The remainder of the right-of-way should be reserved for a bike trail, possible expansion of existing parks, a commuter parking lot near Georgia Avenue and Layhill Road, and a corridor of screening and buffering. The transitway could be used by buses or other appropriate technology that may be available at the time of development. Further, this Plan recommends the right-of-way should be conveyed to the Montgomery Department of Transportation to ensure its use as a transit way. During the time that this right-of-way is reserved, parts of this right-of-way should not be sold.]

Replace with:

This Plan recommends that the property be a public park/greenway with a Class I bikeway.

Page 57, paragraph 2:

The right-of-way is unimproved at this time, except for an 8-acre portion at Georgia Avenue. This site is currently leased to the First Korean Baptist Church, which abuts the site. The church has installed a parking lot, playing fields and a picnic area. These interim facilities should be shared by the community and the church. If there is a need in the future, a connection should be made to Georgia Avenue from the parking lot for better public access to the parking lot for its use by commuters. [Since this right-of-way was purchased for a transportation use and it should be reserved through the life of this Plan for a transitway use, it is not recommended that there be an expansion of the recreation facilities on this site.] There should not be any expectations that these interim facilities will be considered a permanent use that supersedes the use of the right-of-way for a future [transitway] hiker/biker greenway.

Page 57, paragraph 3, sentence 1:

[In conjunction with a possible transitway, t]This Plan....

Page 57, paragraph 3, sentence 3:

Park parcels along the right-of-way may also offer an opportunity for expanding the existing facilities at Bel Pre and Layhill Village Local Parks [after the transitway is engineered and sufficient right-of-way is reserved for the transitway].

Page 57, paragraph 3, last sentence:

[With a transitway, t]There may be limited areas large and level enough to develop playing fields. With the exception of the areas needed for road crossings of the former Rockville Facility right-of-way, the entire area should be acquired and managed as a park.

Page 57, first subtitle:

#14 - Robert E. Peary High School

Page 57, last paragraph:

[If the site is disposed of by the Board of Education, M-NCPPC should consider the site for inclusion into the Rock Creek Stream Valley Park. The existing outdoor recreation area should be upgraded and left available for use of local residents.] After years of neglect, the Peary High School building in its present condition is no longer an asset to the Aspen Hill community. Peary High School graduated its last class in 1984. In 1987, after the Board of Education turned the site over to the County as surplus property, the County Executive proposed that the auditorium and gymnasium wings of the building be renovated, the remainder of the building be demolished, a new connecting piece be constructed between the auditorium and gymnasium wings, and that the facility be used as a combination regional recreation center, children and youth services center, and fine arts center. Before that recommendation could be fully acted upon, the Board of Education requested that the site be transferred back to them so that the facility could once again be used for public education. Funding to renovate the building to serve as a holding school was not available at the time it was requested. In 1994, the Board of Education is once again considering giving the site to the County as surplus property. The building has been unoccupied since 1988. Positive action is now required to restore the building and site for the benefit of the County and the neighboring community.

The reuse of Peary High School as a public school, if such a need is found by the Board of Education, would be the most desirable future for the site. In any event, if the site is surplused by the Board of Education, it should be kept in public ownership. If a determination is made that it is not needed as a public school, any use of the site that would not preclude its eventual reuse as a public school would be desirable. Such uses include, but are not limited to, a private school, a specialized indoor recreational facility, and the use of the auditorium for theater productions and other community use. It is conceivable that only a portion of the structure would find qualified tenants acceptable to the public owner. To the extent that the building is not renovated and not used, it should be considered for demolition.

Consideration should also be given to adding the site into the Rock Creek Stream Valley Park to provide additional playing fields. Regardless of who controls the site, the existing outdoor recreation facilities should be repaired and made available for public use.

Page 59, paragraph 3, last sentence:

Providing a four-way traffic light would increase pedestrian safety for the children who use Bauer [Recreation] Drive Community Center and attend [E.] Earle B. Wood Middle School and for the elderly citizens that live next to the [recreation] community center.

Page 59, paragraph 4, sentence 3:

Shade trees [and an evergreen hedge] would [greatly] improve the Bauer Drive frontage and [providing] provide shade for the bus stop [and screening the view of the parking lot from the right of way]. Plantings on the Bauer Drive frontage should not obscure the line of sight view from Bauer Drive which is important for maintaining public safety.

Page 64, add to end of list of three bullets:

- Safe and adequate pedestrian circulation between transit and stores, restaurants, offices, and other shopping centers should be provided.

Page 64, paragraph 3, second to last sentence:

This trail and greenway would connect to a proposed trail through [the transitway right-of-way] the former Rockville Facility right-of-way between Georgia Avenue and Northwest Branch Park.

Page 67, add to paragraph 1:

Most of Matthew Henson State Park is an environmentally sensitive wetland. Any changes from its existing condition, including any utility line crossing, should be done with great care and only after consultation with the Maryland Department of Natural Resources, the surrounding community, and local civic organizations.

Page 67, add to paragraph 2:

This Plan recommends that the unbuilt portion of Connecticut Avenue (between Bel Pre Road and South Leisure World Boulevard) be built.

Page 71, last paragraph, sentence 2:

[Productivity housing would not be recommended for this area due to t] The Use IV stream on this property makes this area environmentally sensitive.

Page 73, paragraph 1, last sentence:

[The Transportation section of the Technical] Appendix C of this Plan has more discussion of the internal road circulation in this area.

Page 77, paragraph 1:

Special exception uses, as identified in the Zoning Ordinance, may be approved by the Board of Appeals or other appropriate agencies if they meet the standards, requirements and the general conditions set forth in the Zoning Ordinance. The Zoning Ordinance provides that special exceptions may be denied [by the Board of Appeals]if an excessive concentration of such uses are in an area or if they are inconsistent with Master Plan recommendations. [The following are guidelines for future special exceptions.] In order to provide guidance for locating future special exceptions, the following issues should be considered:

Page 77, bullet 1, last sentence:

It is also important in this area to minimize uses that might diminish the safety and reduce the capacity of the roadway by creating too many access points and conflicting turning movements.

Page 77, bullet 2, subsection a:

a. Any modification or addition to an existing building [or construction of a new building] to accommodate a special exception use should be compatible with the architecture of the adjoining neighborhood and should not be significantly larger than nearby structures.

Page 77, bullet 3, last sentence:

[The changing nature of service stations over the years has hampered the viability of adjacent residential neighborhoods with the introduction of longer hours,] In reviewing future special exceptions, particular attention should be paid to the issues of hours of operation, loss of the service bays and [occasional] potential traffic queuing problems.

Page 77, last paragraph:

[A] Legislation has been introduced to provide a greater distinction [should be made] in the Zoning Ordinance between drive-in restaurants, eating and drinking establishments, and convenience food and beverage stores. A clearer distinction between the uses would better represent what type of uses could be expected in the community-oriented shopping centers and their suitability could be better determined. Until these changes are made, future drive-through eating and drinking establishments should be [discouraged] closely scrutinized in neighborhood commercial areas in Aspen Hill.

Page 78, paragraph 3, sentence 2:

These special exceptions are geared toward serving traffic that is passing by rather [then] than serving the surrounding neighborhoods.

Page 78, paragraph 4, last sentence:

Implementing elements of the green corridors policy ([see Technical]Appendix C of this Plan), however, will be a good beginning.

Page 79, bullet 4, last sentence:

[All hedge screens intended to block car lights and conceal parked cars from the street corridors should be tall enough to effectively accomplish this goal.] Hedge screens should not conceal cars from the street corridors.

Page 79, add after last bullet:

- o Where two or more shopping centers adjoin, abut or confront each other, safe and aesthetic pedestrian and vehicular links should be improved or created between them.

TRANSPORTATION

Page 82, paragraph 1, add after last sentence:

Neither road was included in the 1953 Plan in what is now the Aspen Hill Planning Area. In a 1955 amendment to the Highway Master Plan, the outer circumferential freeway was moved to the current Rockville Facility right-of way. The 1970 Aspen Hill Master Plan redesignated this as the Rockville Freeway and designated the Aspen Hill portion of the current ICC right-of-way to be the Outer Beltway.

Page 85, Table 2 under Transit:

- [o Reserve former Rockville Facility ROW for future transitway]
- [o Create a local transit center to provide information on ways to enter area by transit, ridesharing, and vanpools]
- o Joint effort between communities [and transit assistance center] to improve local circulation

Page 86, bullet 2, sentence 3:

[This Plan recommends that construction of the transitway be considered]One option to be considered is the construction of the transitway ...

Page 88, bullet 3:

- [o Reserve the right of way of the former Rockville Facility for a possible east-west transitway between the Intercounty Connector and Georgia Avenue. The transitway should be designed to provide access to the proposed transitway on Georgia Avenue. Transit service should be provided between I-95/US-1 corridor in Prince George's County and Georgia Avenue and the Glenmont Metrorail station, and from there to other parts of the County where transit service is continued.]

Page 88, bullet 5 and 6:

[o The Montgomery County Department of Transportation (MCDOT) should establish a Transit Assistance Center (TAC) in Aspen Hill to help encourage transit use. The TAC should provide information about Countywide rideshare programs, transit schedules and routes, bikeway facilities and other information helpful to area residents and employees. The TAC should also consider working with area businesses and civic associations to improve local transit between shopping centers, job locations and residential areas.]

o The use of carpools, vanpools, and transit should accompany any office development or redevelopment of the Vitro site.

Page 89, bullet 2:

Provide more bus shelters in Aspen Hill and maximize their use with adequate access and lighting, all-weather surfaces, [and]appropriate protection from inclement weather, and appropriate public information.

Page 89, add after bullet 2:

o Support the use of public transportation and encourage walking through the provision of pedestrian walk lights and wheel chair curb cuts.

Page 89, add after bullet 3:

o A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.

Page 89, add after last bullet:

o The design of the area intersection improvement should provide a buffer for the benefit of the residential community to the south of the proposed Montrose Parkway.

Pages 91-93, delete "Implementing Agency" columns in Table 3.

Page 93, Table 3, revise as follows:

9. Veirs Mill Road/Aspen Hill Road

Veirs Mill Road		
Eastbound	Left-Turn Lane* [& Eastbound Lane on Aspen Hill Road]	

(Footnote) *See page . A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.

10. Veirs Mill Road/Parkland Drive/[Gaynor Road]Montrose Parkway

. . .

[Gaynor Road]Montrose Parkway Eastbound	. . .	
Parkland Drive Southbound		Revise Lane Use Configuration and Access

Page 94, last bullet:

- The proposed grade-separated interchange at Georgia Avenue (MD 97) and Norbeck Road (MD 28) shown in the 1970 Master Plan [is deleted by this Plan] was effectively deleted as a result of it not being included in the 1980 Olney Master Plan. This Plan reconfirms that deletion.

Page 95, bullet 1:

- The extension of Oriental [Avenue] Street across Rock Creek, as proposed in the 1970 Master Plan should be deleted.

Page 95, bullet 6:

- The right-of-way for an Intercounty Connector/Layhill Road interchange [should not constructed during the lifetime of this Master Plan; however, right-of-way for an interchange] should be reserved for future consideration.

Page 95, bullet 7:

Also, the remainder of the former "Rockville Freeway" (Georgia Avenue to the ICC right-of-way alignment) is deleted as a general purpose traffic facility and redesignated as a [transitway] greenway/park.

Page 95, add after bullet 7:

- The unbuilt portion of Connecticut Avenue (between Bel Pre Road and South Leisure World Boulevard) should be built.

Page 95, last bullet, last sentence:

The unbuilt section may not be completed without approval by the County Council [or] of an individual Capital Improvements Program project.

Page 96, bullet 3:

- Muncaster Mill Road (MD 115) [should be reclassified from a primary residential street to an arterial road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area] could be designated as an arterial after a comprehensive study and public hearing by the County Council. This designation as an arterial could also be made from Gaithersburg/Laytonsville Road (MD 124) to Norbeck Road (MD 28). This designation would

amend the Master Plan of Highways, the 1985 Upper Rock Creek Plan, the 1980 Olney and Vicinity Master Plan, and the 1985 Gaithersburg Vicinity Master Plan. The road is recommended to remain a two-lane road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area, except at intersections where turning lanes may be required, and where the additional right-of-way would be required. The classification and alignment of Muncaster Road can be amended in the 1985 Upper Rock Creek Master Plan after review and approval of the comprehensive study and a public hearing, as noted above. These decisions would be followed by formal amendments to the relevant master plans.

Page 96, bullet 5:

[o This Plan amends the Master Plan of Highways, the 1985 Upper Rock Creek Master Plan, the 1980 Olney and Vicinity Master Plan, the 1985 Gaithersburg and Vicinity Master Plan and the 1970 Aspen Hill Master Plan to reflect reconstruction and classification changes for the segments of Muncaster Mill Road and Avery Road that are outside the Aspen Hill Planning Area. These changes are described in the section on Muncaster Mill Road.]

Page 98, revise Table 4 to add a footnote number 4 to 150' right-of-way for M-16 (Layhill Road). Add the following footnote:

4. This right-of-way width in the area around Northwest Branch Golf Course will be determined by subsequent study to reduce potential impacts on the operation of the golf course.

Page 98, revise Table 4 to include the following footnote for the "Recommended Number of Lanes" column:

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.

Page 99, Table 4, revise as follows:

A-40	Bel Pre Road	[Norbeck Road (MD28)] Georgia Avenue (MD 97) to Layhill Road (MD 182)	80'	[40' from Norbeck Road to Georgia Avenue] 5 lanes [from Georgia Avenue to Layhill Road]
[A-93]	[Muncaster Mill Road (MD 115)]	[Western Boundary Line to Norbeck Road (MD 28)]	[80']	[2* Lanes]
A-270	Montrose Parkway	Southern Boundary Line to Veirs Mill Road (MD 586)	80'	4-lane divided or 3-lane undivided

Page 101, Table 4, revise as follows:

P- ___	Bel Pre Road	Norbeck Road(MD 28) to Georgia Avenue (MD 97)	80'	40'
P- *	Muncaster Mill Road (MD 115)	Western Boundary Line to Norbeck Road (MD 28)	80'	2 Lanes

* May be changed to Arterial after comprehensive study and approval by the County Council after a public hearing.

Page 102, bullet 1:

- o [Use s] Stop signs, rumble strips, [and] striping, and other measures will be used as appropriate to [control traffic speed] address traffic and safety concerns on Bel Pre Road between Georgia Avenue and Norbeck Road. [If these methods cannot be used due to its classification as an arterial, then this] The section of Bel Pre Road between Georgia Avenue and Norbeck Road, [will be] has been reclassified from an arterial road to a primary residential street [by the time of final action on the Master Plan]. Maintain and enforce the current posted speed limit of 25 miles per hour.

Page 102, add after bullet 1:

- o Use rumble strips or striping (or any other traffic control measure appropriate) if necessary to control traffic speed on Aspen Hill Road between Connecticut Avenue and Veirs Mill Road.

- o The rural residential road classification should be studied as part of the Road Code Committee review of road classification standards. Master Plan Amendment could evaluate and reclassify any roads in Aspen Hill that would meet those new standards.

Page 102, bullet 2:

- o [Revise the standards used for this planning area in the regulatory process at an appropriate time.] Review the standards used for this planning area in the regulatory process at an appropriate time. The transit and roadway improvements summarized above, or a significant subset of them, [would probably] may justify [designation of the Aspen Hill area as a Group IV in the Annual Growth Policy, rather than the current Group III] a change in the level of service group designation for the Aspen Hill area.

Page 102, bullet 3, last sentence:

A list of these paths is in [Technical] Appendix C of this Plan.

Page 102, add after bullet 3:

- o A review should be made as to whether any of the roads in Aspen Hill should be designated as "Rustic Roads."

Page 102, before paragraph 1:

The 1978 Approved and Adopted Master Plan of Bikeways shows that a bikeway existed in Rock Creek Park between Veirs Mill Road (MD 586) and Norbeck Road (MD 28), and that an undesignated bikeway existed on Connecticut Avenue between Georgia Avenue (MD 97) and Matthew Henson State Park (formerly the Rockville Facility Right-of-Way). The Bikeway Master Plan recommended bikeways on Norbeck Road (MD 28), Georgia Avenue, Bel Pre Road, Bonifant Road, Layhill Road (MD 182), Northwest Branch Park, and in the Former Rockville Facility in order to have a connection between the Rock Creek and Northwest Branch Parks.

The Rock Creek Park bikeway now extends to Lake Needwood with connections to Lake Bernard Frank and nearby residential communities. In addition, a shared eight-foot wide pedestrian/bikeway has been constructed on the south side of Bel Pre Road between Georgia Avenue and Layhill Road. This bikeway extends to New Hampshire Avenue (MD 650) as a Class II bikeway on Bonifant Road. The widening of Layhill Road to a four-lane divided highway also included a Class II bike lane on each side of the road, however, they are not currently signed as bikeways.

Page 102, paragraph 1, last sentence:

[The primary purpose of the bikeway system within Aspen Hill is to meet the needs of bikers within the area and those passing through and to encourage new ridership.] The bikeway system in Aspen Hill has a dual purpose: (1) to meet the needs of the bikers within the area and those passing through, and to encourage new ridership, and (2) to meet the needs of hikers and other people traveling on foot.

Page 103, revise Figure 38:

Revise to reflect Table 5 as amended.

Page 104, revise Table 5 as follows:

CLASS I: Proposed

Connecticut Avenue	[Georgia Avenue] Aspen Hill Road to Bel Pre Road	[3,900 feet] 5,400 feet

Page 104, Table 5, CLASS I: Proposed, revise as follows:

Northwest Branch [Recreational Park] Trail	[Layhill Road] Planning Area Northern Boundary to Planning Area Eastern Boundary	[8,600] 14,000 feet

Page 105, Table 5, CLASS II: Proposed, revise as follows:

[Connecticut Avenue]	[Matthew Henson State Park to Georgia Avenue]	[5,100 feet]

Page 108, add after bullet 5:

- Relocate the Rock Creek Trail bikeway to the northwest side of Aspen Hill Road that presently passes along the southeast side of Aspen Hill Road, Adrian Street and Baltic Avenue. This would allow it to align with a pedestrian signal installed at the intersection of Aspen Hill Road and Veirs Mill Road.

Page 108, paragraph 1, and following:

Green Corridors

Green corridors are to be landscaped, scenic roadways that provide for pedestrians and bicyclists as well as vehicles. The green corridors criteria recommended for Aspen Hill are an extension of the principles outlined in the Kensington-Wheaton Master Plan, since the same designated State highways extend into Aspen Hill. Within the Aspen Hill Planning Area, green corridors may be State highways, County roads or residential streets. This policy recommends that well-landscaped roadways with adequate sidewalks, conveniently located transit stops, and bicycle lanes be major goals for the Aspen Hill Master Plan and Montgomery County. [Figure 39 shows the State highways and County roads designated by this Plan as green corridors. Key recommendations are summarized below:

- Connecticut Avenue, Georgia Avenue, Layhill Road, Norbeck Road and Veirs Mill Road should be improved with sidewalks where they are lacking bikeways and street and median trees where possible.
- Aspen Hill Road can be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. Figures 40 and 41 show the proposed redesign.
- This Plan supports any efforts to increase pedestrian safety, specifically those mentioned in Technical Appendix C.]

Both State highways and County roads are designated by this Plan as green corridors on Figure 39.

This Plan supports the improvement of Connecticut and Georgia Avenues and Layhill, Norbeck, and Veirs Mill Roads with sidewalks where they are lacking, bikeways and street and median trees where possible. The amount of vegetation along these corridors should be maintained and increased to improve visual and environmental quality and buffer adjacent uses and pedestrians from the high speed and noise of the vehicles. As a minimum, sidewalks must be provided where needed to access transit stops from residences, work and shopping, surrounding schools and around shopping centers. The Plan recommends construction of sidewalks along Baltimore Road.

Aspen Hill Road can be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. Figures 40 and 41 show the proposed redesign.

The existing large median strips on Grenoble Drive and Parkland Drive should be preserved to the extent possible as significant community amenities.

When Georgia Avenue is redesigned to include mass transit, improved pedestrian and bicycle access will be included, as shown on Figure . The design of the Georgia Avenue Transitway should adhere to the green corridor policies. In the interim, the service drives along Norbeck and Veirs Mill Roads could be connected with paths and curb cuts to create a continuous route for bicyclists and pedestrians.

The amount of tree canopy now present on the through neighborhood roads that are designated as green corridors should be maintained or enhanced. Sidewalks should be provided on the north side of Bel Pre Road between Connecticut Avenue and Rippling Brook Drive and street trees planted to make it a green corridor.

Local road intersections with the State highways are critical to the green corridors network and to the planning area. Pedestrians should be accommodated with well-marked crosswalks and walk lights timed for their crossing. Specially colored or marked paving, signage and landscaping can help reinforce pedestrian rights and improve the attractiveness of the intersections.

Implementation

Any plans submitted for renovation, rezoning, or special exception in the commercial or residential zones adjacent to Connecticut Avenue, Georgia Avenue, Layhill, Norbeck or Veirs Mill Roads should be reviewed for the adequacy of the proposed landscaping and for screening and shading of parking lots; sidewalks should be provided and extended to transit points and street trees be provided along the roads. Some pedestrian and landscape improvements may be made as Capital Improvement Projects by either the State or the County.

This Plan supports The Maryland-National Capital Park and Planning Commission, (M-NCPPC), Montgomery County Department of Transportation (MCDOT), PEPCO and the Maryland State Highway Administration working together to assure there will be sidewalks where needed along all State highways in Aspen Hill and a flexible and adequate street tree and landscaping policy. A way to achieve the implementation of recommendations contained in this section is to incorporate the Aspen Hill Planning Area into the Suburban Taxing District or County-wide tree maintenance program.

Possible changes to existing practices would be as follows:

- Large, wide-branched shade trees should be planted under utility wires and periodically pruned to open the tree crown to light and utility wires. Large scale trees are greatly needed to shade major highways, to mitigate heat build-up and glare, to provide a comfortable place to walk, and to provide a sense of scale. Small flowering trees are inappropriate and inadequate as the primary street tree along major highways but may be used for seasonal color in medians or in massed plantings.

- Street trees along State highways in Montgomery County should be spaced at a maximum of 40 feet on center, as on Norbeck Road, to create an attractive sense of scale and provide more shade. A wider, taller mass of vegetation and canopy is needed to have an impact on a wide roadway.

- When turning lanes are added or roads widened, replacement plantings should be considered and appropriate species used for the particular location.

- o Sidewalks should be provided on both sides of all State highways, where possible, to get to transit or neighborhood destinations. They should be given as high a priority as road widenings or intersection improvements. Sufficient spacing should be provided between curb and sidewalk to allow for the planting of street trees. As an example, future sidewalks could be placed a minimum of seven (7) feet from the face of the curb to allow for the curb and a 6-foot planting strip; or, a minimum 10-foot wide sidewalk could be provided allowing for a 5-foot clearance of tree grates where they occur.

- o Well-marked pedestrian crosswalks should be provided as road widenings or turning lanes are constructed. Medians are needed as safety refuges for pedestrians crossing wide roads. Crosswalks may be of materials other than asphalt.

Page 109, Figure 39:

Show Bonifant Road from Layhill Road to the planning area eastern boundary line as a Green Corridor-Neighborhood Road.

Pages 110 and 111, revise Figures 40 and 41 to show a left turn lane into the Aspen Hill Shopping Center off Aspen Hill Road.

ENVIRONMENTAL RESOURCES

Page 113, add after paragraph 1:

This Plan does not contain quantifiable standards for environmental protection. Although such goals may be desirable, Montgomery County has not yet achieved a widely held consensus on what quantifiable standards have positive environmental impacts and are within the capacity of the development industry to adhere to economically. This is an ongoing challenge which the County must continue to work on for incorporation into the development process.

Page 116, bullet 2:

[o Evaluate potential noise impacts and possible measures for mitigation for any transit use in the former Rockville Facility Right-of-way.]

Page 116, paragraph 2, sentence 2:

[Some of this information is out dated, but much of it is appropriate for reviewing development proposals.] While the floodplain maps are relatively current, specific recommendations for stormwater management, stream buffer widths, erosion control, sediment control and stream bank protection have been superseded (generally by more stringent standards) or incorporated in the existing development process. [Both data] Data [and recommendations] included in those documents....

Page 118, paragraph 3:

The Metropolitan Washington Council of Governments (COG) compiled an inventory of potential retrofit sites for the Anacostia River basin in 1988, which includes Northwest Branch. MCDEP, the Department of Parks and private developers should undertake to implement these projects for those sites located

within the Aspen Hill portion of the Northwest Branch watershed. [If high priority retrofit opportunities become available in the Rock Creek Basin, these should also be pursued.] COG is completing an inventory at this time for Rock Creek. Stormwater management retrofit opportunities will be pursued in Northwest Branch and Rock Creek, as well as necessary streambank stabilization projects.

Page 123, subtitle 2:

Woodland and Tree Protection and Reforestation

Page 123, after paragraph 4, add new paragraph:

Every effort should be made to identify specimen trees before development, and at the early stages of planning for public facilities such as roads and schools, so they may be preserved if at all reasonable to do so.

Page 124, paragraph 4, sentence 5 and 6:

[The boundary is generally Bel Pre Road.] The northern boundaries are Norbeck Road and Bel Pre Road. For the portion outside the District, [generally north of Bel Pre Road,]....

Page 125, paragraph 4, last sentence:

[Any further improvements will be evaluated as part of WSSC's Strategic Sewerage Study, which is a WSSC-funded study to evaluate the long-term needs for wastewater conveyance and treatment needs.] Based on the WSSC Strategic Sewerage Study, March 1993 and the Rock Creek Transmission Relief Facility Plan, Final Addendum, 1983, the Rock Creek Pumpover Facilities Plan (CIP #S-49.12) will be prepared to determine the sizing and sites for a wastewater pumping station, the alignments for the force main and the impacts on downstream sewers. The Aspen Hill Planning Area will be included in this study of water service. Every effort will be made to minimize negative community and environmental impacts.

Page 125, last paragraph, add after last sentence:

As the sewerage system ages, it is apparent that major improvements during the plan's life will increasingly be required. It is essential that long-range interagency planning occur to assure coordination of major infrastructure improvements to minimize overall public and private costs.

Page 127, paragraphs 3 and 4:

[In Aspen Hill, the plan's 50 percent recycling goal will be largely met through the establishment of a recycling infrastructure that will collect and process recycled goods through the private sector. Yard waste comprises almost 18 percent of the waste stream for the Aspen Hill area. This will be recycled through a separate pick-up and transportation to an expanded yard waste composting operation. Recycling of the other primary components of the waste stream, such as metal, paper, glass and plastic, will be picked up and transported to the Materials Recovery Facility at Shady Grove for processing.]

[Largely due to an infrastructure deficiency, there is presently a greater burden on the waste generator in multi-family and commercial establishments to store large quantities of material on site prior to transport. Ultimately, a private recycling infrastructure will be established.]

Page 128, last paragraph:

[Plans for any transportation use of the former Rockville Facility right-of-way should include evaluations of potential noise impacts and possible measures for mitigation of these impacts. If transit usage is anticipated, noise considerations should play a major role in the selection of the type of vehicle. Transit use in this right-of-way should use 60 dBA Ldn as the appropriate standard for noise compatibility, based on the low ambient noise levels that currently exist in the area.]

HISTORIC RESOURCES

Page 129, paragraph 1, sentence 3:

These are listed in [Technical] Appendix E [of this document] in this Plan.

Page 130, Table 6, heading:

Plan [Recommendation]Designation

Page 130, Table 6, #23/113-2, under the Plan Designation column:

[Positive] Negative

Page 131, Table 6, #27/12, under the Plan Designation column:

Positive Approximately 1 acre setting

Page 131, Table 6, #27/18, under the Plan Designation column:

[No Recommendation] Negative

Page 133, last paragraph:

[Two sets of recommendations are included in this Planning Board Draft: those of the Historic Preservation Commission (HPC) and those of the Montgomery County Planning Board. Both the HPC and the Board have evaluated Aspen Hill] This Plan includes the Historic Preservation Commission's (HPC) recommendation and the final designation decision made by the Montgomery County Council for each resource. As part of this Plan, resources identified in the 1976 Locational Atlas and Index of Historic Sites in Montgomery County, Maryland and additional properties of potential historic interest recommended by members of the Aspen Hill community.

Page 142, last paragraph, third sentence:

Layhill Methodist Episcopal Church South (#27/10)

The [Planning Board]County Council particularly noted the importance of this resource as a landmark in the Layhill community.

Page 144, revise as follows:

Layhill Methodist Episcopal Church South (#27/10)

ENVIRONMENTAL SETTING: The [Planning Board recommends a] .75-acre setting [that] includes the original church, cemetery and grove of oak trees on a triangular site bounded by Layhill Road and the Argyle Golf Course[. 8 The HPC recommended setting is 1.2 acres, which also includes the church's 20th century additions but excludes the parking and remainder of the 3-acre church property] (Figure 45).

Page 145, revise Figure 45 to show .75-acre environmental setting only.

Page 146, revise as follows:

John R. Champayne Farmhouse (#27/12)

ENVIRONMENTAL SETTING: [Entire parcel of 16.14 acres which may be reduced at the time of subdivision.] The environmental setting is approximately one acre and is delineated in Figure . In the event of subdivision, the vista of the house from Layhill Road should be retained. The 20th century outbuildings are in poor condition and are not included in the designation.

Page 152, revise as follows:

Baltimore Road Bridge (#27/18)

PLAN RECOMMENDATION: [No recommendation. The Planning Board was split in its recommendation on this resource, with 2 Board members agreeing with the HPC in recommending historic designation of this bridge and 2 Board members feeling that the Department of Transportation's concerns about the need for future replacement were significant enough to warrant not designating.] Remove from the Locational Atlas.

Page 154, revise as follows:

Norbeck Colored School (#23/113-2)

PLAN RECOMMENDATION: [Designate on the Master Plan for Historic Preservation. Meets Historic Preservation Ordinance criteria 1(A), 1(D), and 2(E). However, because of the substantial alterations which have been made to this important community landmark, the HPC should be very lenient in its review of future exterior changes.] Remove from the Locational Atlas.

Page 156, last paragraph:

Original Veirs Mill

STATUS: [Recommended by the HPC and the Planning Board for deferral]Added to the Locational Atlas, but evaluation deferred pending additional research on potential archaeological significance.

COMMUNITY FACILITIES PLAN

Page 162, add new bullet before bullet 1:

- o Support the construction of a hiker/biker trail and greenway/park connecting Northwest Branch to Rock Creek by way of Matthew Henson State Park and the former Rockville facility right-of way.

- o Ensure that all existing parks will continue to function as parks.

Page 162, bullet 3:

Encourage formal archaeological studies of the entire Northwest Branch and Rock Creek Stream Valleys...

Page 164, add after paragraph 3 before COUNTY - WIDE PARKS:

The National Recreation and Park's Association guidelines are not the standards used for the provision of recreational opportunities in Aspen Hill or any other part of Montgomery County. The Montgomery County standards vary by activity and can be found in the Park Recreation and Open Space Master Plan.

Page 168, table 7, index number 3, last column:

Hiker/Biker trail [,Parklawn group picnic and camping area]

Page 170, table 7, index number 22, second column:

Bauer Drive Community Center and Local Park

Page 171, add after paragraph 1:

The presence of three private swimming pools in the planning area, greatly reduces the need for similar public facilities at this time.

Page 171, add after paragraph 2:

Improved signage and appropriate recreational lighting would increase public knowledge and use of facilities.

Page 173, paragraph 4, sentence 1:

The entire Northwest Branch and Rock Creek Stream Valleys, including Matthew Henson State Park, are likely to contain areas of high archaeological potential....

Page 174, last paragraph, sentence 2, delete:

[Also, the small recreation center located at Stoneybrook local Park, immediately south of the planning area, is accessible and recently renovated.]

Page 176, paragraph 4, sentence 1:

The Bauer Drive [c]Community [c]Center....

Page 176, paragraph 4, add after last sentence,

This Plan recommends expanding this center.

Page 176, paragraph 5, sentence 1:

[Consideration should be given]This Plan recommends locating a second center [at least 23,500 square feet of gross floor area,] east of Georgia Avenue to serve the Layhill Community.

Page 177, paragraph 4:

[However, this facility is subject to the provisions of the Alternative Uses of Closed and/or Under-utilized Park Buildings Policy. Proposals for alternative uses of Wheaton Woods will be solicited and a recommendation will be forwarded to the Park Commission early in 1993.] At this time, the Parks Department and a local civic association are negotiating a lease for the Wheaton Woods recreation building, pursuant to the provisions of the Alternative Uses of Closed and/or Under-utilized Park Building Policy. The agreement would allow the Association to lease the building in an "as is" condition. If the association should lease the building, it could be reopened as a community center with the association responsible for liability insurance, maintenance, utilities, and repairs. The association would have the ability to charge fees for use of the building.

Page 177, paragraph 5, sentence 2:

[Ten] Eleven of the 17 sites have existing and functioning public schools. Of the [10] 11 schools, there are [2] 3 middle schools and 8 elementary schools that serve the planning area.

Page 177, paragraph 6, sentence 1:

Of the remaining [seven] six sites....

Page 177, last paragraph:

[There are currently 2 school buildings in the planning area being used for holding schools. They are the former Argyle Middle School site and t] The former North Lake Elementary School site[.] is currently being used as a holding school and is projected to continue in that capacity for the foreseeable future. (A holding school acts as a temporary home for the student body of another school while that school is undergoing major renovations.) [Argyle was recently returned to the Board of Education after the lease had expired. The school underwent renovations and was reopened as a holding school. The school is scheduled to reopen as a middle school in the 1993-1994 school year. The former North Lake Elementary School site is presently acting as a holding school and is projected to continue in that capacity for the foreseeable future.]

Page 179, paragraph 4, last sentence:

The former Viers Mill Road [Elementary] Primary School site....

Page 179, paragraph 6, sentence 2:

If the Peary High School is [disposed of]surplused, ...

Page 179, paragraph 6, add to end of paragraph:

No non-school use of any facility shown in Figure 47 as a "holding" or "closed" school should preclude its eventual reuse as a public school.

Page 180, paragraph 1, sentence 3:

DFR has develop[s]ed Human Service Profiles for [each] some planning areas in coordination with M-NCPPC's planning process. Ideally, these Profiles should be [are] completed as master plans are undertaken. This Plan encourages the completion of a Human Service Profile in conjunction with the preparation of every master plan.

Page 180, paragraph 4, sentence 3:

The County's Area Plan for Programs on Aging FY 1991 (Department of Family Resources, May 1990, pages 173 -175) cites a 1986 survey of the elderly....

Page 184, paragraphs 4 and 5:

[According to the Montgomery County Department of Social Services, Office of Child Welfare Services, all children who reside in the County under the age of 12 must be supervised at all times. Children 12 or over may be left alone for "reasonable" periods of time, such as after school for several hours, but may not be left alone over night. Twelve-year-olds may not baby-sit those younger than themselves; however, a child must be at least 13 years old to baby-sit for others.]

[The combination of the above legal requirements of parents to provide care for their young children and t]The demographic trends and issues discussed above suggest that over the next 20 years the need for child care in Aspen Hill will increase.

Page 185, paragraph 2, add after last sentence:

Day care (for any age group) may be an appropriate use for some Parks Department buildings in the Planning Area.

Page 185, paragraph 3, sentence 2:

Kensington [Wheaton]Volunteer Fire Department Station #21 is located at 12500 Veirs Mill Road and Kensington[-Wheaton #25] Volunteer Fire Department Station #25 is located at 14401 Connecticut Avenue. Another facility serving the planning area, Kensington[-Wheaton] Volunteer Fire Department Station #18, is located on Georgia Avenue at the intersection of Georgia and Randolph Road in [Kensington] Glenmont.

Page 185, paragraph 5, add after last sentence:

The recommendations of this Plan are subject to the long range plans of Fire and Rescue Services.

Page 186, paragraph 1:

Police service in the Aspen Hill Planning Area is provided by stations located outside the area in Rockville and [Kensington] Glenmont. The Rockville District Station is located at 1451 Seven Locks Road in Rockville. It presently covers [the area west of Georgia Avenue] the portion of the planning area between Norbeck and Muncaster Mill Roads. The [Kensington] Wheaton-Glenmont District Station is located at 2300 Randolph Road in [Wheaton] Glenmont....

Page 186, paragraph 7, add:

The recommendations of this Plan are subject to the long range plans of the Montgomery County Department of Public Libraries.

Page 187, subtitle 1:

Mid-County Government [Service] Center

Page 187, paragraph 1, sentence 1:

The Aspen Hill Planning Area is presently part of the [Mid\County] Mid-County Government Center area.

Page 187, paragraph 2, sentence 1:

This Plan supports the utilization/creation of a staff position, which would be associated with the [Wheaton] Mid-County Government Center, to work part time in the planning area.

Page 187, paragraph 2, sentence 3:

This person [would] could....

Page 187, paragraph 3, sentence 1:

The former Kensington[-Wheaton Fire] Volunteer Fire Department Station #25 ....

Page 188, before subtitle 1 add:

TROLLEY MUSEUM

After ten years of voluntary efforts and a golden spike ceremony featuring U.S. Senator Charles Mc. Mathias, the National Capital Trolley Museum officially opened to the public in 1969. Since that time the museum has been an educational and recreational resource for the Aspen Hill Planning Area and the region. The car barns, visitor center and 3/4 mile of track were constructed by the National Capital Historical Museum of Transportation, Inc. This group of local streetcar and railroad enthusiasts still operates the facility under a lease arrangement with the Maryland-National Capital Park and Planning Commission.

This is the only museum in the Aspen Hill Planning area. The Master Planned right-of-way for the Intercounty Connector goes through the museum site. In the event any use of the ICC right-of-way

impinges on the functioning of the Trolley Museum every effort should be made to relocate the Museum within the Aspen Hill Planning area.

IMPLEMENTATION

Page 190, subtitle 2, and following:

Capital Improvements and Operating Programs [CIP]

The following should be included in future Capital Improvements and Operating Programs [CIP]. The list includes capital projects in the FY 94 WSSC and Board of Education programs that may change as demands warrant :

Page 190, last two lines:

Convey the former Rockville Facility [to MCDOT] right-of-way east of Georgia Avenue to the Parks Department. Right-of-way at Layhill Road will have to be [purchased from a private landowner and right-of-way will have to be] acquired from the State of Maryland for the design and construction of a hiker/biker trail connecting Northwest Branch Stream Valley Park to Rock Creek Park.

Page 191, first line of Parks:

Develop Aquarius Local Park, Harmony Hills [Local] Neighborhood Park....

Page 191, last sentence on page:

Recreation: 8,000-square-foot expansion of the Bauer Recreation Center and [/or] 24,000-square-foot recreation center.

Page 191, add after at bottom of page:

Board of Education:	Strathmore Elementary School Addition - four room addition
	Flower Valley Elementary School - Current Modernization/Renovations
	Flower Valley Elementary School - Elementary School Gym
	Harmony Hills and Rock Creek Valley Elementary Schools and Wood Middle School - Future School Modernization/Renovations
	Rock Creek Valley - Roof Replacement
Washington Suburban Sanitary Commission	Wheaton Water Pumping and Storage facilities
	Rock Creek Pumpover Facilities Plan Wheaton High Zone Water Main

Page 192-195, delete all time period references and implementing agency in table.

Page 192, line 2:

[Elderly]Family Resources

Page 195, line 2:

[Brookside] Meadowside Nature Center

Page 196, add after last sentence:

Place Names

One of the goals of this Plan is to build and strengthen a sense of community within the planning area. To that end, this Plan recommends that references made by government agencies to public facilities in the planning area should identify those facilities as being either in Aspen Hill or Layhill.

Page 197, delete entire page.

APPENDIX C: TRANSPORTATION

Page 217, paragraph 3:

The proposed transportation system for the Aspen Hill Planning Area includes increased transit service, the widening of Norbeck Road east of Georgia Avenue and its extension to New Hampshire Avenue (MD 650), the widening of Veirs Mill Road to six lanes between [Twin Parkway and Layhill Road] Twinbrook Parkway and Randolph Road, the widening of the remaining section of Layhill Road up to Norbeck Road and the construction of Montrose Parkway as proposed in the Adopted North Bethesda-Garrett Park Master Plan.

Page 218, paragraph 2:

A grade-separated interchange between Layhill Road and the Intercounty Connector was not included in the 1970 Master Plan; however, it was included in the 1983 studies by the Maryland Department of Transportation on environmental impacts of the ICC. It was included in the modeling process of the Aspen Hill transportation system and tested as being "in" or "not in" the highway network. [It was also tested in scenarios with and without a general purpose roadway in the former Rockville Facility right-of-way east of Matthew Henson State Park, and with the Intercounty Connector interchange at Georgia Avenue, in order to see which transportation network presented the best overall condition.]

Page 221, paragraph 2, beginning at sentence 2:

[While the road is classified as an arterial, s] Steps should be taken by MCDOT to lessen the adverse impact. Methods to reduce the traffic speed and level of traffic accidents should be implemented including retaining the current posted speed limit, using stop signs, rumble strips and restriping the pavement for two travel lanes and two parking lanes. [If these methods cannot be used due to its classification as an arterial, this section of Bel Pre Road will be reclassified to a primary residential street between Georgia Avenue and Norbeck Road by the time of final action on this Master Plan.]

Page 221, add after paragraph 2:

In the future, MCDOT should continue to monitor traffic speeds and accidents on Bel Pre Road, especially in the vicinity of Homecrest Road and take appropriate action to improve and maintain safety. M-NCPPC should work closely with MCDOT in the review of preliminary plans of subdivision, zoning applications and other development cases in order to minimize the need for new driveways and to achieve safe locations for new access point to Bel Pre Road when they are necessary.

Bel Pre Road, between Georgia Avenue and Norbeck Road, which services single family residents is not recommended for widening. Both Bel Pre Road, between Georgia Avenue and Norbeck Road, and Arctic Avenue, between Bel Pre Road and Aspen Hill Road, are recommended to retain their present width with on-street parking and their current speed limits.

Page 221, paragraph 4, beginning at sentence 2:

It is therefore recommended that Aspen Hill Road should not be widened through the communities west of Frankfort Drive, except [at the critical intersection of Veirs Mill Road] at Veirs Mill Road if it is part of an intersection improvement approved by the Council after a public hearing. On-street parking should continue to be permitted on the portions of Aspen Hill Road currently striped for parking.

Page 221, last paragraph and the following page:

Existing left turns into Northgate Shopping Center at the level of the Aspen Hill Shopping Center entry should be eliminated; left turns into Northgate can be made further east near the gas station. [Elimination of west bound left turns into the Aspen Hill Shopping Center should also be considered, and v]Vehicles should not cross directly between the two centers. A median planted with shade trees will make Aspen Hill an attractive east-west green corridor, and the additional pedestrian crosswalks and median will greatly increase pedestrian safety.

Page 222, subtitle 1 and paragraph 3:

[FORMER ROCKVILLE FACILITY RIGHT-OF-WAY

A two-lane connector road for general automobile traffic was tested in the former Rockville Facility right-of-way between the Intercounty Connector and Georgia Avenue east of Matthew Henson State Park. The analyses showed that it would remove some traffic from Bonifant Road, Randolph Road and parallel streets, such as Hewitt Avenue and Hathaway Drive, but it would direct traffic to Aspen Hill Road and increase its congestion by 10 to 15 percent. The negative impact on Aspen Hill Road was considered a major factor and offset benefits to other streets and roads. This Plan recommends that a two-lane connector for general automobile traffic should not be constructed, but the right-of-way be retained for use as a possible transitway, as will be discussed in the section on future transit service.]

Page 224, replace first three lines with new text from page 96, bullet 3.

Page 227, paragraph 5, sentence 1:

The second concerns involves the pedestrian-actuated traffic control signal on Bauer Drive where pedestrians cross between the [recreation center] Bauer Drive Community Center and Rock Creek Village Shopping Center.

Page 228, delete first three paragraphs and replace with:

Roadway improvements will be necessary to improve traffic conditions and safety at the intersection of Veirs Mill Road and Aspen Hill Road. A study should be conducted to determine what improvement best meets the needs of commuter and residential community. Proposed improvements at this intersection will be consistent with this Plan if they are approved affirmatively by the County Council after a public hearing by the Council.

Page 229, first paragraph, last sentence:

The northbound/southbound traffic movement between Montrose Parkway and Parkland Drive should be prohibited, except to accommodate the movement of emergency vehicles through the intersection; however, the issue of whether to allow the through movement of transit vehicles will be decided by the County Council at the time the width of the parkway is studied and the intersection is designed.

Page 230, paragraph 1:

[The construction of any roadway within the right-of-way of the former Rockville Facility is not seen as requiring a grade-separated interchange at its intersection with Georgia Avenue.] This Plan[, therefore,] deletes the recommendation to relocate the Hewitt Avenue/Georgia Avenue intersection since it is no longer necessary.

The section of the right-of-way for the Rockville Facility between Veirs Mill Road and Georgia Avenue has been designated Matthew Henson State Park and is no longer available for use as a roadway. The section between Georgia Avenue and Northwest Branch has been designated as a park/greenway and is also no longer planned for use as a roadway. This Plan will, therefore, reflect that change.

Page 231, paragraph 3:

The transit line method is favored over the transit stop method because of its simplicity and effectiveness in illustrating the general transit coverage of an area. The [Transit Assistance Center (TAC), recommended in this Plan,] County can work with communities or residents in Aspen Hill to better locate transit stops that may be under-used because of poor access.

Page 233, paragraph 3:

[Another way to improve transit ridership and reduce auto-dependency in Aspen Hill is to establish a TAC at one or more locations. The TAC would provide residents and employees of the area with information about available transit services, ridesharing programs, bikeways, and other incentives for riding transit. The TAC could also work with community associations and businesses in a joint effort to improve transit accessibility between communities, shopping centers and jobs in Aspen Hill.]

Page 236, Figure 55 revise as follows:

Illustrative Concept.

Pages 237 through 238, delete section on Transitway in the Former Rockville Facility Right-of-way.

Page 238, paragraph 4:

[The transit recommendations in this Plan, or a subset of them, would probably justify Aspen Hill to be reclassified as a Group IV Policy Area with an average roadway level of service D and frequent, uncongested public transportation alternatives to automobile travel.

The following inventory of pedestrian paths are subject to verification of existence, ownership and function:]

Pages 238 through 241, replace the Pedestrian path list with the following:

The Plan recognizes the importance of paths to provide pedestrian access and circulation within the community and to public parks and community facilities. These paths should be retained if at all possible and not abandoned or blocked without appropriate review.

The following inventory of paths lists pedestrian paths that were dedicated during subdivision process. The paths were divided into two tables. The first table shows paths that are located within a subdivision and facilitate pedestrian traffic through the subdivision. The second table indicates those pedestrian paths that link the subdivision to a community facility, such as parks or schools.

TABLE 12
ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 4814 & 4900 Arbutus Avenue and 4807 & 4809 Tallahassee Avenue	Paved	Yes with stairs
Between 14216 & 14218 Arctic Avenue and 14317 & 14319 Briarwood Terrace	Paved with wooden bridge and stairs	Slight slope down to Sycamore Creek
Between 13507 & 13601 Arctic Avenue and 13600 & 13602 Loree Lane	Paved	Yes, dip in the middle
Between 13613 & 13615 Arctic Avenue and 13616 & 13700 Loree Lane	Paved	Yes
Between 13710 & 13712 Ashby Road and 13713 & 13801 Loree Lane	Grass	No
Between 5007 & 5009 Aspen Hill Road and 5000 & 5002 Baltic Avenue	Grass	Yes
Between 4932 & 4936 Baffin Bay Lane and 14517 & 14519 Woodcrest Drive	Paved	Slight
Between 14405 & 14407 Barkwood Drive and 14322 & 14400 Woodcrest Drive	Paved with stairs	Slight
Between 14520 Barkwood Drive & 5028 Barkwood Place and 14409 & 14501 Nadine Drive	Grass	No
Between 4407 & 4409 Bel Pre Road and 14366 & 14400 Chesterfield Road	Paved	Slight
Between 14404 & 14406 Briarwood Terrace and 14325 & 14401 Woodcrest Drive	Paved with stairs	Slight
Between 14301 & 14305 Chesterfield Road and 4002 & 4004 Manor Park Court	Grass	No
Between 13111 & 13113 Evanston Street and 13114 & 13204 Grenoble Drive	Grass	Yes
Between 4300 & 4218 Federal Street and 12919 & 12921 Grenoble Drive	Paved	Slight

TABLE 12
ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 13625 & 13627 Grenoble Drive and 13530 & 13532 Vandalia Drive, between 13529 & 13531 Vandalia Drive and 4305 & 4307 Joplin Drive and between 4300 & 4306 Joplin Drive and 4301 Judith Street and 13500 Turkey Branch Parkway	Grass	No
Between 13411 & 13413 Iris Street and 4710 & 4712 Oriental Street	Grass with guard rails	No
Between 4718 & 4800 Listra Road and 4719 & 4801 Mercury Drive	Paved	Slight
Between 5118 & 5116 Russett Road and 13801 & 13803 Sloan Street	Paved	Yes with stairs
Between 4700 & 4704 Tallahassee Avenue and 4627 & 4701 Wissahican Avenue	Paved	Slight
Between 3923 and 3925 Wendy Lane and Connecticut Avenue	Grass	No
Between Westbury Road and Chesterfield Road along the rear property lines of 14701 & 14705 Westbury Road	Beaten path through the trees	No

TABLE 13
ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between 15401 & 15405 Carrolton Road	Paved	Slight	Flower Valley
Between 12918 and 1300 Evanston Street	Paved	No	Wheaton Woods Local Park
Between 14144 & 14146 Flint Rock Road	Grass	No	Sycamore Creek
Between 12909 and 12911 Larkin Place	Paved & Grass	No & Yes	Wheaton Woods Local Park
Between 14021 & 14101 Manorvale Road	Paved	Yes	Sycamore Creek

TABLE 13
ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between #5 & #9 Narrows Court	Paved	Yes	Future Elemetery School Site
Between 1828 & 1900 Narrows Lane	Paved	No	Norwood Village N.C.A. Park
Between 12911 and 12915 Turkey Branch Parkway	Grass	No	Matthew Henson State Park
Between 13011 and 13015 Turkey Branch Parkway	Dirt path	Slight	Matthew Henson State Park
Between 13105 and 13107 Turkey Branch Parkway	Grass	Yes	Matthew Henson State Park
Between 3963 & 3965 Wendy Court	Grass	Yes	Matthew Henson State Park

The following pedestrian paths have not been formally recorded as pedestrian paths. Physical evidence of their existence and use as paths does exist. If, through resubdivision of the neighboring properties, the opportunity should arise to formally record these pedestrian paths through dedication, the opportunity should be taken.

- o Between 4400 and 4410 Renn Street;
- o Between 4407 Aspen Hill Road and 13600 Parkland Drive (eroding asphalt paving);
- o Between 13604 Landgreen Street and 13700 Parkland Drive (paved); and,
- o End 4500 block of Landgreen Street to the Aspen Hill Library.

Page 241, last paragraph, sentence 2:

This Class I bike trail extends north [of Norbeck Road] to Lake Needwood and south to East-West Highway.

Page 243, paragraph 3, sentence 3:

While there is a paved, bicycle access trail from Avery Road leading to the parking lots and entrance area off Trailway Drive, extension of this trail to [Brookside] Meadowside Nature Center ...

Page 247, paragraph 1:

NEIGHBORHOOD STREETS

Many neighborhood streets in the Aspen Hill Planning Area are attractive and well suited for pedestrians and bicycles as well as vehicles. They are of an appropriate width, have mature shade trees, sidewalks back from the curb, and parking lanes at the curb, buffering the pedestrian from moving vehicles. The character of these streets should be maintained and used as a model for new residential streets in the County. Examples of residential scale green corridors in Aspen Hill are Aspen Hill Road, Arctic Avenue, Parkland Drive, Heathfield Road, Homecrest Road, Longmead Crossing Drive, Wintergate Drive, Hewitt Avenue, Baughman Drive, Tierra Drive and Drury Road. Bonifant and Bel Pre Roads, also designated as green corridors, [have the potential to become green corridors,] lack[ing] only a continuous pedestrian system and street trees.

Pages 247-248, delete the recommendation and implementation section of the Results of the Green Corridors Analysis.

APPENDIX D: ENVIRONMENTAL RESOURCES:

Page 252, bullet 2:

- Lake Frank (Use IV) - Lake Frank, located in Rock Creek Regional Park, protects lower Rock Creek by reducing flooding and sedimentation and provides recreational opportunities. Further information is available in the Regional Parks section of this Plan.

  Lake Frank is classified as a high-hazard dam by the Dam Safety Division of the Maryland Department of Natural Resources. This means that in the very rare event of a dam failure there is a possibility of significant damage to property and road or the probable loss of life.

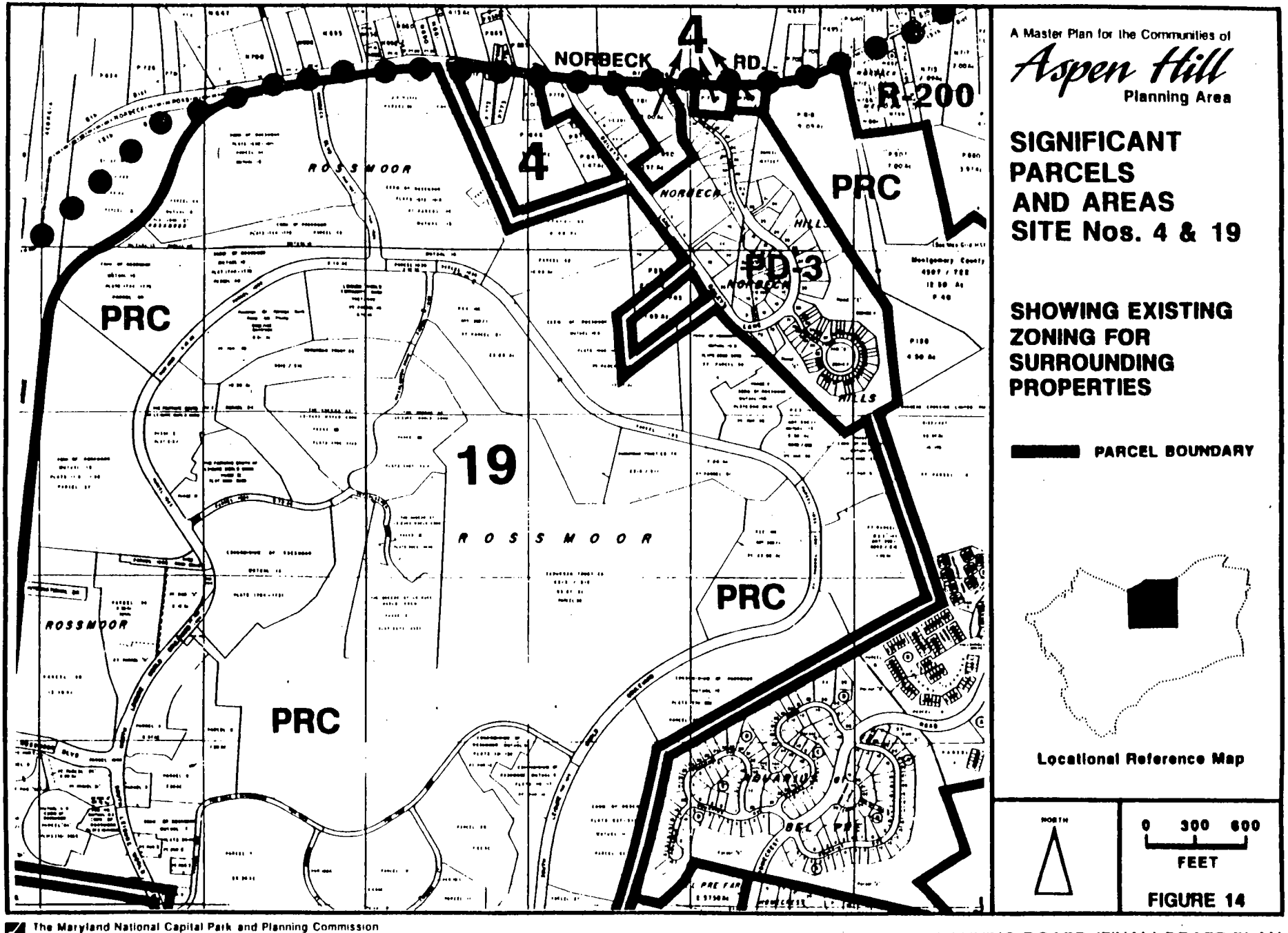
GENERAL

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Aspen Hill Master Plan. Figure 14 should be replaced with the attached revised Figure 14 which corrects the boundaries of the parcels to be rezoned. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Aspen Hill Master Plan, dated July 1993.

Prior to final publication of the Approved Plan, Planning Staff should develop an appendix that lists all amendments this Master Plan makes to other master plans.

This is a correct copy of Council action.

Kathleen A. Freedman, CMC
Secretary of the Council


NORBECK RD
4
4
R-200
PRC
PRC
PD-3
19
ROSSMOOR
PRC
PRC
ROSSMOOR
ROSSMOOR
NORBECK
HILLS
A Master Plan for the Communities of
Aspen Hill
Planning Area
SIGNIFICANT PARCELS AND AREAS SITE Nos. 4 & 19
SHOWING EXISTING ZONING FOR SURROUNDING PROPERTIES
PARCEL BOUNDARY
Locational Reference Map
NORTH
0 300 600
FEET
FIGURE 14

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION RESOLUTION #94-07

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 94-7
M-NCPPC NO. 94-07

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 a General Plan for Physical Development of the Maryland-Washington Regional District; 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 April 8, 1993, on the Public Hearing (Preliminary) Draft Aspen Hill Master Plan, being also an amendment to the Master Plan for Aspen Hill, December 1970, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; The Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, 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 22, 1993, approved the Planning Board (Final) Draft of the proposed Plan, and 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 recommendation on the Planning Board Draft Aspen Hill Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 28, 1993; 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 November 9, 1993, wherein testimony was received concerning the Planning Board Draft Aspen Hill Master Plan; and

WHEREAS, the District Council, on March 29,1994, approved the Planning Board Draft Aspen Hill Master Plan subject to the modifications and revisions set forth in Resolution 12-1545; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Aspen Hill Master Plan, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District and Master Plan of Highways within Montgomery County District Council in the attached Resolution 12-1545; and

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

* * * * * *

This is to certify that the foregoing is a true and correct copy of 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 Richardson, with Commissioners Hussmann, Floreen, Baptiste and Richardson voting in favor of the motion, with Commissioner Aron being absent, at its regular meeting held on Thursday, April 7, 1994, in Silver Spring, Maryland.

LeRoy J. Hedgepeth
Executive Director

* * * * * *

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 by Commissioner Floreen, seconded by Commissioner Richardson, with Commissioners Rhoads, Hussmann, Dabney, Floreen, Baptiste, Brown and Richardson voting in favor of the motion, with Commissioner Aron, Boone and McNeill being absent, at its regular meeting held on Wednesday, April 20, 1994, in Riverdale, Maryland.

LeRoy J. Hedgepeth
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY
5D3