
LAND USE

INTRODUCTION

The Land Use chapter is divided into three sections: land use objectives, general planning framework and land use recommendations. The land use objectives state the principal goals that this Plan is attempting to meet. The general planning framework defines the planning context that shapes the land use recommendations, as well as other recommendations made in later chapters. The land use recommendations provide a description and recommendation for parcels or areas recommended for change in use or density. Finally, it also provides commentary for several parcels and areas that are not proposed for any change. It also provides an overview of recommendations for special exceptions and shopping centers.

LAND USE OBJECTIVES

- o To encourage the protection, enhancement and continuation of current land use patterns.
- o To protect and reinforce the integrity of existing residential neighborhoods.
- o To preserve and increase the housing resources in support of Montgomery County housing policies.

- 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.

GENERAL PLANNING FRAMEWORK

Aspen Hill's existing land use, zoning, natural features and concurrent planning activities are all important determinants of its future land use pattern. Past and present decisions of private developers and public policy have had a role in shaping the current land use pattern of the communities of Aspen Hill. This planning effort provides the framework for future development in Aspen Hill.

Plan Determinants

LAND USE

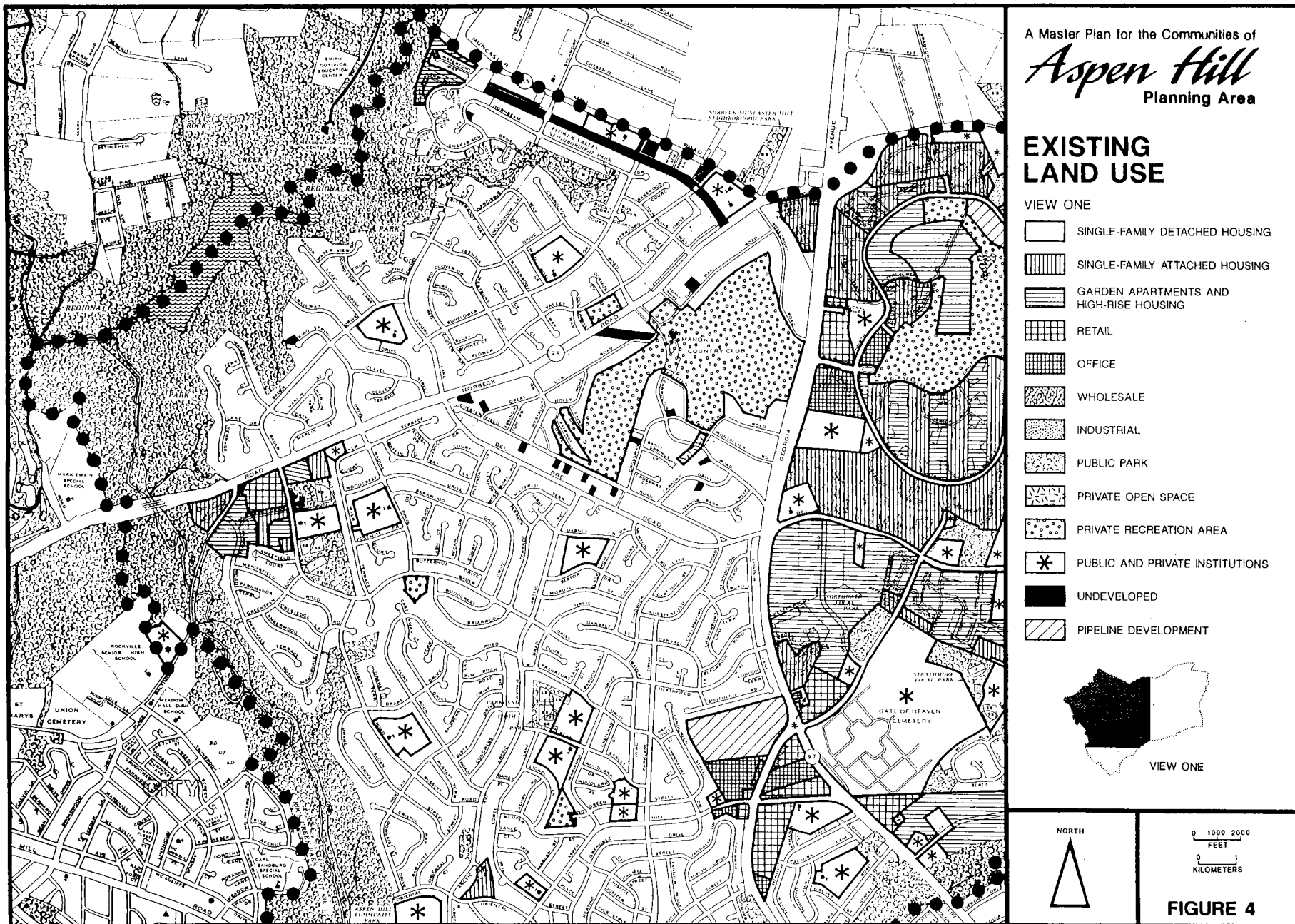
The Aspen Hill community is, to a large degree, already developed. Relatively few acres remain that are not either developed or in some respect committed to development. It is unrealistic and undesirable to recommend radical departures from the current land use pattern. Figures 4, 5 and 6 illustrate existing land use in Aspen Hill.

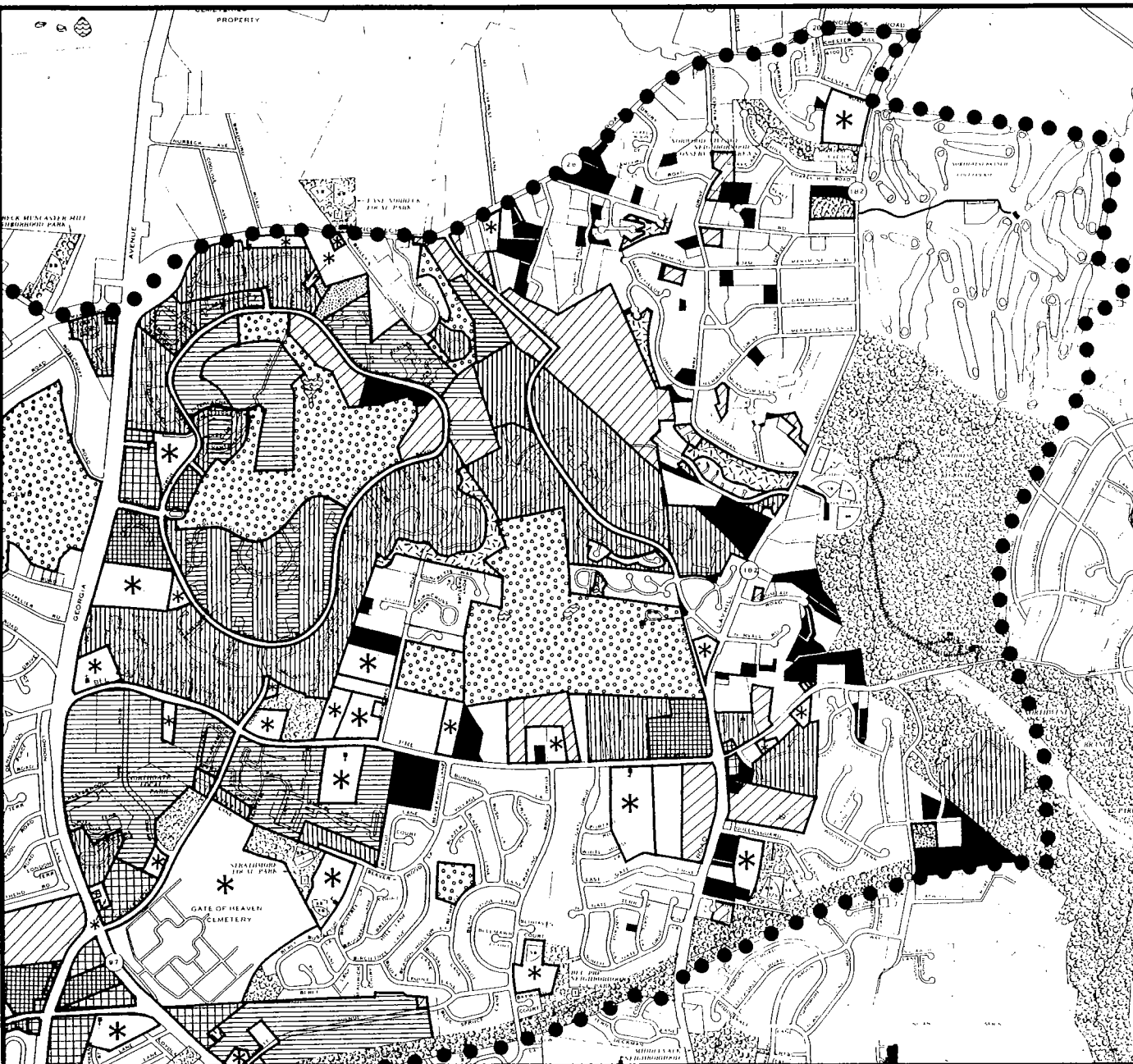
The predominant land use in Aspen Hill is housing. This land use is characterized by a wide variety of housing types, ranging from detached homes on large and small lots to townhouses, garden apartments and high-rises. In terms of life-style preference and affordability, this housing stock serves the area's existing residents well.

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.

ZONING

The land use and zoning recommendations of the 1970 Aspen Hill Master Plan were not implemented through an area-wide comprehensive rezoning by sectional map amendment. Instead, rezonings were implemented by a series of local map amendments filed by individual property owners. Figure 7 shows the existing zoning for the planning area. Between 1971 and 1988, 62 zoning cases were filed and 39 were approved; approximately 301 acres of land were rezoned. Figure 8 shows the location of the approved zoning cases. The land use patterns that resulted from the combination of existing zoning and
















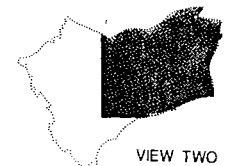


A Master Plan for the Communities of
Aspen Hill
 Planning Area

EXISTING LAND USE

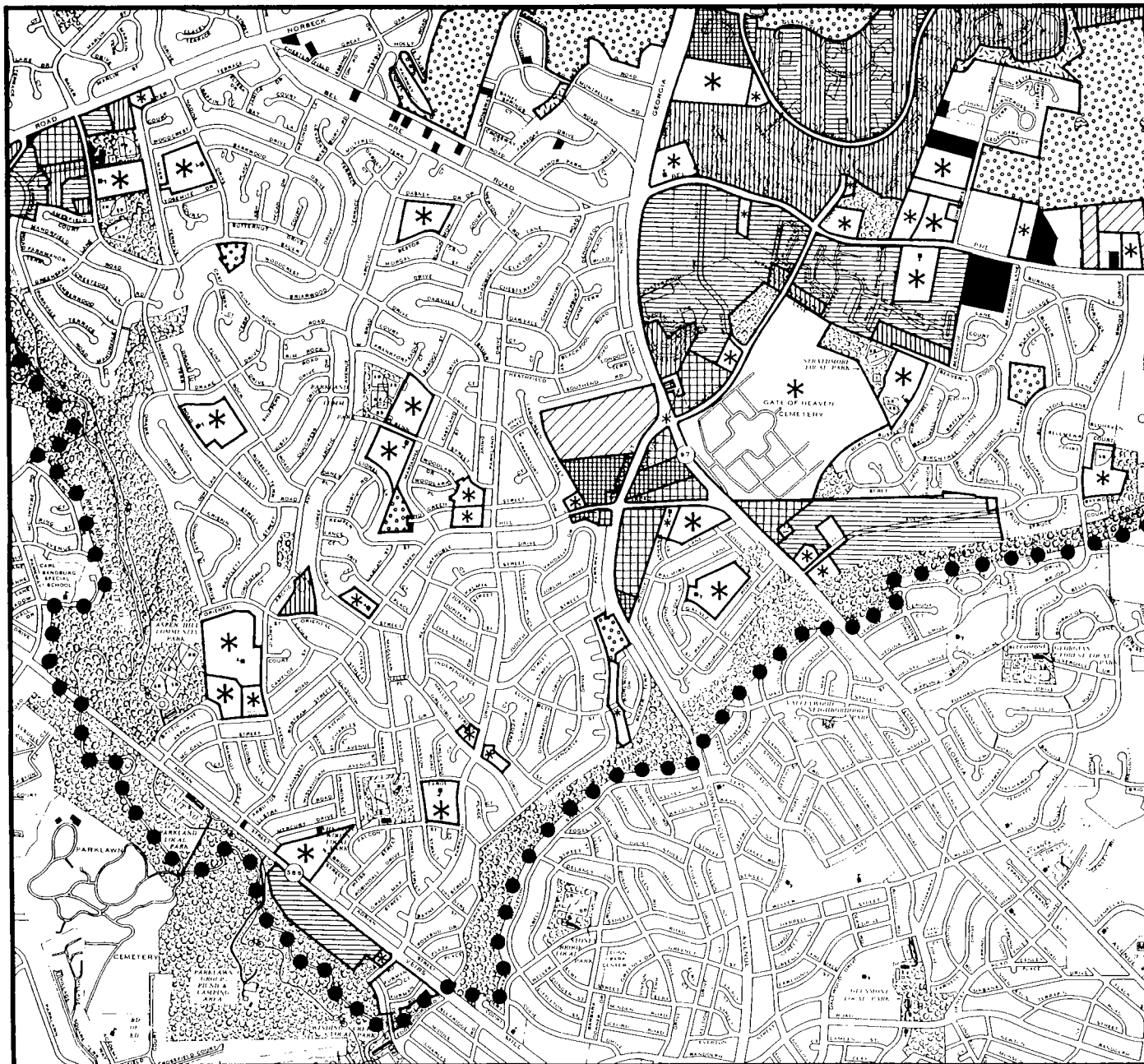
VIEW TWO

-  SINGLE-FAMILY DETACHED HOUSING
-  SINGLE-FAMILY ATTACHED HOUSING
-  GARDEN APARTMENTS AND HIGH-RISE HOUSING
-  RETAIL
-  OFFICE
-  WHOLESALE
-  INDUSTRIAL
-  PUBLIC PARK
-  PRIVATE OPEN SPACE
-  PRIVATE RECREATION AREA
-  PUBLIC AND PRIVATE INSTITUTIONS
-  UNDEVELOPED
-  PIPELINE DEVELOPMENT



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










FIGURE 5

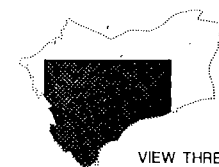


A Master Plan for the Communities of
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EXISTING LAND USE

VIEW THREE

-  SINGLE-FAMILY DETACHED HOUSING
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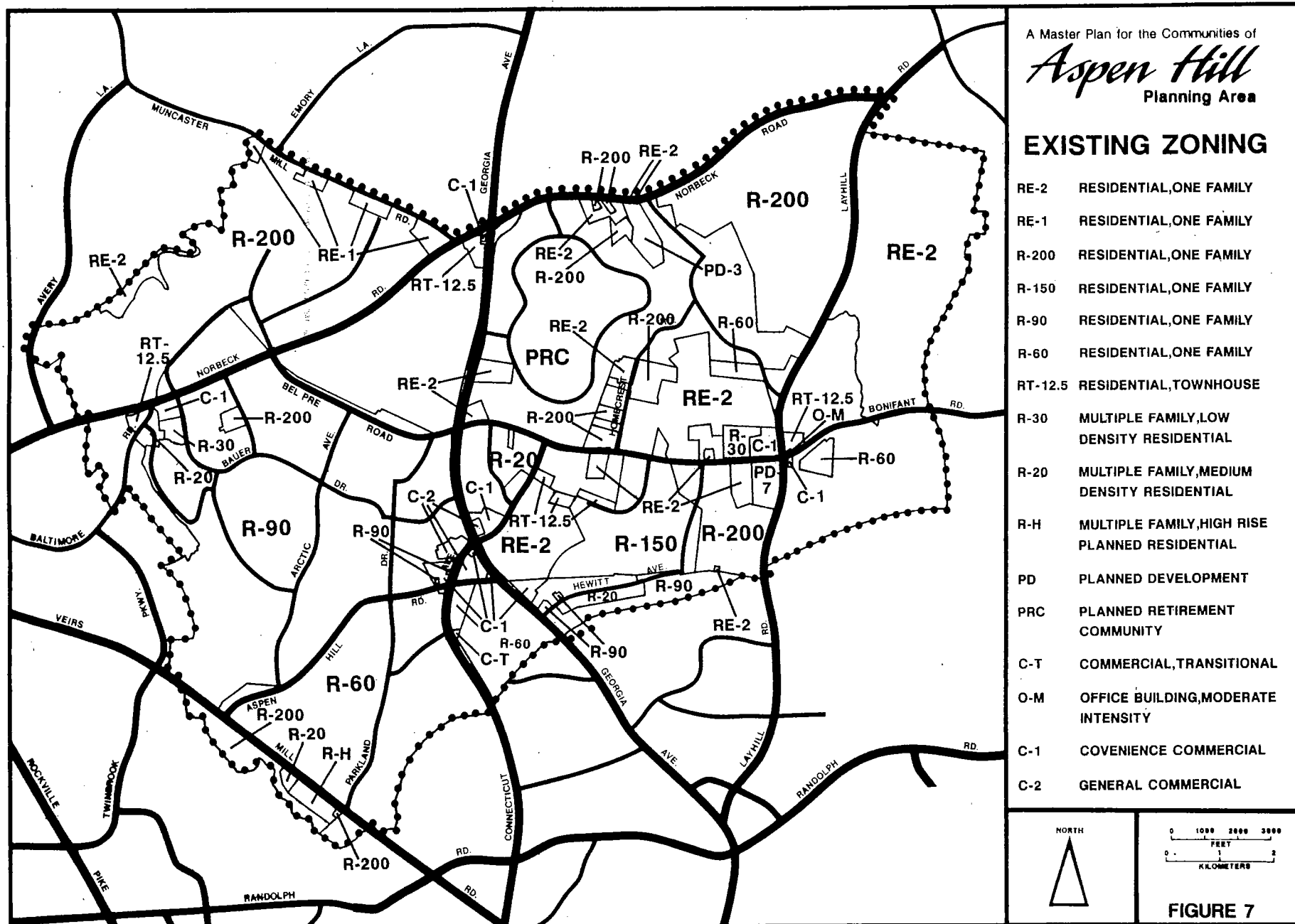


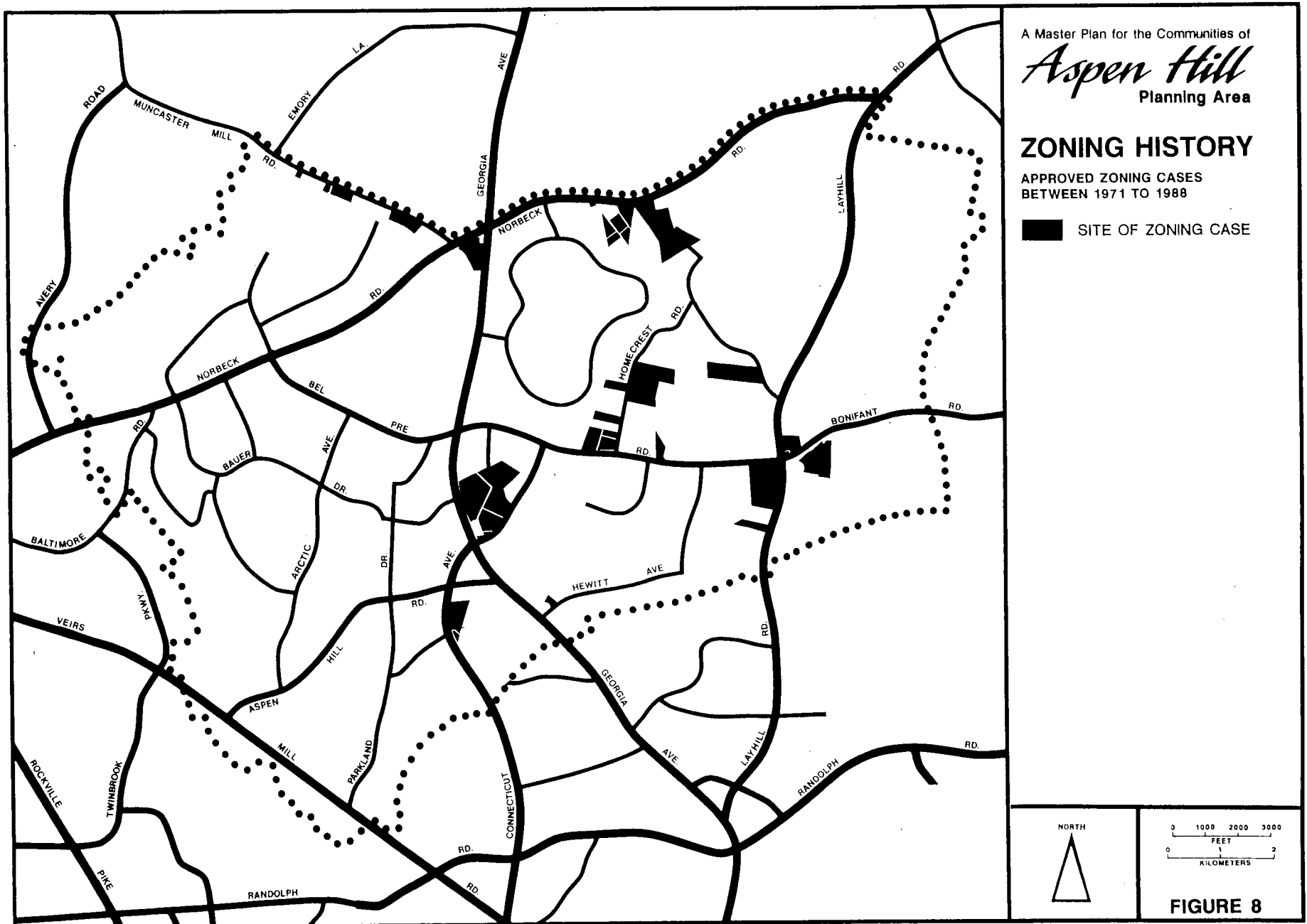
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FIGURE 6





approved rezonings generally conform to the desired land use pattern proposed in 1970. The anomalies in the zoning pattern are addressed in this Plan.

NATURAL FEATURES

The planning area's topography consists of large areas of gently rolling land, crossed by many streams. The gently rolling terrain consists primarily of three- to eight-percent slopes. This type of land form—not too steep to make construction and access difficult, yet rolling enough to create interesting building sites and to avoid the monotony of a flat plain—is ideal for residential use. The soils immediately adjacent to many of the streams that flow through the area are subject to periodic flooding.

CONCURRENT PLANNING ACTIVITIES

The following is a summary of two concurrent studies that affect Aspen Hill to varying degrees. They are the Intercounty Connector and the Transit- and Pedestrian-Oriented Neighborhood studies.

Intercounty Connector (ICC) - The Intercounty Connector study will affect the Aspen Hill Planning Area. The Maryland Department of Transportation is comprehensively evaluating the ICC. This regional study will include the portion of right-of-way in the Layhill area of Aspen Hill. The study will include an environmental impact assessment, including an evaluation of the County's cross-county traffic patterns and requirements. If this process results in changes to the ICC alignment or the ICC is not able to be built, then the Aspen Hill Master Plan, as well as surrounding area plans, will have to be amended. Until the regional study is completed, this Plan continues to include the previously identified right-of-way for purposes of preserving a master planned location and future transportation capacity. This Plan does not recommend any alternative land uses for the right-of-way.

Transit- and Pedestrian-Oriented Neighborhood Planning Principles - A concurrent planning study, called the **Transit- and Pedestrian-Oriented Neighborhoods** study, is currently under way. It attempts to identify planning principles by the analysis of prototypical neighborhoods. Precedents set by historic neighborhoods, local neighborhoods and contemporary neighborhoods have been analyzed. From that study, The Maryland-National Capital Park and Planning Commission has produced the "Transit- and Pedestrian-Oriented Neighborhood Planning Principles." These are extensions of the "Wedges and Corridors" concept. These principles may be found in Technical Appendix B of this Plan.

Some of the study's principles will be implemented as properties come through the development process. Appropriate principles will be used to improve pedestrian circulation, improve access to transit and create an identifiable sense of place in Aspen Hill.

MEETING COUNTY HOUSING GOALS

A major objective of this Plan is to preserve and increase the housing resources in support of the Montgomery County housing policies. To achieve this objective, this Plan considered the utilization of the Transferable Development Rights (TDR's) and productivity housing programs. A description of both programs may be found in Appendix B.

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." 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. This Plan recommends that 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.

"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 identified as significant parcels in this Plan either have a Use IV stream on the property or drain into a Use IV stream watershed. To stabilize existing areas of accelerated streambank erosion and prevent expansion of the 100-year floodplain in a developed area, most of these significant parcels are recommended to retain a low density that is equivalent to the 1970 Master Plan. That recommended density in environmentally sensitive areas is half the density allowed under the Productivity Housing 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.

Generally, when parcels are recommended for an increase in residential density, this Plan designates those parcels as suitable for Transferable Development Rights (TDR's) receiving areas. These receiving areas are permitted to develop to a specified density greater than that designated by the base zone density. By using TDR's, this Plan supports the County goal of preserving farmland in the rural/agricultural area.

PUBLICLY-OWNED LAND AND COMMUNITY SERVICES

The disposition and future use of publicly-owned land in Aspen Hill is a land use issue important to the community. In the past, publicly held land was sometimes sold when it was no longer needed for its original purpose. As a result, in

developed areas, such as Aspen Hill, selling that land makes it difficult to site future public service facilities because of the scarcity of suitable land.

This community is on the edge of several government service areas. 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 planning areas on a need basis. The planning area is located between the City of Rockville and Kensington-Wheaton, Eastern Montgomery County and Olney. Aspen Hill tends to be split between several larger service areas. Some of those areas, such as Rockville and Kensington, already have adequate facilities; Eastern Montgomery County, Olney and the Upcounty areas are waiting to receive additional services.

Several services within the planning area, such as the library and recreation center, are located west of Georgia Avenue. This is the most fully built portion of the planning area. The Layhill portion of the planning area has been experiencing increased development pressure, such as the development of Longmead Crossing and other pending subdivisions.

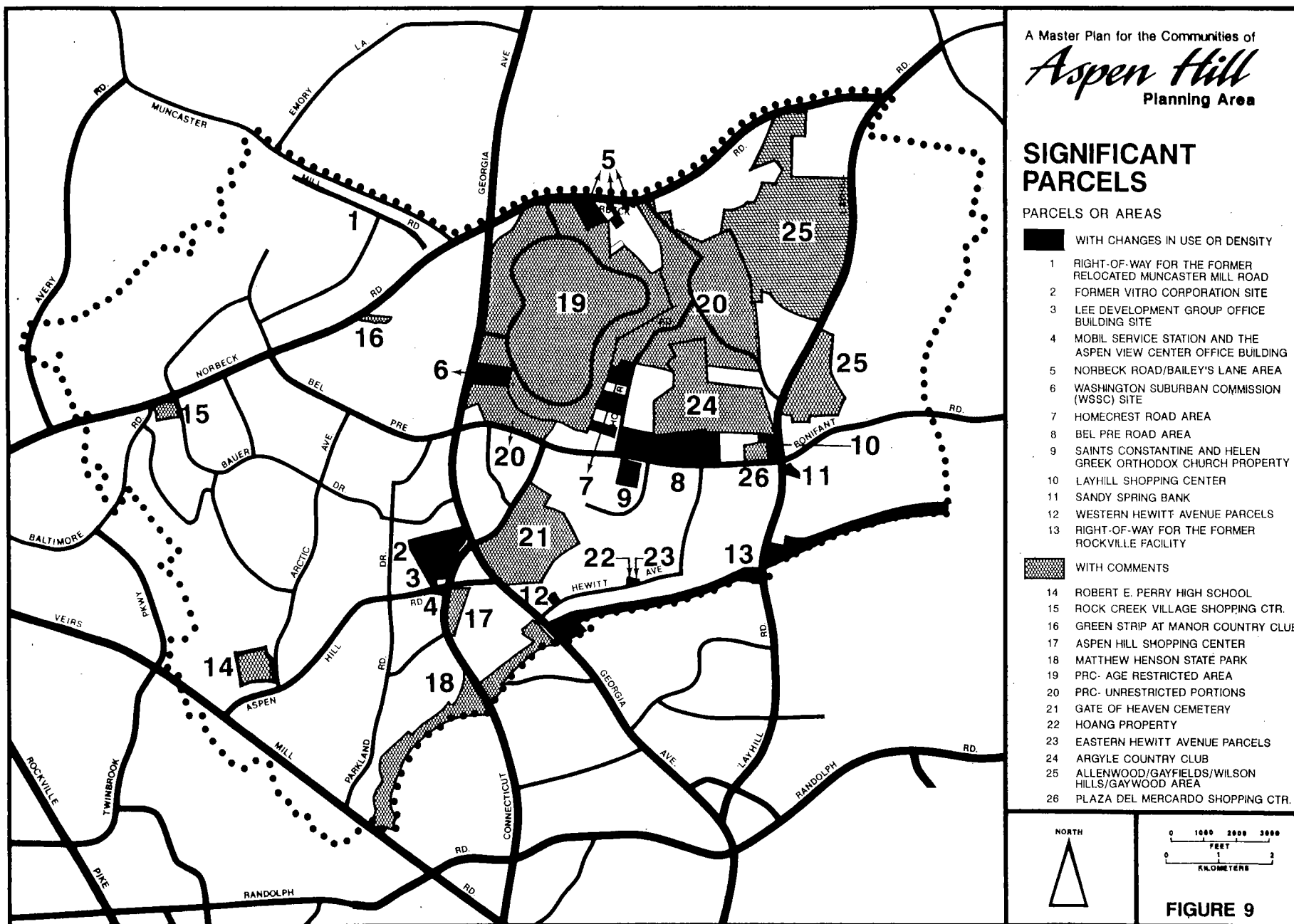
The sale of publicly-owned land creates a two-fold problem. If the Layhill area is considered for additional services, there is a shortage of publicly-owned land to site the structure. The alternative would be to acquire privately-owned property. However, there are very few sites that are large enough to accommodate these structures and the land costs may make the project unfeasible. Presently, there are two undeveloped school sites in Layhill. These sites and all other County-owned land should be carefully examined before any disposition to ensure that future public uses can be accommodated.

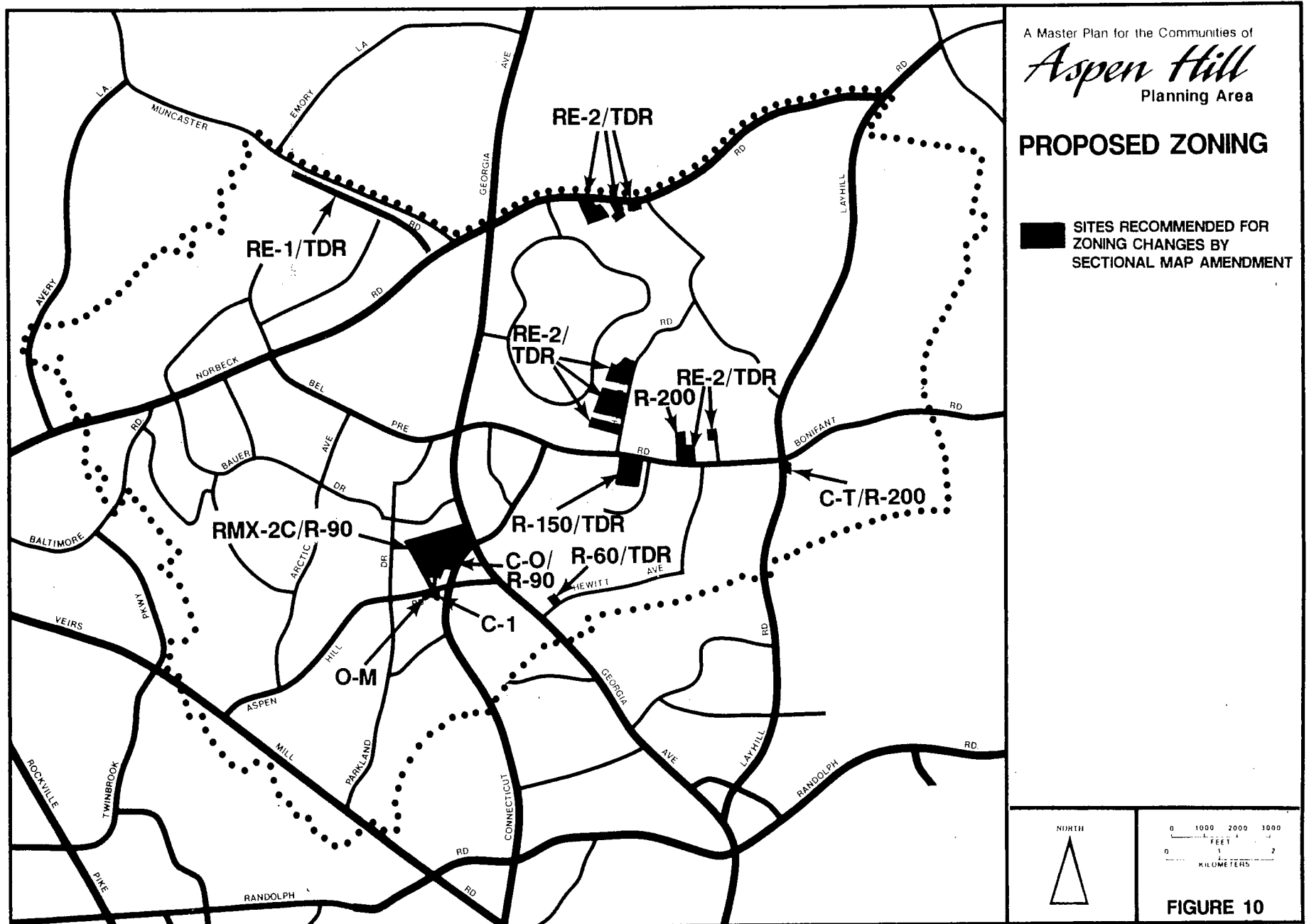
LAND USE RECOMMENDATIONS

Significant Parcels and Areas

This part is divided into two areas: the parcels or areas recommended for a change in use or density, and parcels or areas with comments. The first part highlights the significant parcels or areas that are recommended for a change in zoning. The second part does not recommend any changes in use or density; however, the Plan does endorse the existing uses and points out issues that should be further investigated at a later time. Other issues that may be addressed through a Zoning Ordinance amendment or the development review process are also discussed. Figure 9 illustrates the locations of the parcels that are discussed in this section. Figure 10 highlights the proposed zoning recommendations.

Each site is evaluated in the context of the overall objectives of this Plan, as well as for compatibility with the surrounding community. While nearby uses need not be exactly the same, environmental constraints, types of use, buffering, access and the comparative density of nearby properties should be considered in determining compatibility.





Unimproved properties in developed areas such as Aspen Hill have remained unimproved for a variety of reasons. These include environmental or physical development constraints, poor access or visibility, or decisions to hold the land for future development. Environmental and physical conditions are major constraints in determining the developability of a site. This Plan recognized these factors in its examination of infill development potential.

This Plan supports the retention and reconfirmation of existing zoning for all developed, underdeveloped and undeveloped land in the Aspen Hill Planning Area, except for those sites recommended for a change by this Plan. Further, this Plan supports the retention and reconfirmation of existing public facility sites in the area. 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.

This Plan can be characterized as a fine tuning of the 1970 Aspen Hill Master Plan. Many of the following recommendations restate the same 1970 recommended densities into an equivalent TDR density. In two instances along Hewitt Avenue, this Plan recommends a lower density than the 1970 Plan to create a development pattern that is compatible with the existing surroundings. This Plan increases the residential densities by approximately 260 dwelling units over the 1970 Master Plan. The maximum number of TDR's added by this Plan is 122 TDR's.

The Plan reaffirms the overall concept of the 1970 Aspen Hill Land Use Plan with a few notable exceptions. First, the Plan recommends a low-density, single-family residential use for the former relocated Muncaster Mill Road right-of-way instead of the proposed road use. Second, the Plan recommends a limited amount of retail use instead of the research and development use recommended in the 1970 Plan for the former Vitro Corporation site. Third, the Plan recommends a medium-density, single-family use instead of a proposed church use for the Saints Constantine and Helen Greek Orthodox Church Property. Fourth, the Plan recommends that the land use for the PRC zoned area reflect the general land use proposed in the approved development plans. Finally, the Plan reaffirms the land use of the publicly owned parcels in the planning area; however, the floating land use symbols are no longer recommended.

PARCELS OR AREAS RECOMMENDED FOR A CHANGE IN USE OR DENSITY

#1 - Right-of-way for the former relocated Muncaster Mill Road

This property is located south of the present alignment of Muncaster Mill Road (Figures 11 and 12). The approximately 17-acre property is unimproved. It is primarily bordered by single-family detached houses on acre and half-acre sites. Transportation studies had indicated that this right-of-way will not be needed. The land is suitable to match the half-acre single-family use which surrounds it.

This site is recommended for a zone of RE-1/TDR-2. Any development of this site should not provide a through connection of Sunflower Drive to Muncaster Mill Road. Such a connection would be detrimental to the existing residential community. The use of this right-of-way for any major road would be inappropriate, given the right-of-way for the ICC to the north. The RE-1/TDR-2 zoning will yield a maximum of 34 units. Approximately 15 TDR's will need to be purchased to achieve the maximum recommended density. Due to the linear configuration of the site, it is not expected that the maximum density will be achieved.

#2 - Vitro Corporation/Lee Development Group, Building #4

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 the 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.

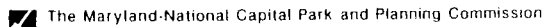


FIGURE 12



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:

- o 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.
- o 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.
- o Stormwater management should be handled on site to provide both quantity and quality controls.
- o The number of parking spaces on the entire site should not exceed 880 spaces.
- o 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.
- o The on-site pedestrian paths should connect to the existing bus stops.

- o 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.
- o All trucks weighing 5,000 pounds or more should be directed only to the Connecticut Avenue entrance.
- o Automobile access from Aspen Hill Road, via the Lee Development Group property, should be discouraged.
- o A traffic light is recommended at the Georgia Avenue entrance if Maryland Department of Transportation standards can be met. 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:

- o 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.

- o 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.
- o Non-residential building heights should be higher in the center of the site, stepping down towards the street, with a maximum of three floors nearest to neighborhood homes.
- o All surface parking and parking structures should be screened from adjacent residential uses and street trees along Connecticut and Georgia Avenues should be provided.
- o 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.
- o 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) (Figure 13). 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 opportunities 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-0 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 one 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 two 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.

#4 - Mobil Service Station and Aspen View Center Office Building

The Mobil service station is on a 1.03-acre site (Figure 13). It is located on the southwestern corner of the Connecticut Avenue and Aspen Hill Road intersection. The site is bordered by single-family detached houses. Presently, the site is zoned C-1 and R-60.

This Plan recommends that the entire service station site be zoned C-1 to better reflect the actual use of the site. The site should follow the setback requirement in the Zoning Ordinance between the commercial and residential zones.

The adjacent office building, Aspen View Center, is located on 1.19 acres west of the service station on Aspen Hill Road. The office building occupies approximately half an acre. It is bordered by single-family detached houses to the south and west. Presently, the office building is zoned C-1 and the parking area for it is zoned R-60.

The entire office building site would be appropriate for O-M zoning with no expansion of the existing development. Since special exceptions for commercial parking on residentially zoned properties in conjunction with a C-1 zone use are no longer allowed and the office use does not fit the intentions of the C-1 zone, the O-M zone is recommended to better represent the existing use of the site.

#5 - Norbeck Road/Bailey's Lane Area

This area is located south of Norbeck Road and generally around the Bailey's Lane area (Figure 14). It is an area of single-family residences on two-acre lots and totals approximately 16 acres. The area is generally bordered to the west and south by Leisure World and to the east by a single-family detached home subdivision. Within this area, there are several properties that were rezoned for single-family use on half-acre lots.

This area was proposed for R-200 zoning in the 1970 Aspen Hill Master Plan but was never rezoned. This Plan recommends that the RE-2 zoned parcels be zoned RE-2/TDR-2. If the properties are redeveloped, the TDR densities would provide a consistent land use pattern in the area. The RE-2/TDR-2 will provide a maximum of 32 total units. Approximately 24 TDR's will need to be purchased to achieve the maximum recommended density.

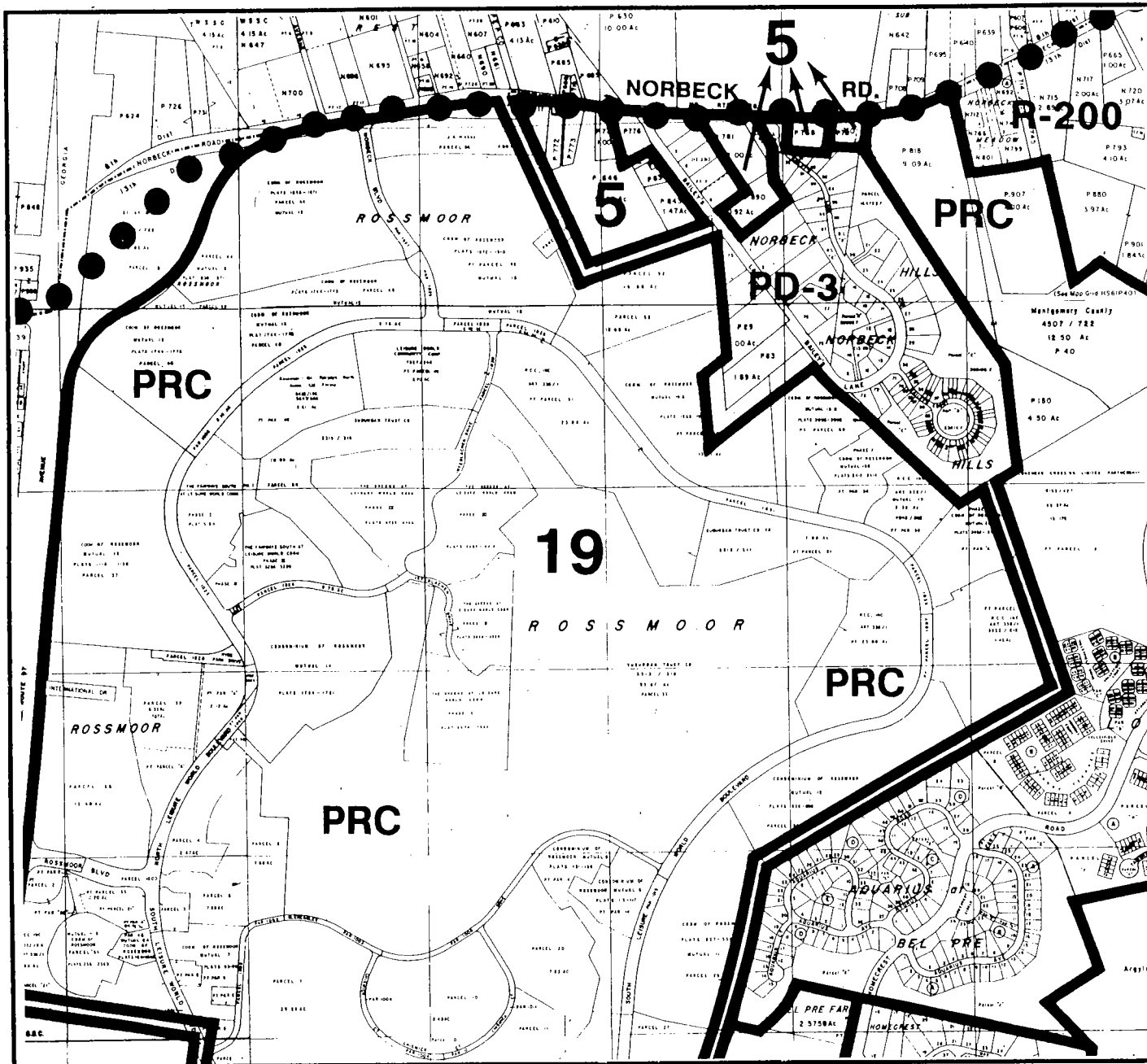
As an alternative, all or a portion of the area west of Bailey's Lane may be appropriate for expansion of the adjacent PRC zoning. Development on this site or transferred off this site should include at least 20 percent of its units as Moderately Priced Dwelling Units (MPDU's) to provide an affordable 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 percent 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 percent 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.

#6 - Washington Suburban Sanitary Commission (WSSC) Site

This vacant 17.98-acre property is located east of Georgia Avenue (Figure 15). It is bordered by the Leisure World sales office to the north and townhouses to the east and to the south.

This site is being considered as a possible alternative site for the proposed WSSC Wheaton Water Pumping Station and Storage Facility. If this site is selected, the siting and design of the facilities should be sensitive to the adjacent

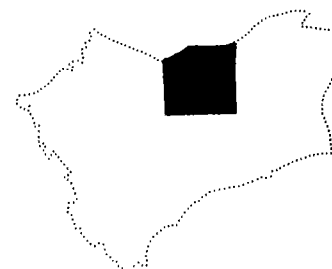


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SIGNIFICANT PARCELS AND AREAS SITE Nos. 5 & 19

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY

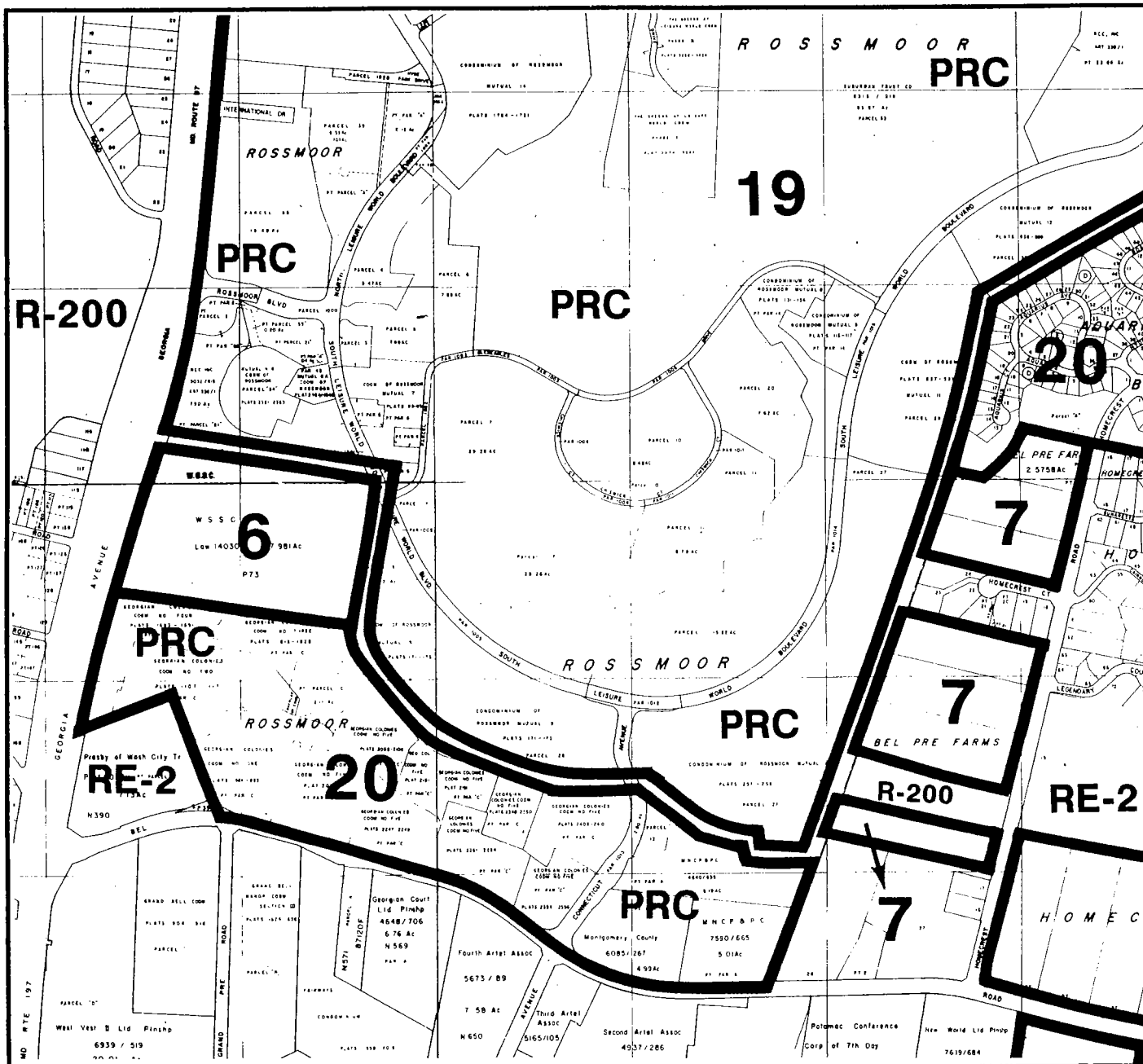


Locational Reference Map



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FIGURE 14

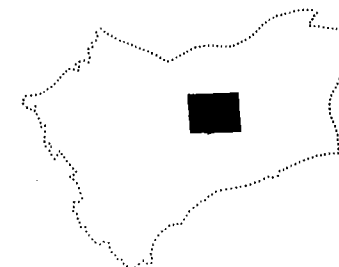


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.6,7,19
 & 20**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY



Locational Reference Map



0 300 600
 FEET

FIGURE 15

low-rise buildings in Leisure World and the single-family homes in Georgian Colonies. Any proposed use of this property by the WSSC will be coordinated with the M-NCPPC. Uses which cause a significant adverse visual or traffic impact should be avoided.

If WSSC surpluses all or a portion of this site, this Plan recommends that the site should be incorporated into Leisure World as an affordable elderly housing project. To create an affordable elderly housing project, development on this site should be encouraged to provide at least 20 percent of its units as MPDU's. 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 percent of the units would be required to be MPDU's. The density bonus provisions of the Moderately Priced Housing Ordinance permit a maximum of 22.5 percent additional units, but all such bonus units must be MPDU's. This PRC age-restricted zoning will yield approximately 219 units, including the 22.5 percent density bonus, of which 40 units would be MPDU's.

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

It would be highly desirable that any development of the site have its primary entrance through the existing Leisure World road network.

As an alternative, the affordable elderly housing project could be done using the PD-3 zone in conformance with Zoning Ordinance section 59-C-7.14 (d). If the site is developed in accordance with this provision, it will yield a density that is close to the density of the existing adjacent use, Leisure World. The development on the new site would be required to set aside 20 percent of the development for MPDU's.

#7 - Homecrest Road Area

This area is located north of Bel Pre Road and west of Homecrest Road (Figure 15). The RE-2 zoned properties in this area total approximately 28 acres. The sites contain single-family detached homes and a retirement home. The area is bordered to the west by the new Kensington Volunteer Fire Department Station #25, Aquarius Local Park and Leisure World. Aspen Wood Retirement Center and Meridian Nursing and Rehabilitation Center are located to the south. To the east, the site is bordered by single-family detached houses, the Aspen Hill Tennis and Racquet Club and unimproved land. Finally, the Aquarius subdivision of single-family detached houses is located to the north.

This site was proposed for R-200 zoning in the 1970 Aspen Hill Master Plan. Since that time, individual zoning cases have been filed and approved for rezoning from RE-2 to R-200. Single-family uses at suburban densities are appropriate for this area. This Plan recommends that the RE-2/TDR-2 zone should be applied for all properties not

now zoned R-200. The RE-2/TDR-2 zoning will yield a maximum of 56 units. Approximately 42 TDR's will need to be purchased to achieve the maximum recommended density.

#8 - Bel Pre Road Area

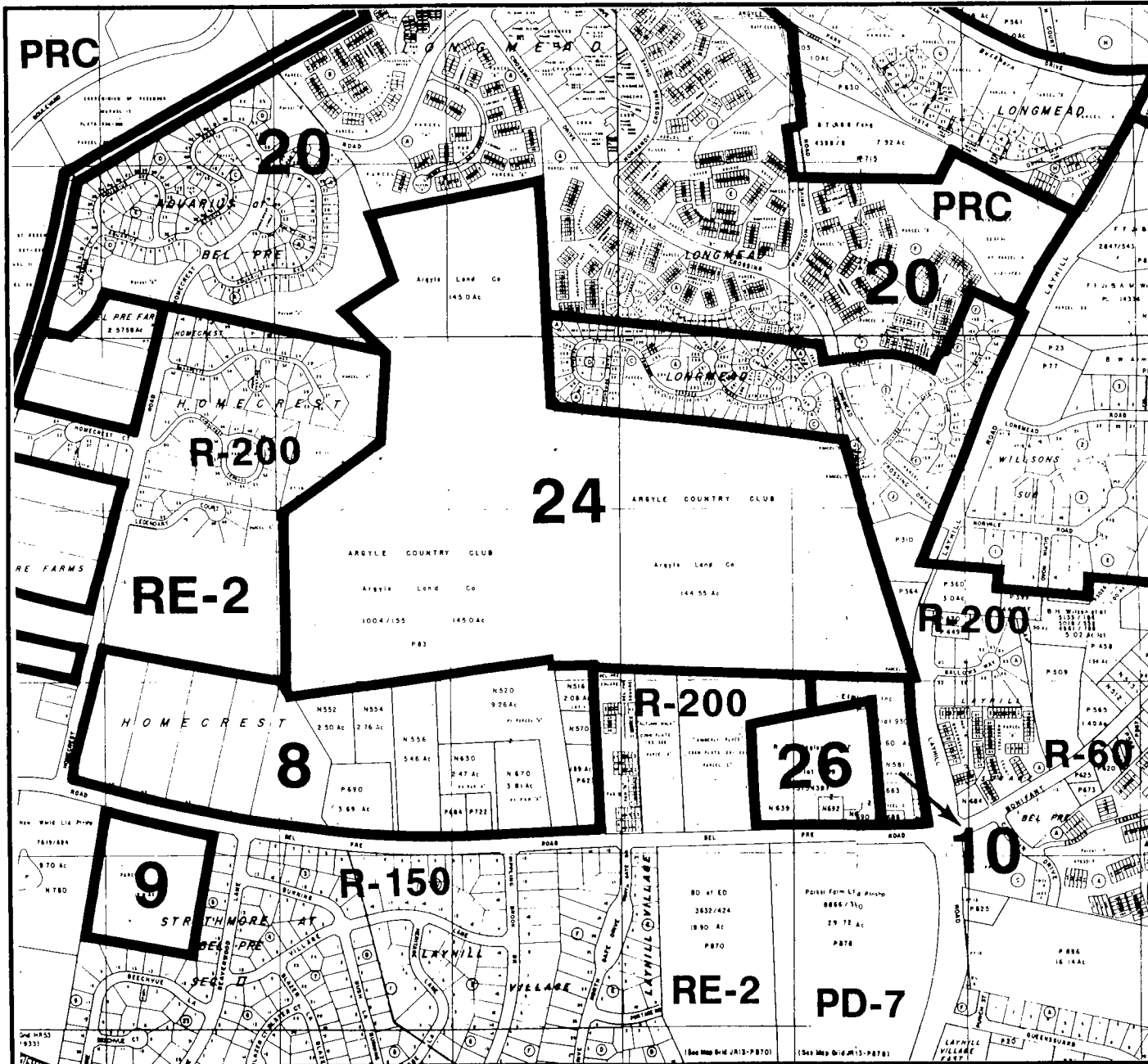
The Bel Pre Road area is located along the northern side of Bel Pre Road between Homecrest Road and the Bel Pre Square townhouses (Figure 16). The area is approximately 63 acres. It contains a lodge, single-family detached houses and a nursing home. The area is bordered to the north by Argyle Country Club and to the east by townhouses.

This area was proposed for R-200 zoning in the 1970 Aspen Hill Master Plan. Since that time individual zoning cases have been filed and one approved for a change to R-200. This is an environmentally sensitive area. Most of the properties in this area either contain Bel Pre Creek (a high quality Use IV stream) or the properties drain into Bel Pre Creek.

A consolidation of parcels would permit single entrance onto Bel Pre Road. It would create an internal road network that would minimize the impact of development upon the Bel Pre Creek and minimize the number of entrances onto Bel Pre Road. The key to such a road being constructed is the redevelopment of a number of the properties in the area since the road would traverse most of the parcels. Appendix C of this Plan, which deals with transportation, has more information about the internal road circulation for this area. A higher density zoning than RE-2 would help provide an incentive for such redevelopment.

In addition to alternative road entrances, the following issues should be addressed at the time of development to ensure the protection of downstream homes from increased flooding and protection of the downstream portion of the creek:

- o Bel Pre Creek should be protected for recreational trout populations. As mentioned in the Environmental Resources section of this Plan, parts of this creek have streambank erosion problems.
- o Stream buffer areas of approximately 17 acres should be delineated and left undisturbed (Figure 17).
- o On-site stormwater management methods should be provided for water quality and quantity. The stormwater management facilities must be designed to provide for maintenance of appropriate water quality standards for Use IV streams. Where possible, joint stormwater management facilities should be designed to serve several parcels to reduce the need for stormwater management waivers.

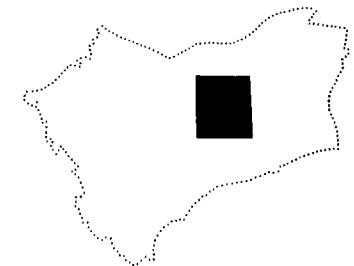


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE Nos. 8,9,10,20
 24 & 26**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY



Locational Reference Map



0 300 600
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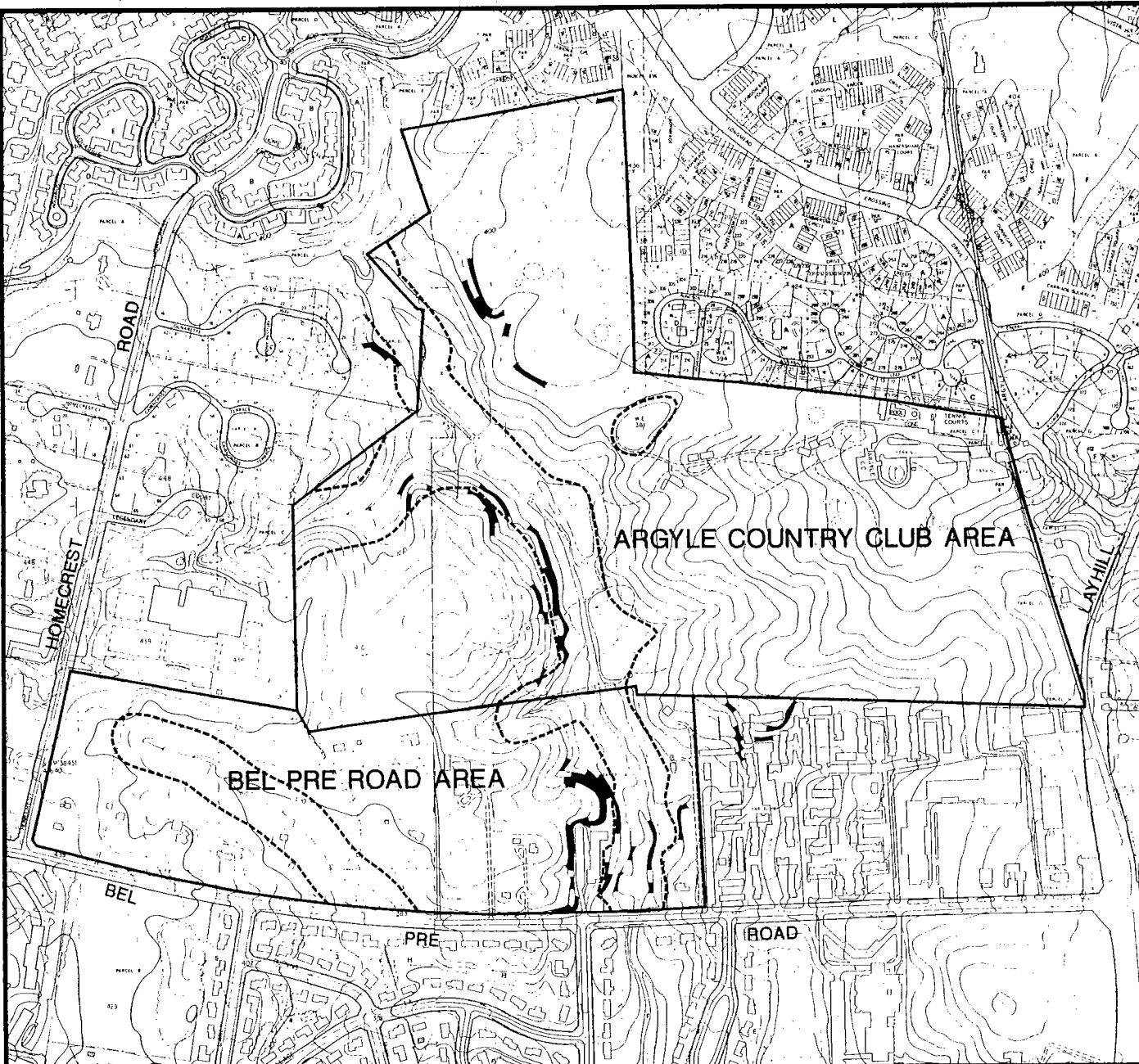
FIGURE 16

A Master Plan for the Communities of
Aspen Hill
 Planning Area

ARGYLE COUNTRY CLUB/BEL PRE ROAD AREA ENVIRONMENTALLY CONSTRAINED AREAS

 STEEP SLOPES

 STREAM BUFFER



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FIGURE 17

To fully address the issues of this area, the recommendations for the Bel Pre Road Area were broken down into five subsections. These subsections must address the general Bel Pre Roads Area recommendations stated above, as well as site specific recommendations stated below.

Western Bel Pre Road - This Plan recommends retaining the existing RE-2 zone for all properties not now zoned R-200. If properties amounting to at least 10 acres are assembled, a PD-2 zoning is recommended.

Greenrose-Bel Pre Properties - Combined, the two properties total approximately 14.72 acres (Figure 18). This Plan recommends that the Bel Pre property retain its existing zoning of R-200 and RE-2. The RE-2 portion of the property is part of the 100-year floodplain and cannot be developed. This Plan recommends a change in the zoning from RE-2 to R-200 for the Greenrose property. A subdivision consistent with the zoning recommendation should have the following attributes:

- o A public road should be dedicated on the Greenrose property that would provide access to parcels to the east and west.
- o A stormwater management facility on the Bel Pre property should be constructed.

This joint stormwater management facility should be sited within an existing common open space on the Bel Pre property (not impacting the recorded lots). The construction will be the responsibility of the Greenrose property developer. Water quality and perhaps partial quantity control will be provided for portions of the Greenrose, Bel Pre and Beall (parcel N630) properties that drain into this facility. A shared facility will help reduce the downstream impact from development of this site.

The dedicated public road should be consistent with the internal road circulation pattern shown in the Transportation Technical Appendix (Appendix C) of this Plan.

Both properties have recorded subdivisions that are consistent with their current zoning. The Greenrose property would have to be resubdivided to take advantage of the recommended rezoning. Any resubdivision under the R-200 zone must meet all of the attributes stated above and may utilize the cluster option.

Eastern Bel Pre Road Area (Parcels N630, P684 and P722) - This Plan recommends an RE-2/TDR-2 zone for these sites. Specifically, when parcel N630 is redeveloped, any area that drain towards the Bel Pre property site will be required to share in the maintenance of that joint facility. Further, when each of the three parcels redevelops, access should come from the adjacent road on the Greenrose property.

A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.8

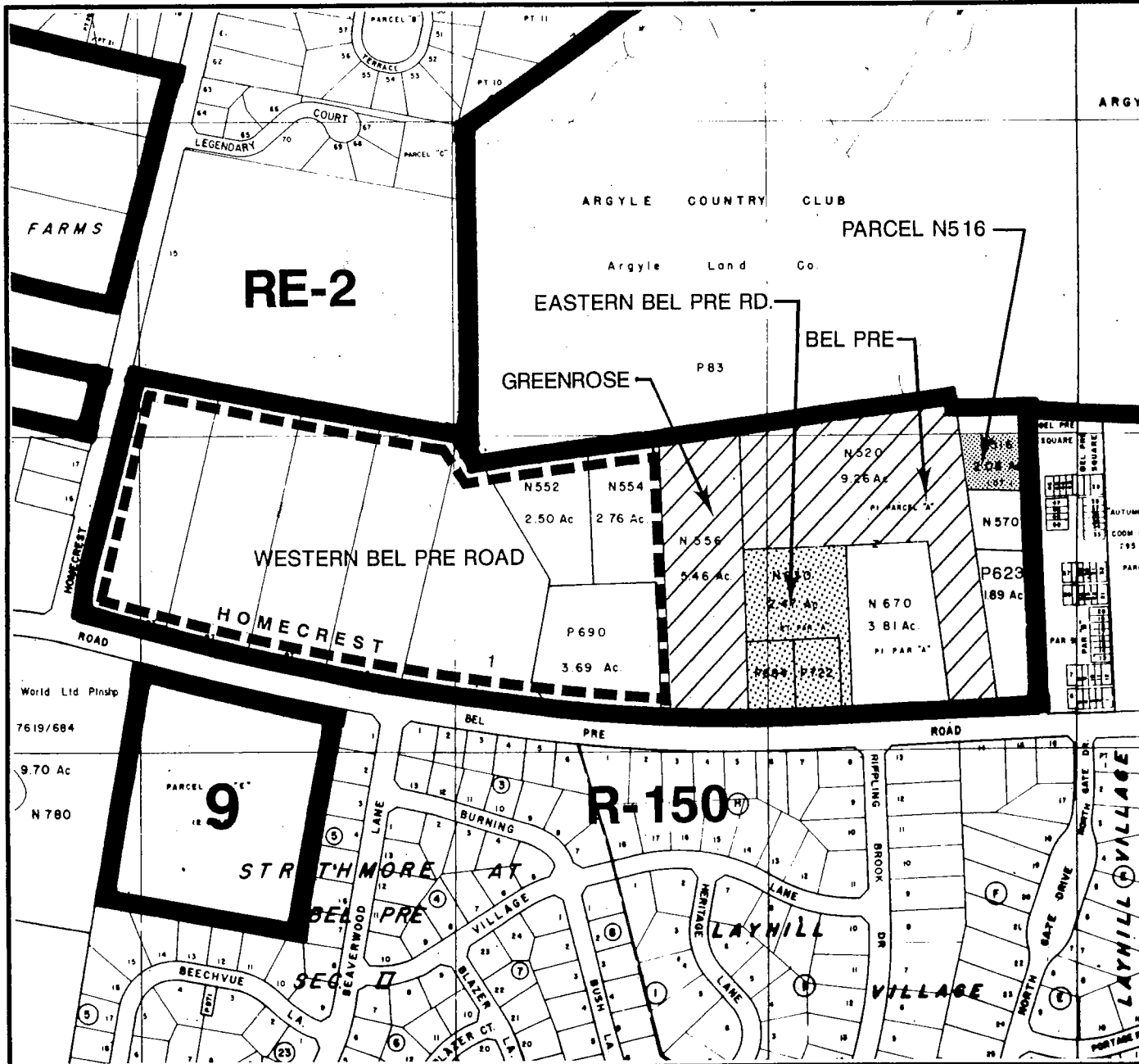
**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY



0 300 600
 FEET

FIGURE 18



Parcel N516 - This parcel is approximately two acres. Alone, it would not be feasible for this parcel to provide needed area improvements. Further, there is not another RE-2 zoned parcel in the area that the site can combine with to achieve a higher density to provide area improvements. Therefore, the Plan recommends a RE-2/TDR-2 zone for this site.

Remainder of Bel Pre Road Area - Parcels N570, P623 and N670 and Lot 1 of the Homecrest subdivision would be recommended to keep their existing zoning of R-200, R-200, RE-2/R-200 and R-200, respectively. A portion of the nursing home property, parcel N670, was rezoned in 1964 to R-200 and the rest remained RE-2. The nursing home is controlled by special exceptions.

#9 - Saints Constantine and Helen Greek Orthodox Church Property

The vacant 12-acre property is located south of Bel Pre Road (Figure 16). It is bordered to the west by the Strathmore House apartments and to the east and south by single-family detached houses.

This property is located between the apartments and the single-family detached houses. An R-150/TDR-5 zone is recommended to provide an appropriate transitional density for this site. A mix of dwelling unit types should be used to develop this site. A combination, such as townhouses adjacent to the apartment complex and single-family detached units adjacent to the single-family units, should be used. The single-family detached units should match the size of the adjacent lots in the Strathmore at Bel Pre subdivision. This recommendation will require a zoning text amendment. The R-150/TDR-5 zone will provide a maximum of 60 units, excluding MPDU's. The exact number of units will be determined at site plan consistent with the compatibility to existing development. Approximately 25 TDR's will need to be purchased to achieve the maximum recommended density.

#10 - Layhill Shopping Center

This 7.25-acre neighborhood shopping center is located in the northwest corner of the Bel Pre and Layhill Roads intersection (Figure 16). This is part of a major activity center for the Layhill Community. The site has approximately 60,000 square feet of gross retail space. The site is bordered to the north by Argyle Country Club and to the west by Plaza Del Mercardo.

This site is recommended to retain its existing C-1 zoning. However, Layhill and Plaza Del Mercardo shopping centers should be encouraged to provide a vehicular connection between the two shopping centers (Figure 19). This would reduce the amount of traffic on Bel Pre and Layhill Roads that travel from one center to the other. In addition, if productivity housing is applied for through the special exception process, it would be appropriate for the Layhill Shopping Center.

LAYHILL AND PLAZA DEL MERCADO SHOPPING CENTERS

ILLUSTRATIVE CONCEPT FOR REDEVELOPMENT

FEATURES:

- OPTIONAL HOUSING
- NEW BUILDINGS NEAR STREET
- POSSIBLE COMMUNITY USE/MEETING SPACE
- PEDISTRIAN AND AUTO CONNECTION BETWEEN CENTERS
- SHADE TREES AND IMPROVED PEDESTRIAN ACCESS AT BOTH SHOPPING CENTERS

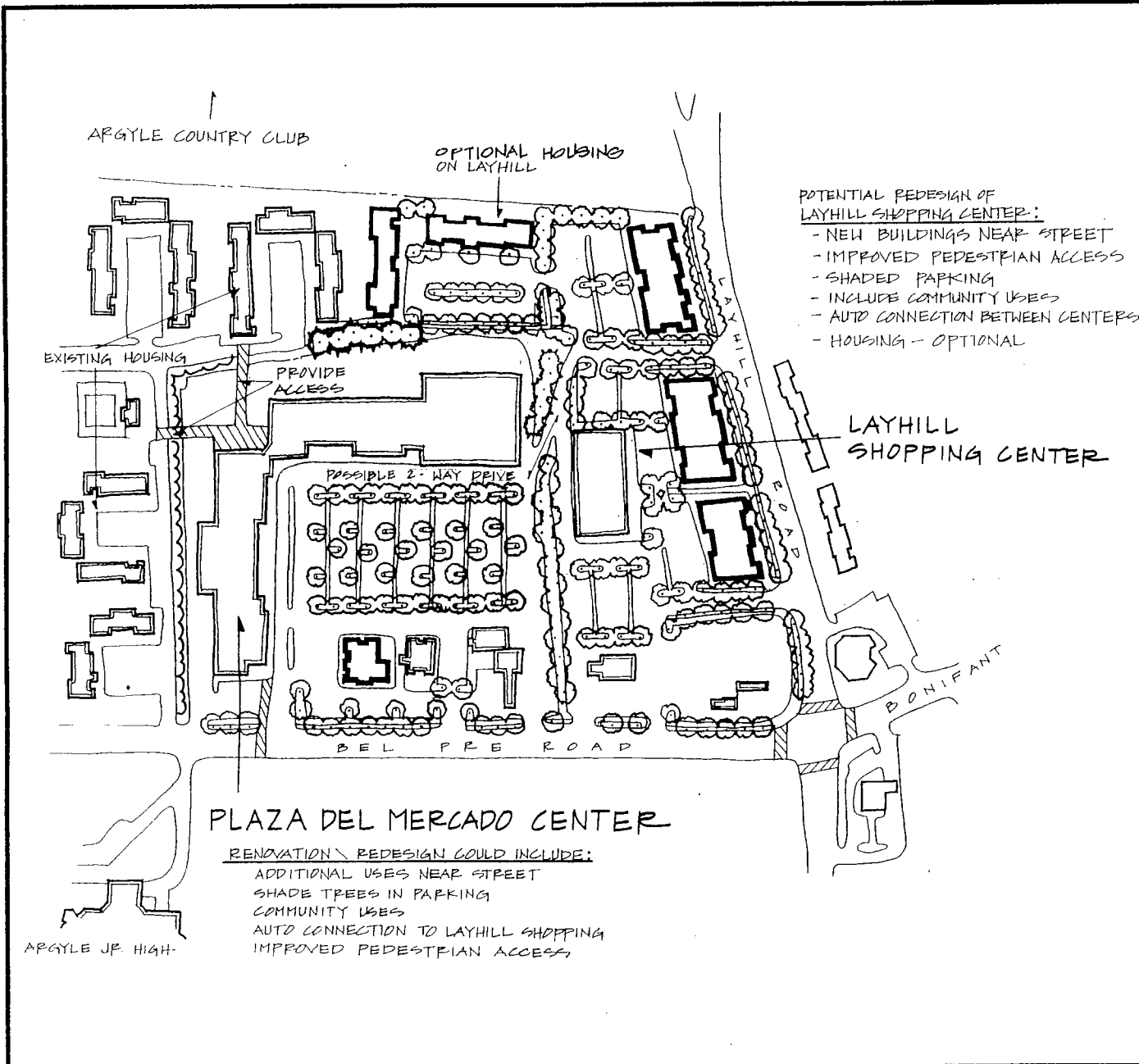


FIGURE 19

Layhill Shopping Center is composed of two rows of low-rise commercial uses located at the back of a large parking lot. More parking is located to the side and rear at the property line with Argyle County Club. Sidewalks lead into the parking lot, but no pedestrian paths or landscaping are provided on site. There are two staircases to the Plaza Del Mercado Shopping Center at the rear of the Layhill Shopping Center. The rear of the Layhill Shopping Center has entrances and shaded parking nearby, which means these spaces are in demand for shoppers at both centers. There is no auto connection between the Layhill and Plaza del Mercado Shopping Centers, which is frustrating to shoppers who must drive around the block to shop at the two adjacent centers.

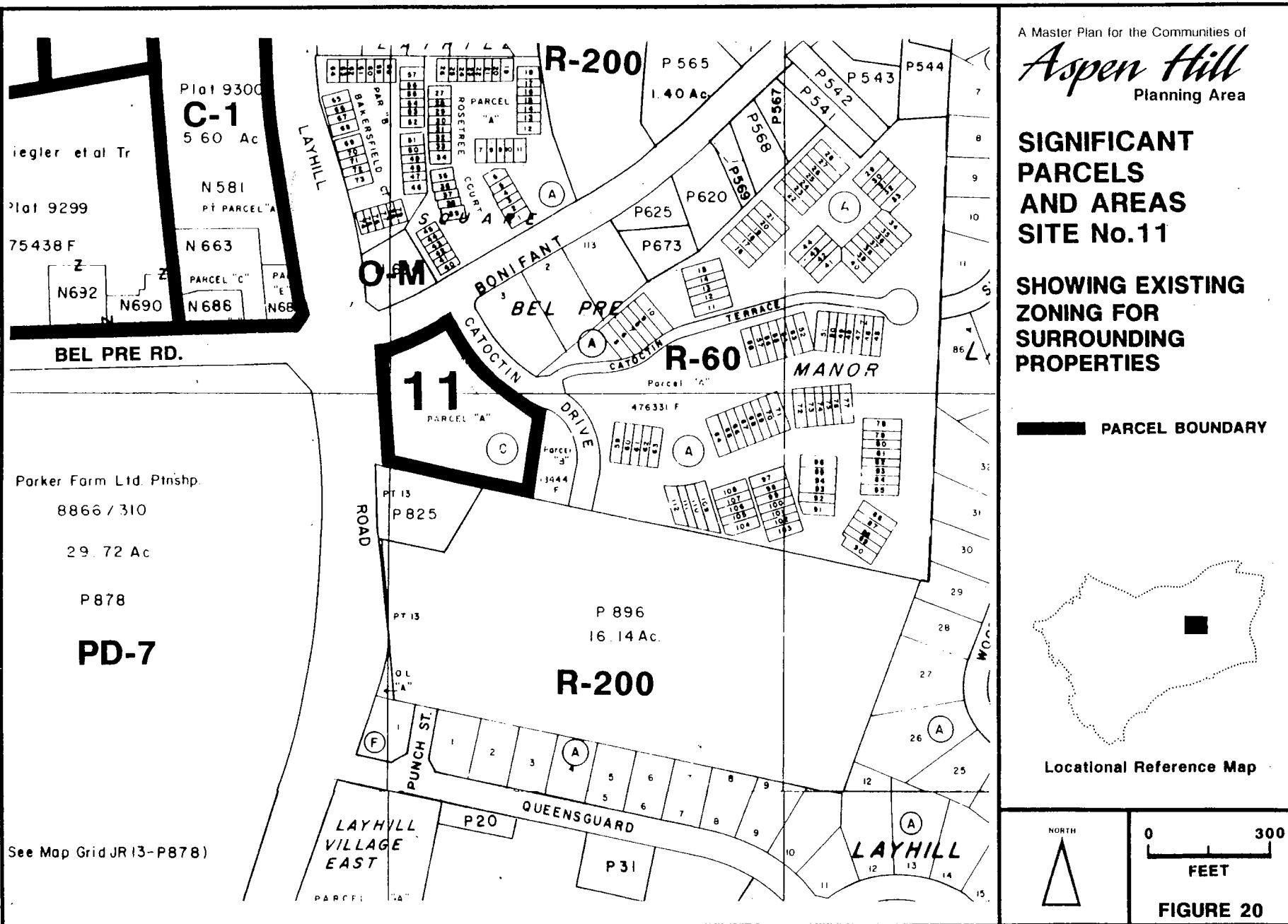
The conceptual illustration for the redesign of the shopping center sites shows an improved vehicle and pedestrian circulation, provides an attractive edge along Bel Pre and Layhill Roads and includes housing and public space. The following recommendations should be considered in addition to the general shopping center recommendations:

- o Provide clear, well-lit and well-marked pedestrian circulation through both sites between residences, transit and stores.
- o If redevelopment occurs, consider locating new structures near Bel Pre and Layhill Roads to frame the road corridor, conceal parking and animate the street.
- o If the Layhill Shopping Center redevelops and housing is included, assure safe pedestrian connections to all uses and screening of private areas. Provide sensitive integration of community, commercial and residential uses in redesign.

#11 - Sandy Spring Bank

The 3.06-acre property is located in the southeast corner of the intersection of Layhill Road and Bonifant Road (Figure 20). This is the crossroads for the major activity center for the Layhill Community. It is bordered by single-family detached houses on 20,000-square-foot and 6,000-square-foot lots to the east and south. Currently, approximately 0.68 acres are zoned C-1 and the remainder is zoned R-200.

In the 1970 Aspen Hill Master Plan, the development proposal for this site was shown in the urban design study sketch. This site was recommended as a future library. This site is recommended for an expansion of the existing commercial designation to 1.22 acres of C-T zoning. The remainder to the property should be kept in the R-200 zone. In addition, this Plan would support a special exception on the R-200 portion of the site for a day care center. When this site is redeveloped, the existing trees on the southern portion of the property should be retained, as much as possible.



The site should have access onto Catoclin Drive to provide improved access onto Bonifant Road in either direction. The present access point is very close to the intersection of Bonifant and Layhill Roads. If a median break is installed on Bonifant Road, then traffic into the bank would be limited to right-in and right-out traffic only on Bonifant Road.

#12 - Western Hewitt Avenue Parcels

The approximately 54,000-square-foot site is located north of Hewitt Avenue (Figure 21). The site is bordered to the west, north and south by apartments/condominiums.

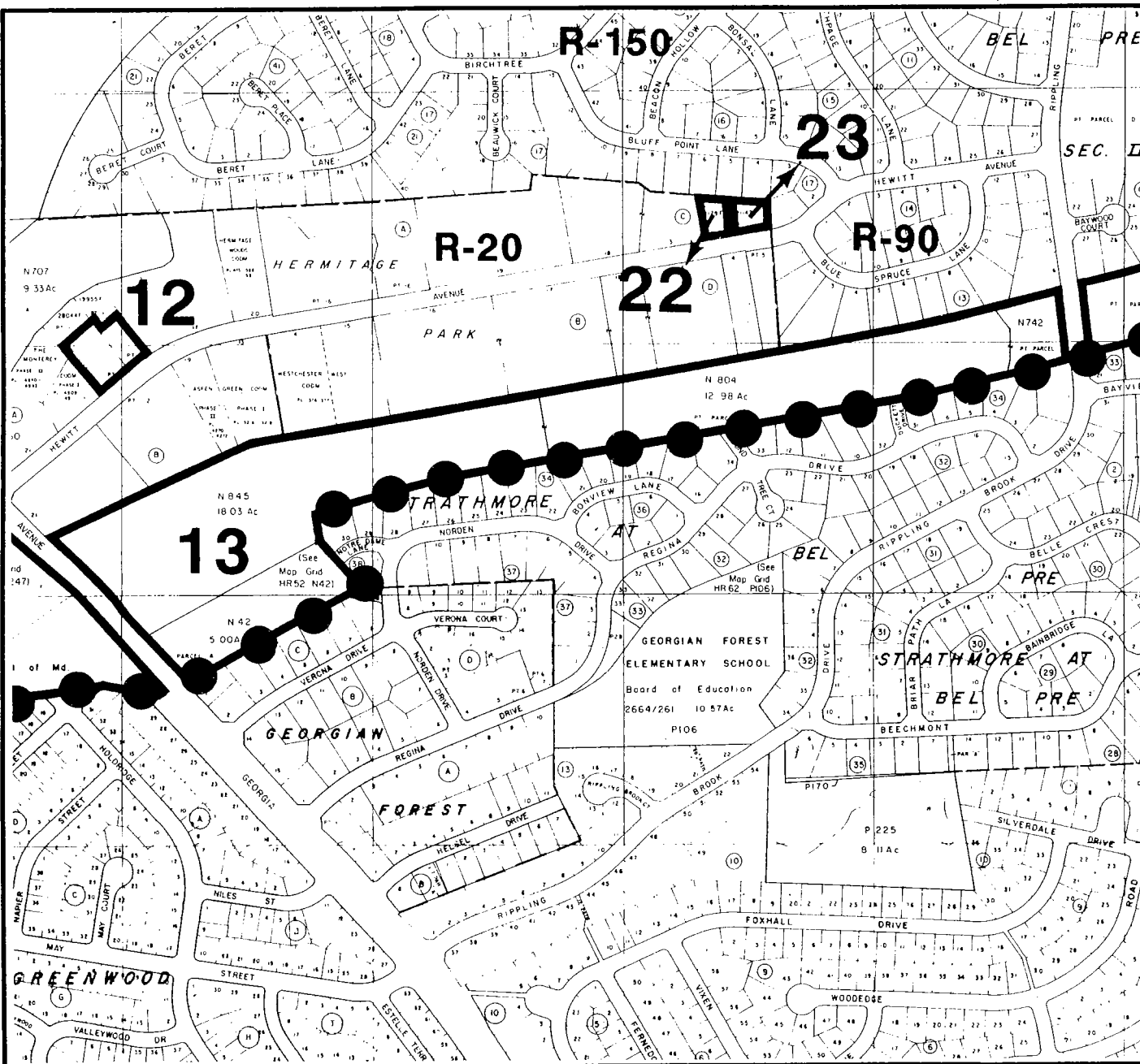
This site is relatively small and has to be developed as a self-contained project; it cannot be easily incorporated into the surrounding multi-family developments. Retaining the existing zoning, R-90, would be out of character in this area. The 1970 Master Plan recommended this site for R-20 zoning: multi-family, medium-density, residential. The R-20 zoning was proposed and rejected as a local zoning map amendment because of the traffic impacts of such a development. This Plan recommends an R-60/TDR-12 zone for the site. This would provide a higher density that is more compatible with the surrounding development and provides more housing choices in an area that is developed with garden apartments and single-family detached housing. The R-60/TDR-12 zone will provide a maximum of 15 units. Approximately 6 TDR's will need to be purchased to achieve the maximum recommended density.

#13 - Right-of-Way for the Former Rockville Facility

The 118.11-acre right-of-way is located between Georgia Avenue and Northwest Branch Park (Figures 21, 22 and 23). This land is held in a variety of ownerships. The majority of the land was acquired through the Advanced Land Acquisition Revolving Fund for a general purpose road.

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

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. 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 hiker/biker greenway.

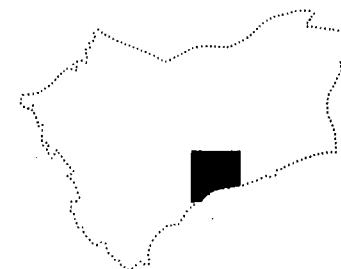


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE Nos. 12,13,22 & 23

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY

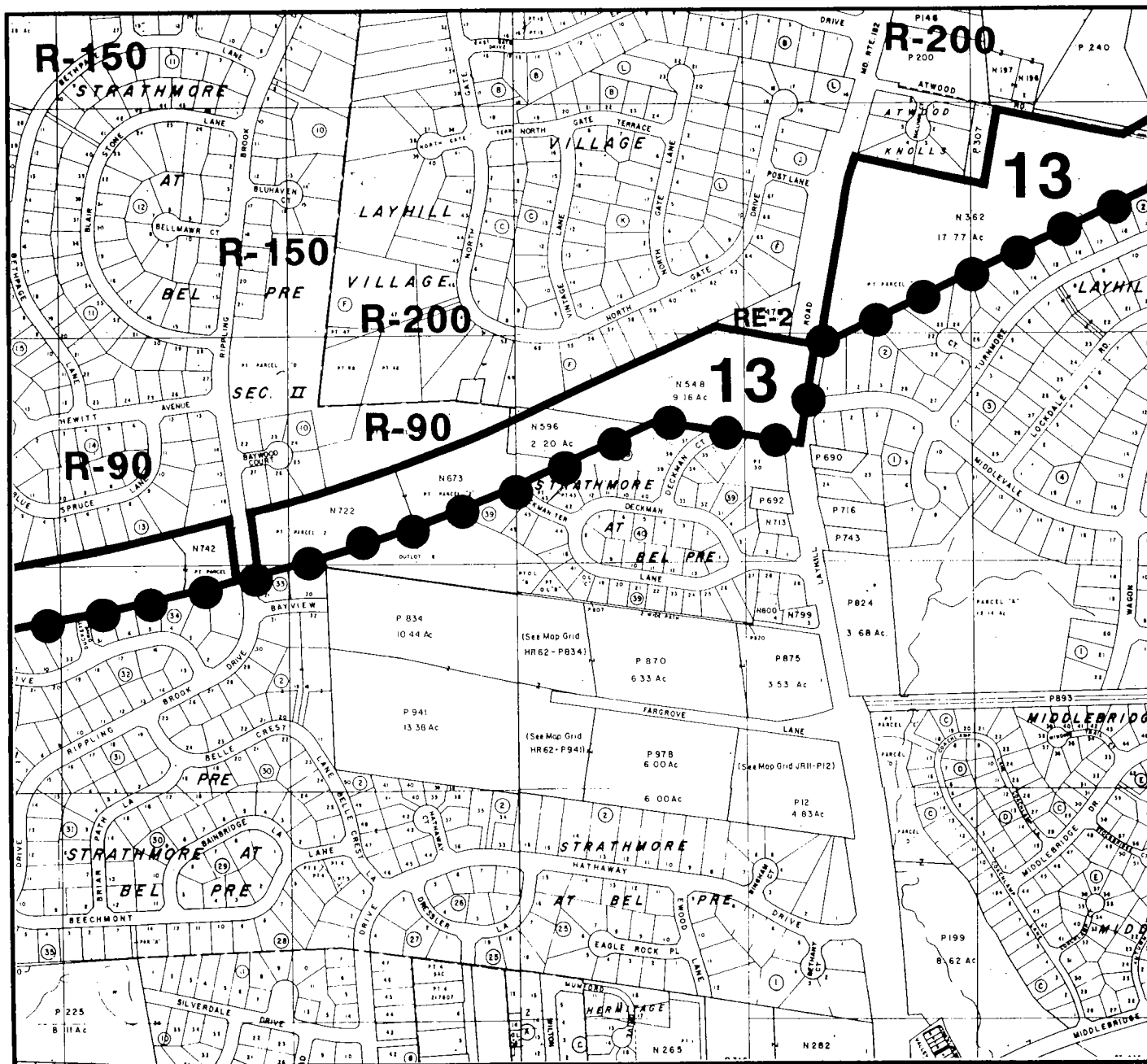


Locational Reference Map



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FIGURE 21

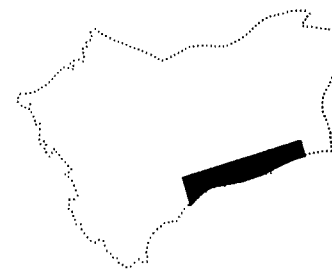


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.13

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY

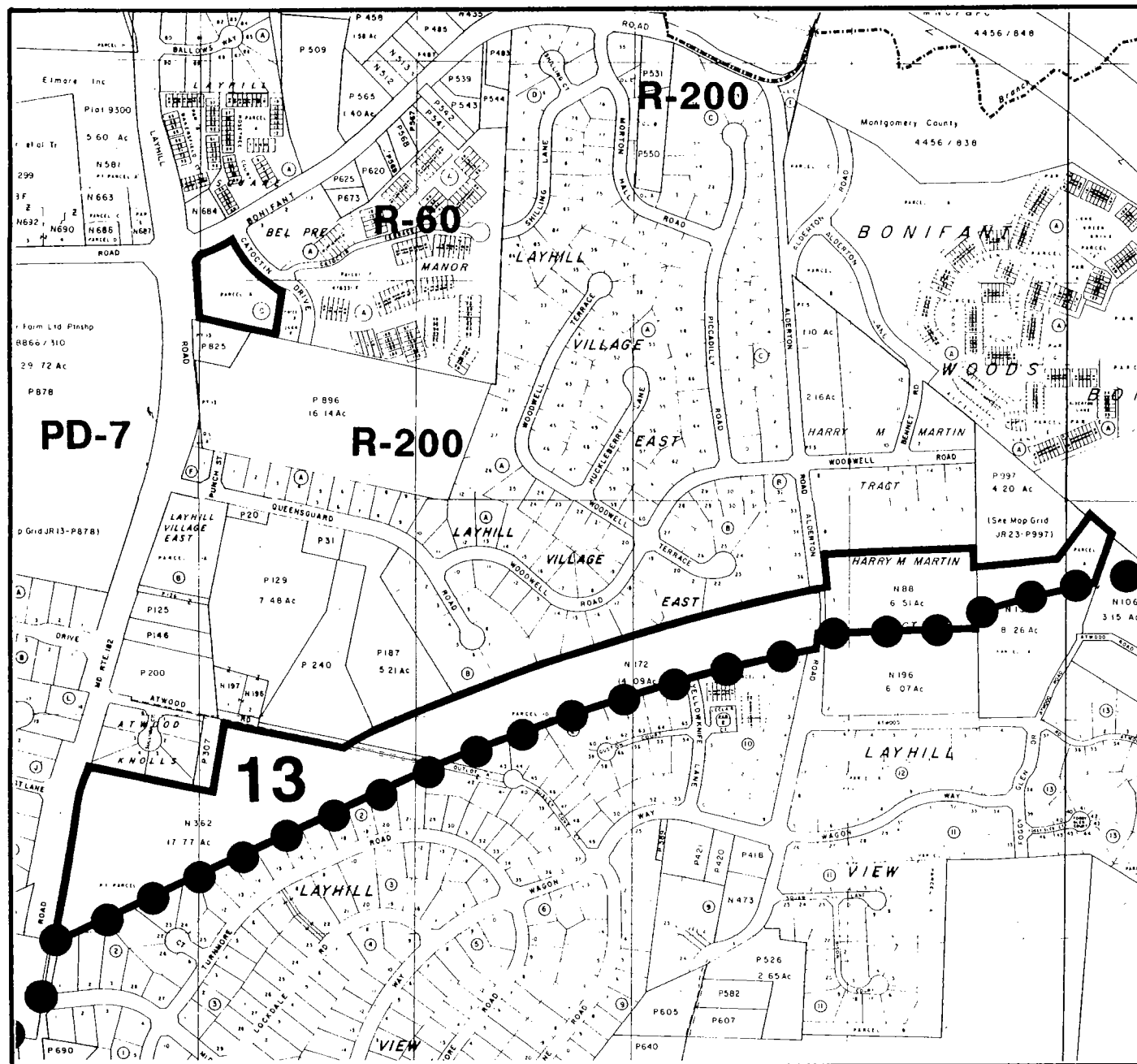


Locational Reference Map



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FIGURE 22

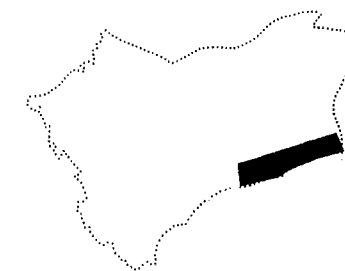


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.13

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY



Locational Reference Map



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 FEET

FIGURE 23

This Plan recognizes the importance of this right-of-way as an east-west link between parkland and recommends the development of a pedestrian/bikeway corridor in the right-of-way. The right-of-way offers a unique opportunity for an off-road, east-west trail in the County. Park parcels along the right-of-way may also offer the opportunity for expanding the existing facilities at Bel Pre and Layhill Village Local Parks. These parks could be expanded to include picnic facilities and additional play equipment. Access to the tennis courts at Bel Pre Local Park could also be improved. There may be limited areas that are 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.

PARCELS OR AREAS WITH COMMENTS

#14 - Robert E. Peary High School

The 19.52-acre site is located on the western side of Arctic Avenue (Figure 24). The site is zoned for single-family detached houses on 9,000-square-foot lots. The property is bordered by single-family detached houses to the north and east. A church and the Frost Center school site are to the south. The Rock Creek Stream Valley Park borders the site to the west.

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.

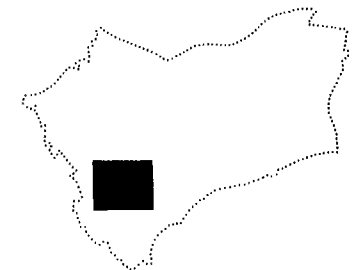
The reuse of Peary High School as a public school, if such a need is found by the Board of Education, would be the most desirable future for the site. In any event, if the site is surplus by the Board of Education, it should be kept in public ownership. If a determination is made that it is not needed 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

A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.14

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY

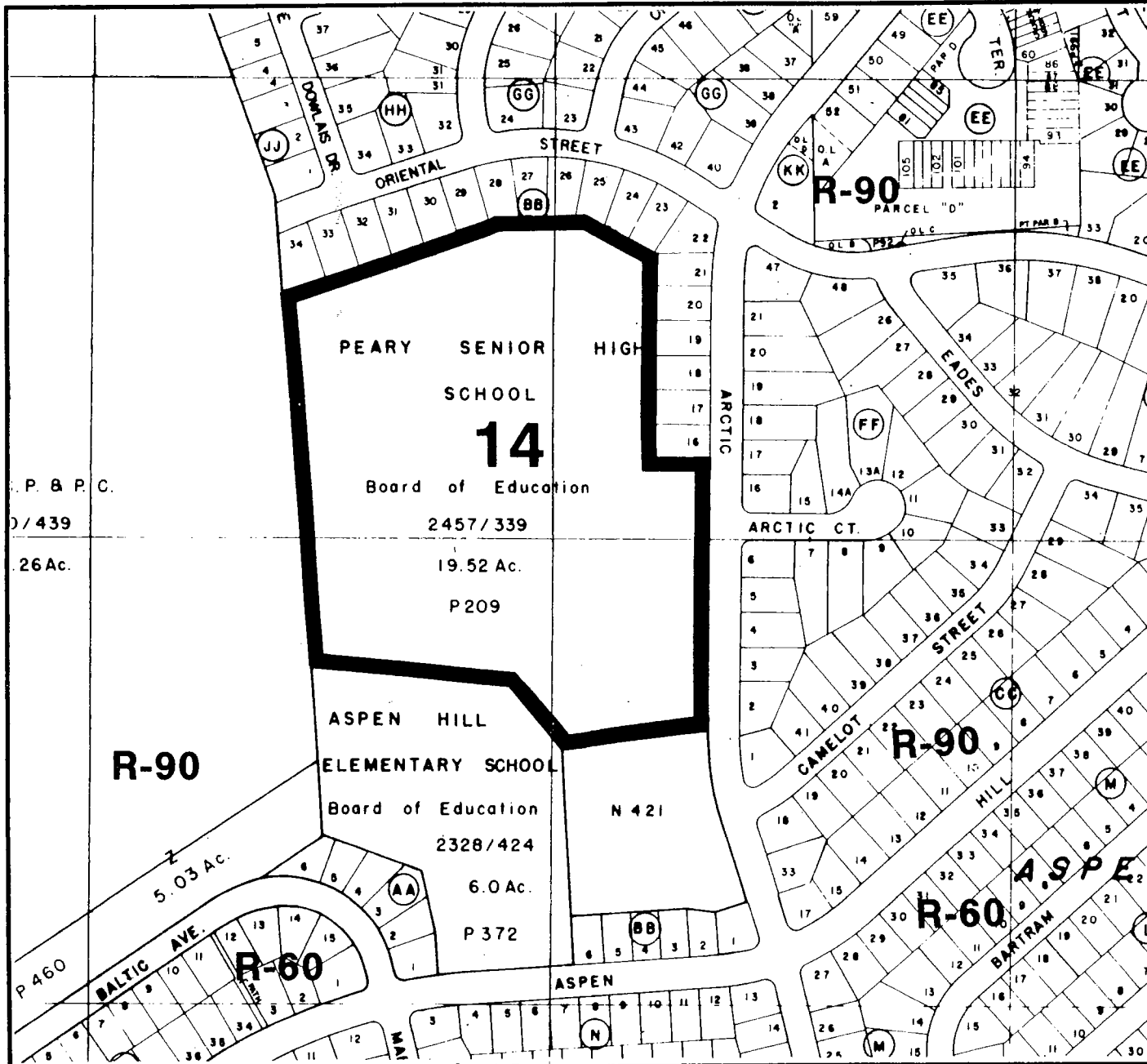


Locational Reference Map



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FIGURE 24



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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.

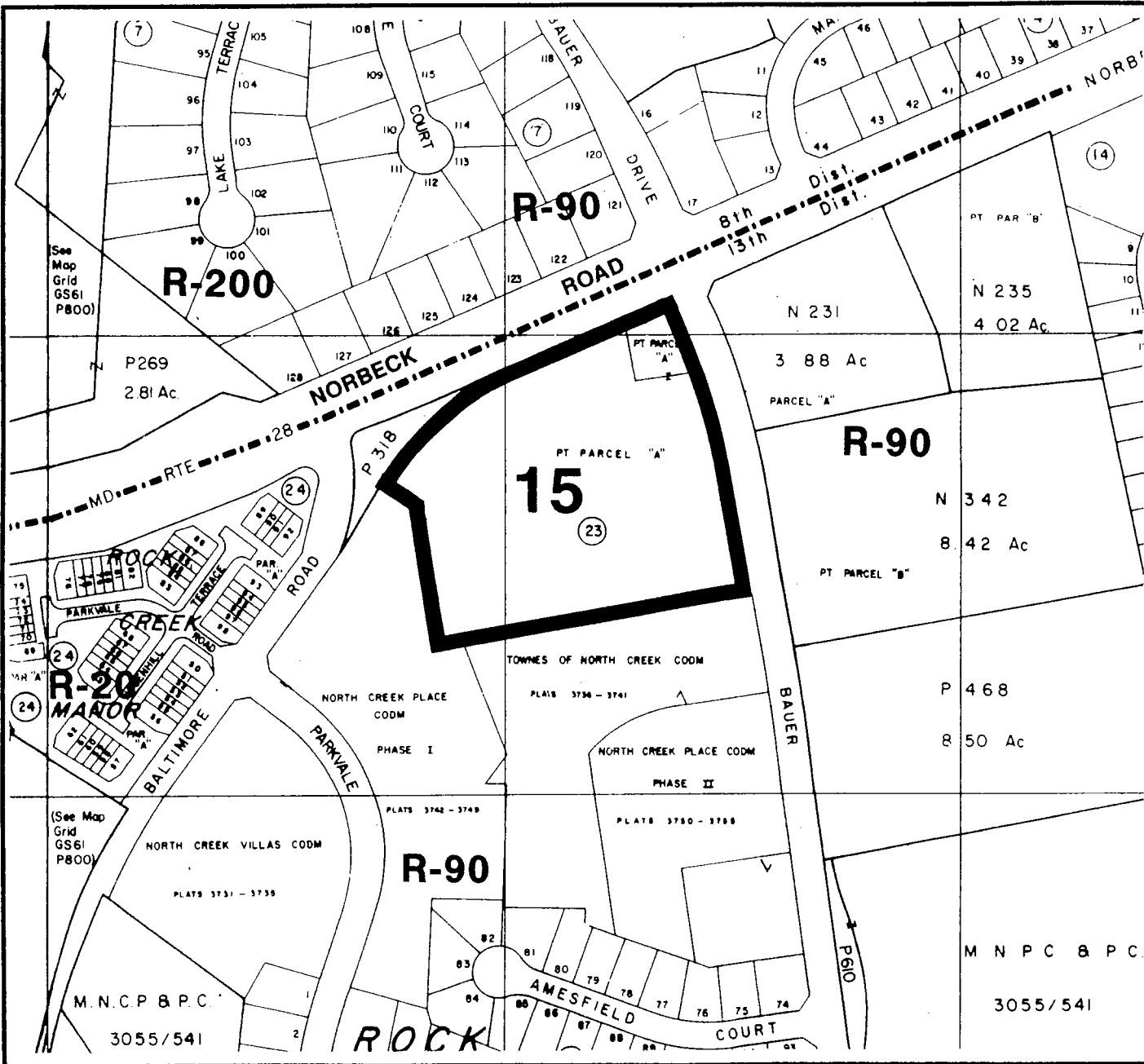
#15 - Rock Creek Village Shopping Center

The 9.39-acre neighborhood center is located in the southwest corner of the Norbeck Road and Bauer Drive intersections (Figure 25). The center has approximately 89,000 square feet of gross retail space. It is bordered to the south by townhouses and condominiums. To the northwest, there is a small strip of unimproved land that is a residual from the Norbeck and Baltimore Roads improvements.

There is a perception that the rear parking lot is inaccessible and unsafe. The shopping center previously had two points of access from the rear lot to the front parking lot. One of those entrances was closed to create additional retail space, leaving one access point to serve the entire parking lot. Efforts should be made to correct this situation and improve access to this parking lot.

The existing two-way light at the shopping center's entrance on Bauer Drive near the supermarket only stops traffic on Bauer Drive. It is activated by pedestrians crossing Bauer Drive. This light is near the crest in the roadway. A few feet beyond the light, when southbound, Bauer Drive drops off steeply. There is a pedestrian safety concern in this area because pedestrians have been hit by cars heading north on Bauer Drive. Also, traffic coming out of the shopping center can only make a safe left turn onto Bauer Drive when pedestrians are crossing. As a result, the cars turn into the path of the pedestrians. Providing a four-way traffic light would increase pedestrian safety for the children who use Bauer Drive Community Center and attend Earle B. Wood Middle School and for the elderly citizens that live next to the community center.

The evergreens along Norbeck Road screening the service area of the center are not sufficient to be effective. Additional evergreen shrubs should be provided in this area. Shade trees would improve the Bauer Drive frontage and provide shade for the bus stop. Plantings on the Bauer Drive frontage should not obscure the line of sight view from Bauer Drive, which is important for maintaining public safety. The mature evergreens that screen a portion of the shopping center's rear parking lot from the adjacent Towns of North Creek residential development should be maintained.

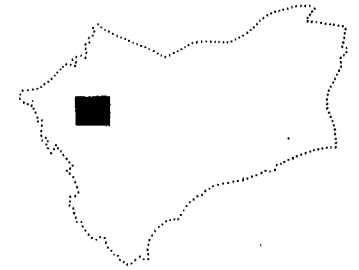


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.15

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY



Locational Reference Map



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FIGURE 25

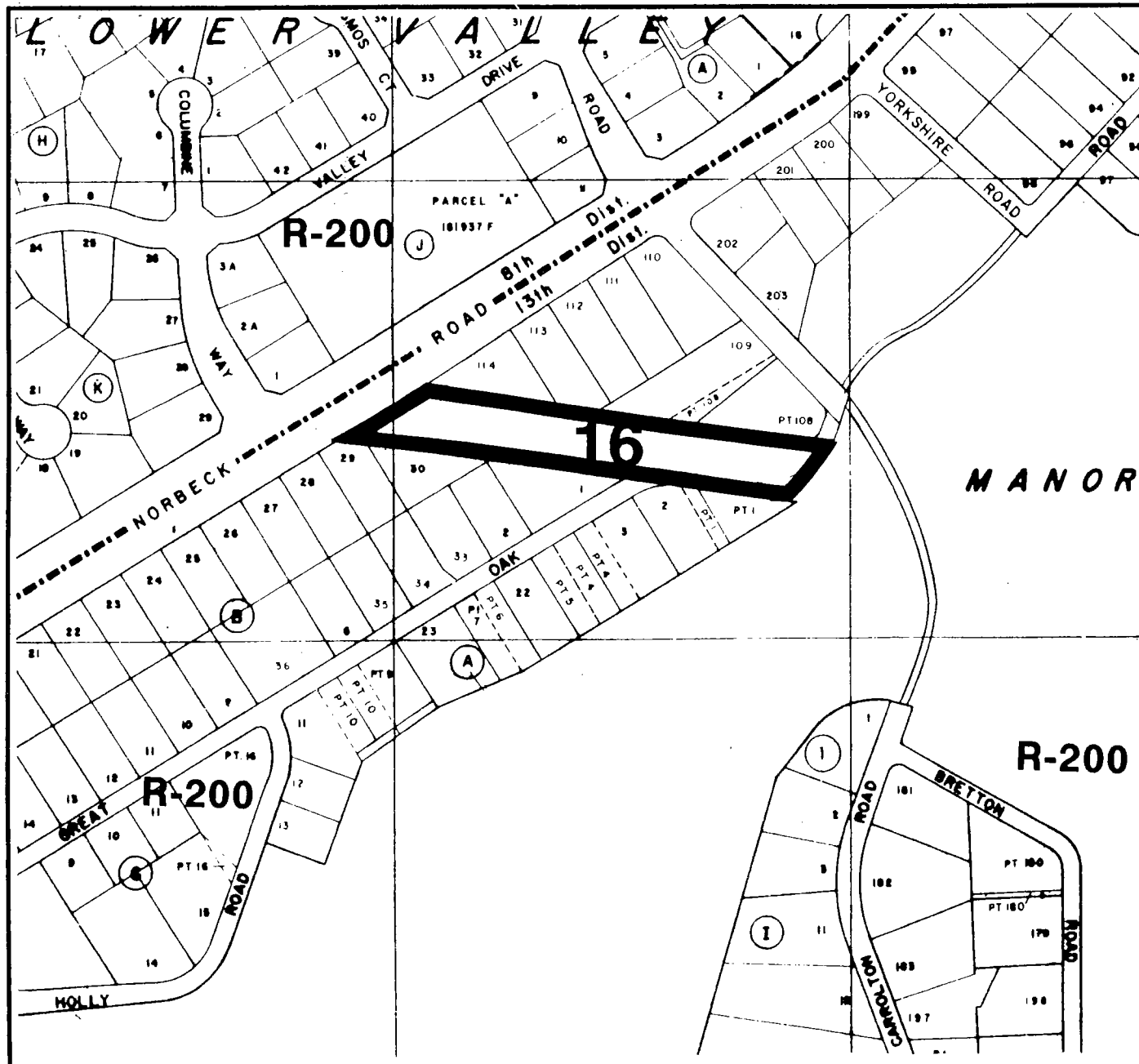
#16 - The Green Strip at Manor Country Club

This unimproved 2.75-acre site is located east of Norbeck Road (Figure 26). The site is bordered by single-family detached houses to the north and south. The site is presently being used for open space. This Plan recommends that the R-200 zoning remain and that, if it does develop, it should be developed as single-family detached houses, which would be in keeping with the surrounding houses.

#17 - Aspen Hill Shopping Center

This 15.42-acre site is located in the southeast quadrant of the intersection of Connecticut Avenue and Aspen Hill Road (Figure 27). This center has approximately 164,000 square feet of gross retail space. This site was the subject of a Master Plan amendment in 1986. The following commercial development guidelines for the shopping center were developed at that time. The guidelines were implemented when the center was redeveloped. They have been retained for reference purposes.

- o Any commercial expansions should be carefully sited in relation to the existing Aspen Hill Shopping Center and should maintain at least a comparable physical separation from the Harmony Hills neighborhood.
- o Safe, efficient and visible pedestrian and bicycle access from the adjoining Harmony Hills neighborhood should be provided to existing and future commercial structures. Placement of future structures should not impede such access from the neighborhood. The pedestrian system should link with the Palmira Lane stub. A barrier to vehicular traffic should be permanently in place between the Harmony Hill stub of Palmira Lane and the Aspen Hill Shopping Center.
- o All parking facilities for the commercial area should be designed to meet or exceed the landscaping requirements contained in the parking sections of the zoning ordinance. The connection between the Harmony Hills portion of the development and the shopping center should be designed to facilitate good maintenance.
- o Consideration should be given to re-landscaping the shopping center, its buffer area to Harmony Hills and its Aspen Hill Road and Connecticut Avenue frontages. Existing landscaping should be evaluated for possible retention or improvement. Objectives should be to enhance compatibility of the commercial area with its neighborhood, to improve the aesthetics of its appearance, to reduce the amount of currently paved parking area and to improve the overall quality of the shopping center and its extensions.



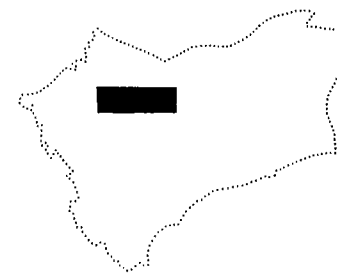
A Master Plan for the Communities of

Aspen Hill
Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.16

**SHOWING EXISTING
ZONING FOR
SURROUNDING
PROPERTIES**

PARCEL BOUNDARY

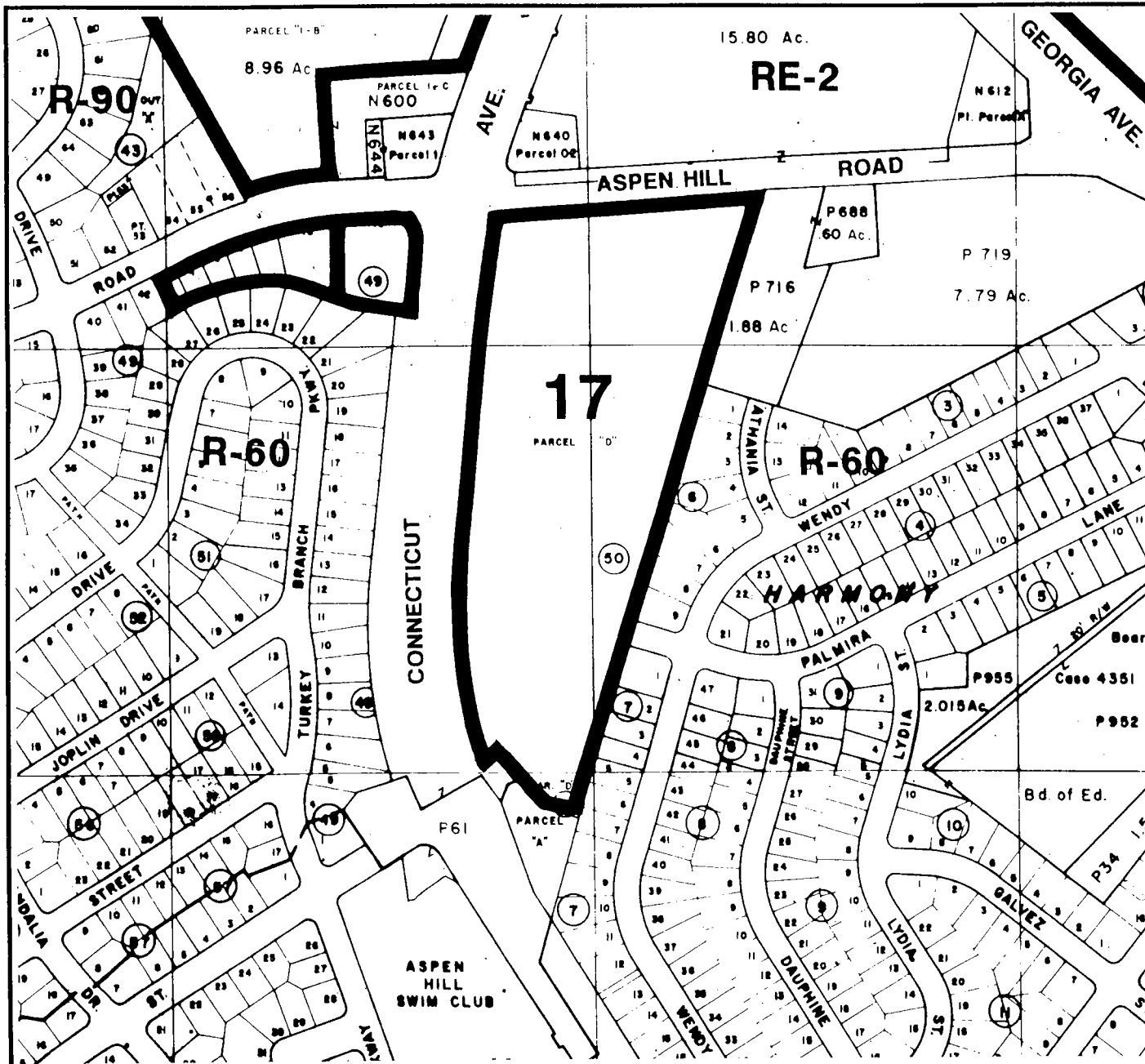


Locational Reference Map



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FIGURE 26

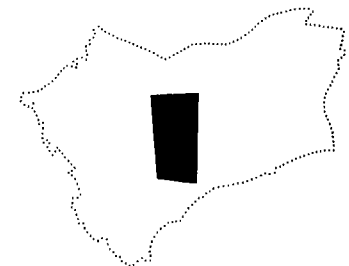


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No. 17

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY



Locational Reference Map



0 300
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FIGURE 27

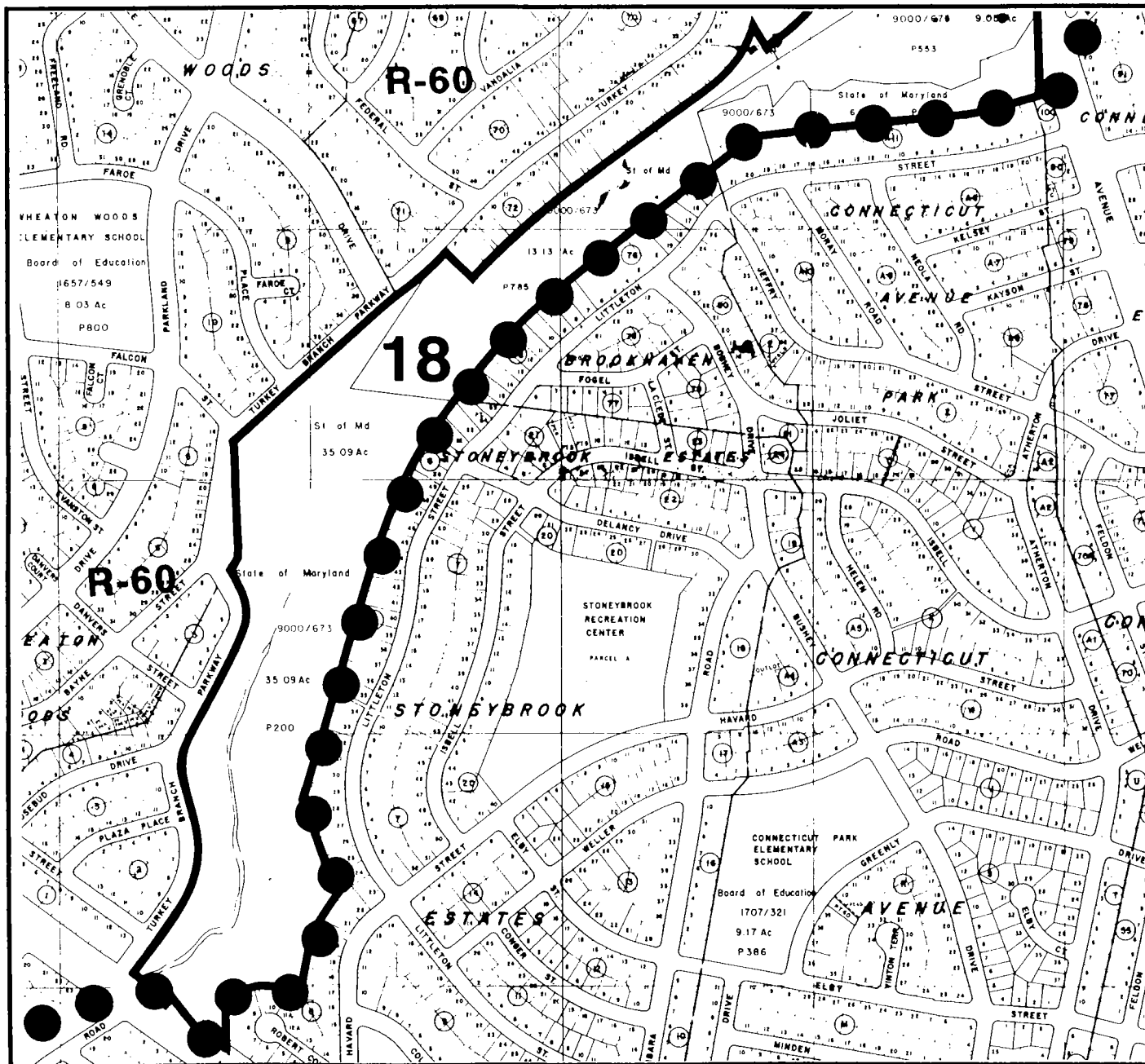
- o Close cooperation between the developer and the Harmony Hills Civic Association, both during the site planning process and after the project is completed, is encouraged.
- o At the time of site plan, the traffic light at the intersection of Independence Street and Connecticut Avenue should be studied to ensure that residents of Wheaton Woods to the east of Connecticut Avenue have direct access to the shopping center.
- o Particular attention should be given to improved lighting to reduce opportunities for vandalism without adversely affecting the adjacent neighborhood.

The center has undergone renovation and has improved pedestrian circulation, landscaping, visual quality and connections to the adjacent neighborhood. However, from a design viewpoint, there is still little shade over the parking lot, which is highly visible from Connecticut Avenue, because the topography slopes down towards the road. The small ornamental trees planted along Connecticut Avenue offer neither shade for pedestrians waiting for the bus nor shade over the parking lot. A good pedestrian connection to the adjoining neighborhood is provided and the loading dock access area is minimized, well-lit and screened.

- o Large, wide-canopy deciduous shade trees should be planted along Connecticut Avenue; additional broad-canopy shade trees are needed in the parking lot.
- o The parking lot access near the intersection of Aspen Hill Road and Connecticut Avenue should be closed because it causes stacking into the intersection.
- o Maintain the current marked pedestrian walks in the parking lot and provide additional walks from the far reaches of the parking lot to improve pedestrian safety.
- o Safe and adequate pedestrian circulation between transit and stores, restaurants, offices and other shopping centers should be provided.

#18 - Matthew Henson State Park

This 102-acre site (Figures 28 and 29) was designated a state park by a 1989 Act of the Maryland General Assembly, which transferred the land held in reservation for the Rockville Facility between Veirs Mill Road and Georgia Avenue to the Maryland Department of Natural Resources (DNR). DNR then leased the land to Montgomery County as a park.

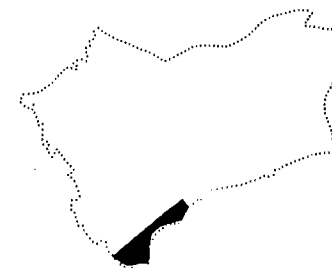


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No. 18

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

PARCEL BOUNDARY

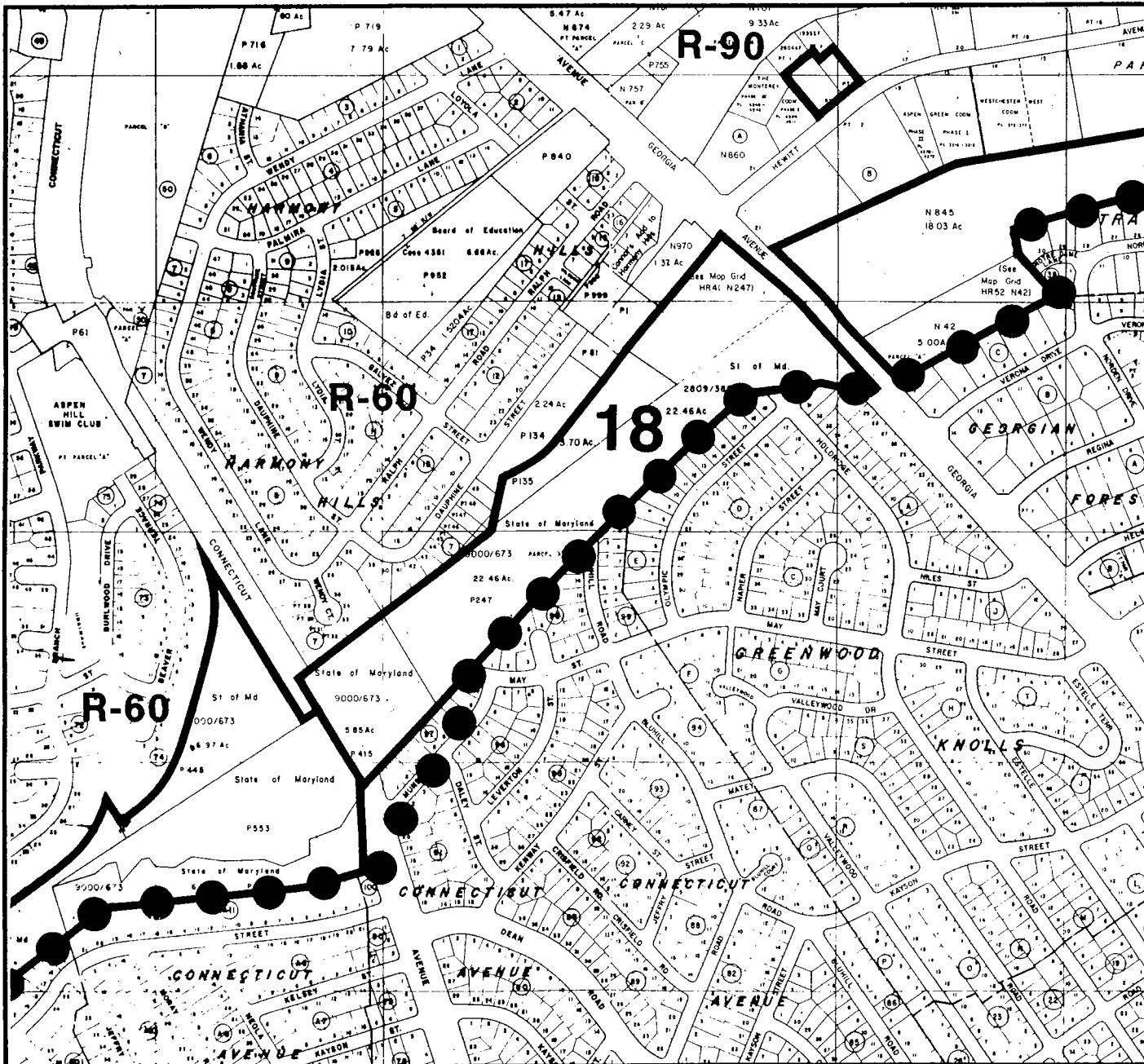


Locational Reference Map



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FIGURE 28

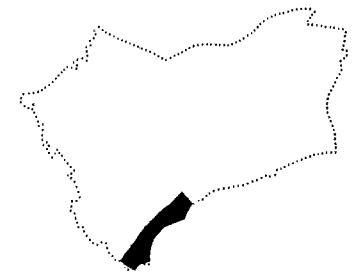


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No. 18

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY



Locational Reference Map



0 300
 FEET

FIGURE 29

State legislation enacted in 1984 does not permit expenditure by the Maryland Department of Transportation of "any further funds for construction of a highway..." in the right-of-way reserved for the Rockville Facility. Construction of a bikeway or a path in the park may be precluded under the 1984 law. If future State legislation should permit State funding for a bikeway, or if a bikeway can be constructed without the use of State funds, a connection through Matthew Henson State Park is desirable. The park offers the opportunity for an off-road, east-west trail and greenway that would connect two regional parks. This trail and greenway would connect to a proposed trail through the former Rockville Facility right-of-way between Georgia Avenue and Northwest Branch Park. Any trail development should respect the environmental sensitivities of the park. Impervious surfaces and tree removal should be minimized.

It should be noted that there is a 24-inch sewer main running along Turkey Branch paralleling Littleton Street. There have been sewer overflows and flooding in the basements of some houses in that area. The leak(s) can be detected when Turkey Branch overflows during a heavy storm. Once the cause of the problem is identified, the situation should be corrected. Care should be taken to minimize the disturbance of Turkey Branch. 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.

#19 - PRC - Age-Restricted Area (Leisure World and the Surrounding Area)

This 618.5-acre site is located east of Georgia Avenue and south of Norbeck Road (Figures 15 and 16). It is bordered by single-family detached homes to the east and south. The site is developed with a shopping center, office, an assisted care facility and the Leisure World Community.

The age-restricted portion of the PRC zone is limited to residents who have attained a minimum age of 50. There is a maximum density of 10 dwelling units to the acre. It is presently approved for development of 5,725 dwelling units, approximately 9 dwelling units per acre. If a new development plan is submitted and approved, an additional 460 dwelling units can be constructed, which is permitted by right in the zone. Leisure World is an appropriate location for permitting additional elderly housing units to be built in the planning area.

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

The age-restricted portion of the PRC is located in an area that is near its water and sewer capacity and may have some deficiency in the distribution system. The pressure for fire flow is weak. The system can handle the residual capacity of 460 dwelling units in the age-restricted area with careful attention to the need for additional relief sewers.

The capacity of the system should be checked and adjusted with the submission of each new building phase prior to construction.

A Zoning Ordinance text amendment for the PRC zone should be considered to take into account the Fair Housing Amendments Act of 1988, which requires 80 percent of the dwelling units to have at least one occupant who is a minimum of 55 years in order to be exempted from the federal provisions of discrimination against children. Leisure World and its component mutuals have already made this change.

If density is transferred from this part of the PRC to the WSSC site, that density should be subject to the 20 percent MPDU requirement.

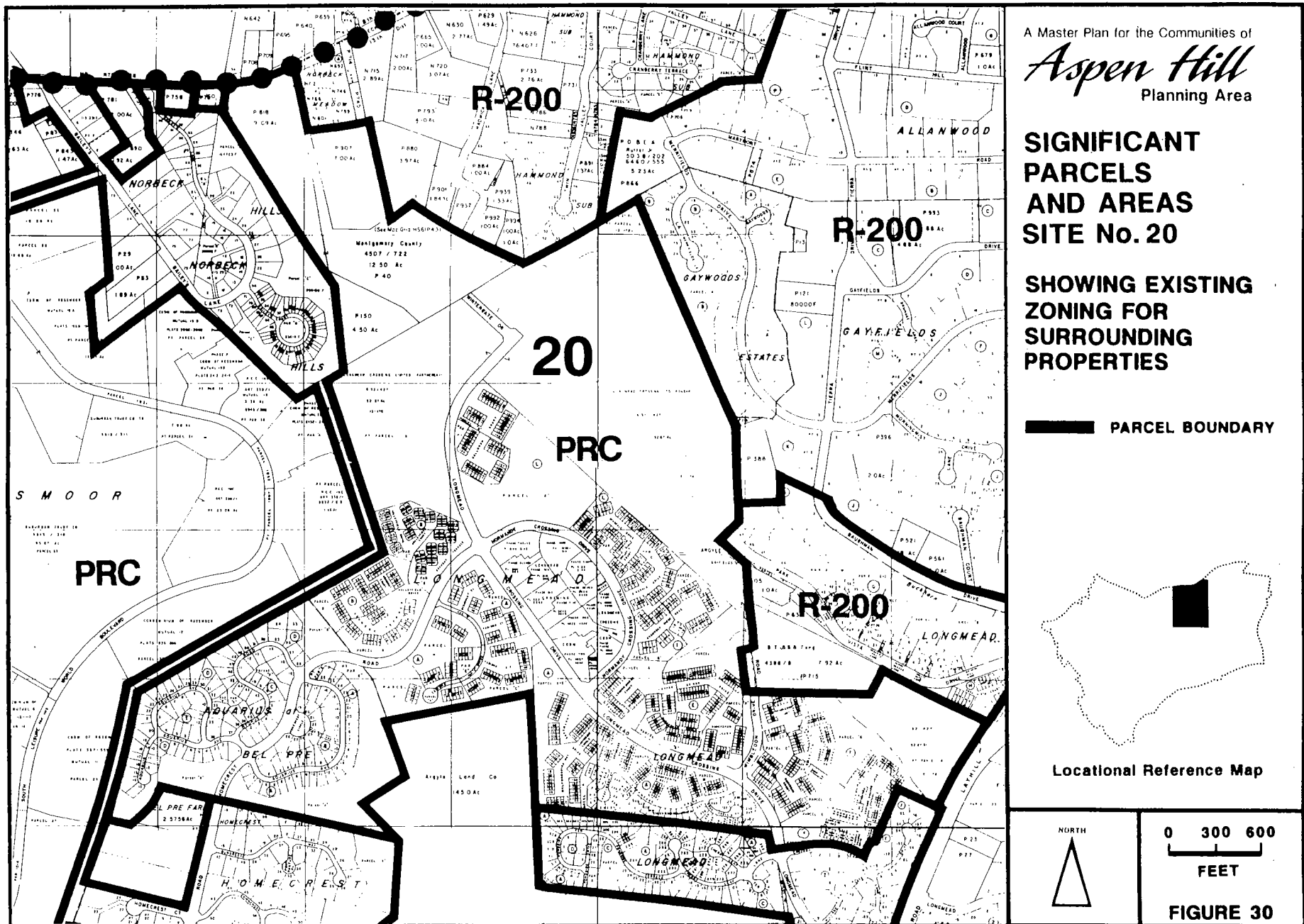
#20 - PRC - Unrestricted Portion (Georgian Colonies, Aquarius and Longmead Crossing subdivisions)

The 383.9-acre portion of the PRC zone is located south of Norbeck Road, west of Layhill Road, north of Argyle County Club and east of Leisure World (Figures 16, 17 and 30). There is a portion of the unrestricted area that is located between Bel Pre Road, Georgia Avenue, Leisure World and the extension of Connecticut Avenue. The unrestricted portion of the PRC is made up of Georgian Colonies, Aquarius and Longmead Crossing subdivisions.

The unrestricted portion of the PRC zone differs very little from any other planned development zone. The permitted and special exception uses in the age-restricted and unrestricted portions of the PRC zone are the same. Such uses as a hospital or nursing home are permitted by right anywhere in the zone. However, they would require a special exception in any other residential zone. A hospital or a nursing home is consistent with the purposes of an age-restricted planned retirement community and can reasonably be permitted by right. However, these uses seem inappropriate for the unrestricted section of the zone. In the unrestricted section of the zone, such uses should be subject to the same special exception evaluation that these uses would receive in any other conventional residential area.

This Plan also recommends that a wider range of permitted and special exception uses should be permitted in the unrestricted portion of the PRC. Provisions should be made for other uses, such as churches and such special exceptions as day care centers, accessory apartments and other home occupations.

The unrestricted area is a mix of single-family detached dwelling units, townhouses and multi-family units. Rather than treating all parts alike, a Zoning Ordinance text amendment should regulate areas according to dwelling unit type, just as the age-restricted portion does. Single-family detached units should be regulated similar to the special exception regulations of the R-60 zone, townhouses and other attached units similar to RT-6 and the multi-family



units similar to R-30. This is the existing pattern established in the permitted uses section of the PRC zone (59-C-7.422) for home occupations.

#21 - Gate of Heaven Cemetery

The 125.80-acre site is located east of Georgia Avenue and south of Connecticut Avenue (Figure 31). It is bordered on the north by townhouses, Strathmore Local Park and Strathmore Elementary School. On the east, it is bordered by single-family detached houses. Approximately half of the site is used for interment; the remainder is unimproved.

Originally, 200 acres were purchased for a cemetery in 1928. In 1952, a special exception was issued for 91.5 acres of the present site to be used for burial. At that time, a cemetery was a special exception use in the zone that was to become the RE-2 zone. A major portion of the site was not approved for cemetery use because the provisions in effect at the time required a cemetery to be located at least 1,500 feet from any residence. The first burial took place on May 5, 1953.

This Plan endorses the retention and expansion of the cemetery onto the undeveloped sections of the property. A funeral home would be a logical extension of a cemetery; a funeral home could easily be accomplished in a manner that would not adversely impact its neighbors. If cemetery officials decide to pursue a special exception to build a funeral home on the approximately three-acre portion of the cemetery at the corner of Connecticut Avenue and Peppertree Lane, a separate entrance off Connecticut Avenue would be necessary. Effective buffering and screening along the rear of the property should be required to separate the cemetery and/or a funeral home from the adjacent residential area.



Figure 32 illustrates the environmental constraints that are present on the unimproved portion of the site. The mainstem of Turkey Branch and three small tributaries are located in the area. Those areas should be preserved when the remainder of the cemetery is developed.

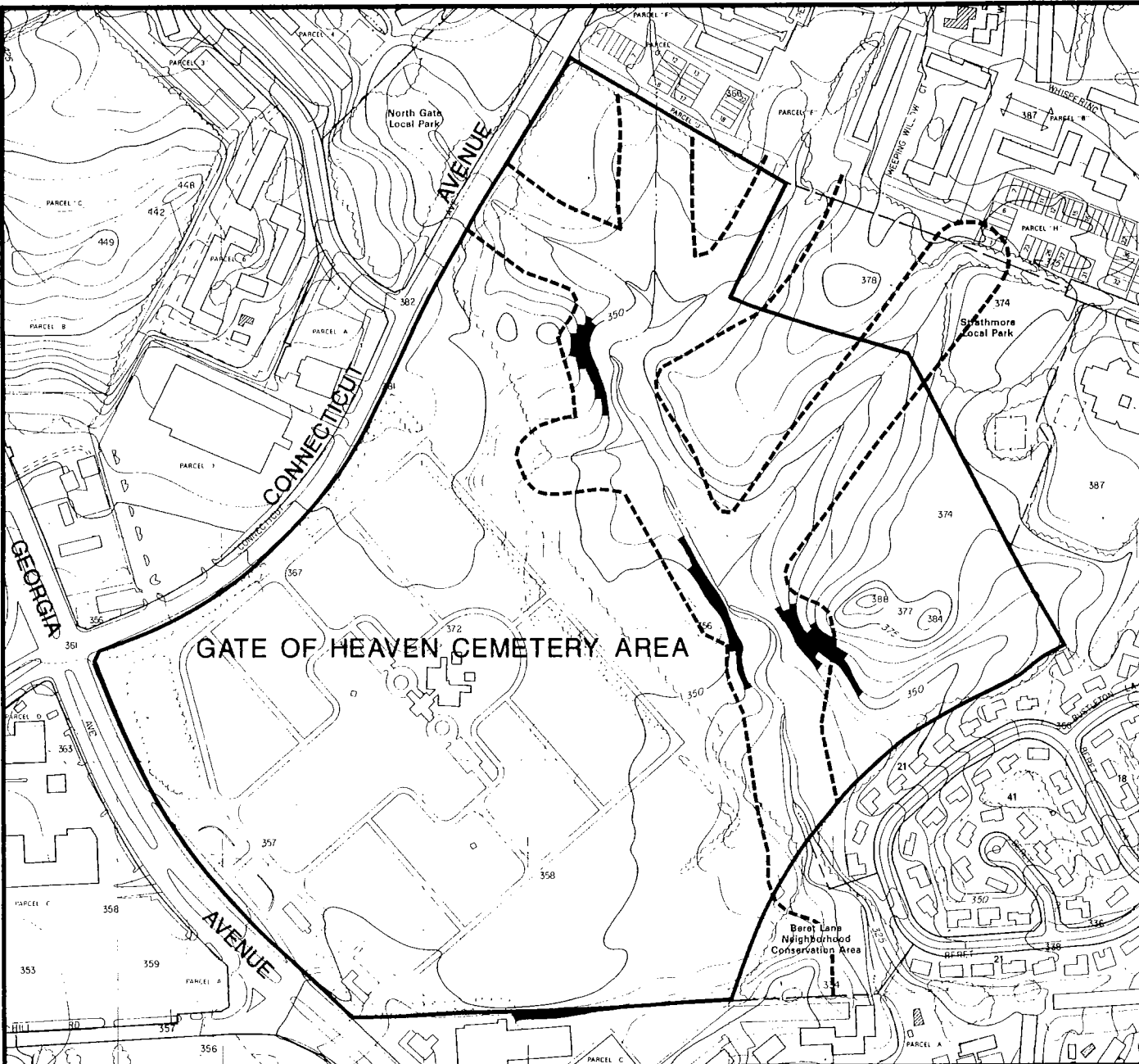
#22 - Hoang Parcel

The 21,179-square-foot parcel is located on the northern side of Hewitt Avenue (Figure 21). The property is bordered to the west by apartments, to the north and east by single-family detached houses.

This site was previously recommended for R-20 in the 1970 Aspen Hill Master Plan. The site is small and located in a transitional area between apartments and low density, single-family homes. To retain a defined transition area between these land uses, this Plan recommends retaining the existing R-90 zone. The R-90 zone will provide a maximum density of two units.

GATE OF HEAVEN ENVIRONMENTALLY CONSTRAINED AREAS

-  STEEP SLOPES
-  STREAM BUFFER



0 200 400
 FEET

FIGURE 32

#23 - Eastern Hewitt Avenue Parcel

This 21,147-square-foot site is located on the northern side of Hewitt Avenue and is zoned for single-family houses on 9,000-square-foot lots (Figure 21). The property is bordered to the north and east by single-family detached houses and to the west by apartments and a single-family detached house.

This site was previously recommended for R-20 in the 1970 Aspen Hill Master Plan. The site is located on the edge of two distinct housing types, single-family detached and multi-family units. Since this site abuts the single-family detached units and the dwelling unit on the site has been recently been renovated, this Plan recommends that the current R-90 zone is an appropriate Plan density for this site.

#24 - Argyle Country Club

This 145-acre site is located north of Bel Pre Road between Layhill and Homecrest Roads (Figure 16). It is bordered by single-family detached residential development to the south, west and north. To the southeast, this site borders a townhouse development and two shopping centers.

The Club is currently in water category W-1 and is eligible to receive water service now. This site is not currently served by a water line. The sewer category is S-5, which means that sewer service is 7 - 10 years away. A major sewer line that serves the Longmead Crossing community cuts through the golf course, generally following Bel Pre Creek.

This Plan recommends that Argyle Country Club should retain its RE-2 zoning. The Use IV stream on this property makes this area environmentally sensitive. If in the future there is a desire to rezone this property, a Master Plan amendment should be considered for a residential density that would provide additional single-family opportunities in Aspen Hill. TDR's could be used to achieve the desired zoning; however, the level of TDR's would be constrained by the environmental consideration. A transition from the PRC density to a lower density along Bel Pre Road should be provided in any redevelopment of the site.

Further, any internal road network should permit the connection of Pondside Drive from Longmead Crossing. Crossing Bel Pre Creek must be avoided. Development of the western portion of this site, which is west of Bel Pre Creek, should have access through an internal road network off Homecrest Road from the Bel Pre Road area. Appendix C of this Plan has a more detailed discussion of the internal road circulation for this area.

To ensure the protection of downstream homes from increased flooding and the protection of the downstream portion of the Creek, the following issues should be resolved at the time of a Plan amendment:

- o Bel Pre Creek should be protected for recreational trout populations. As mentioned in the environmental section of this Plan, parts of this creek have accelerated streambank erosion. A detailed floodplain study should be done to assess the effects of developing this site on the downstream homes that are located in or near the floodplain of the creek. One-hundred-year flood control may be required on Argyle Country Club to prevent additional flooding risks to downstream structures.
- o A stream buffer of approximately 22 acres should be delineated and left undisturbed (Figure 17).
- o On-site stormwater management methods should be resolved for water quality and quantity. The stormwater management facilities must be designed to provide for maintenance of appropriate water quality standards for Use IV streams.
- o Alternative methods of access to the existing road network should be investigated and delineated.

#25 - Allanwood/Gayfields/Willson Hills/Gaywood Area

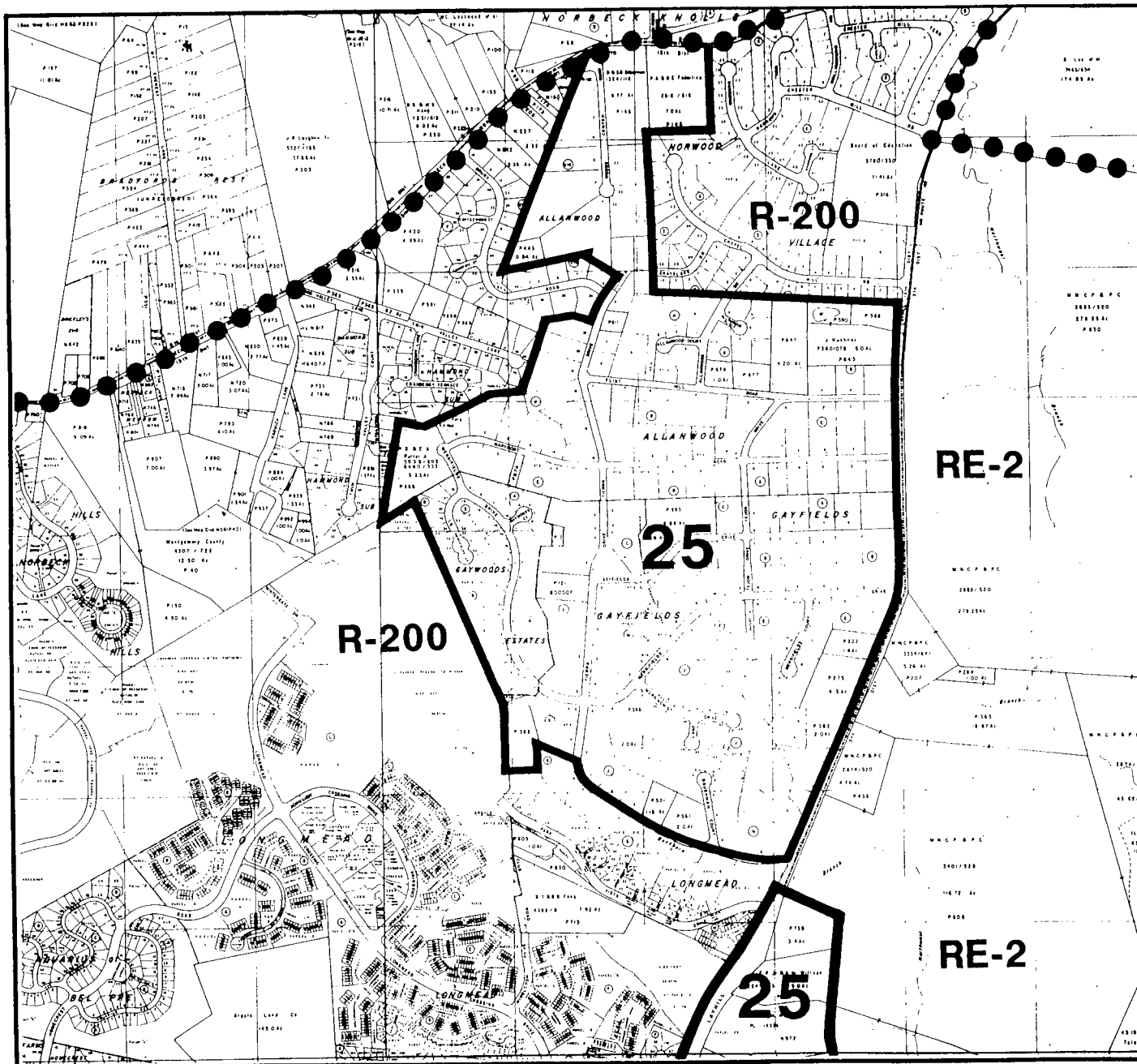
This area is one of the older areas of the Layhill community. It is bordered to the north by Norbeck Road, to the east by Layhill Road and Northwest Branch Regional Park and Golf Course, and to the west by Longmead Crossing Subdivision (Figures 33 and 34). The area is dominated by single-family detached houses on lots that are larger than the rest of the Aspen Hill community (Gayfields has a 35,000-square-foot minimum lot size by covenant). That character should be emphasized and encouraged in the development of the unimproved areas in this portion of the planning area.

#26 - Plaza Del Mercado Shopping Center

The 9.76-acre neighborhood center is located north of Bel Pre Road (Figure 16). The center has approximately 87,000 square feet of gross retail space. This is part of the major activity center for the Layhill community. It is bordered to the west by townhouses, to the north by Argyle Country Club and to the east by Layhill Shopping Center.

Plaza Del Mercado shopping center has positive features, including shaded arcades along its front, a distinct style and a variety of uses. The parking lot is large and unshaded, but partially concealed from Bel Pre Road by a McDonald's, a gas station and some hedge screening.

The rear access to the stores is fenced off, which forces the adjacent residents to walk around the entire site to get to the stores. While security is important, the shopping convenience of the residents should also be considered.

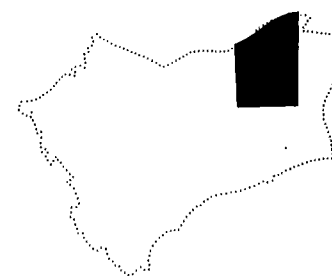


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.25

SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES

 PARCEL BOUNDARY



Locational Reference Map



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FIGURE 33

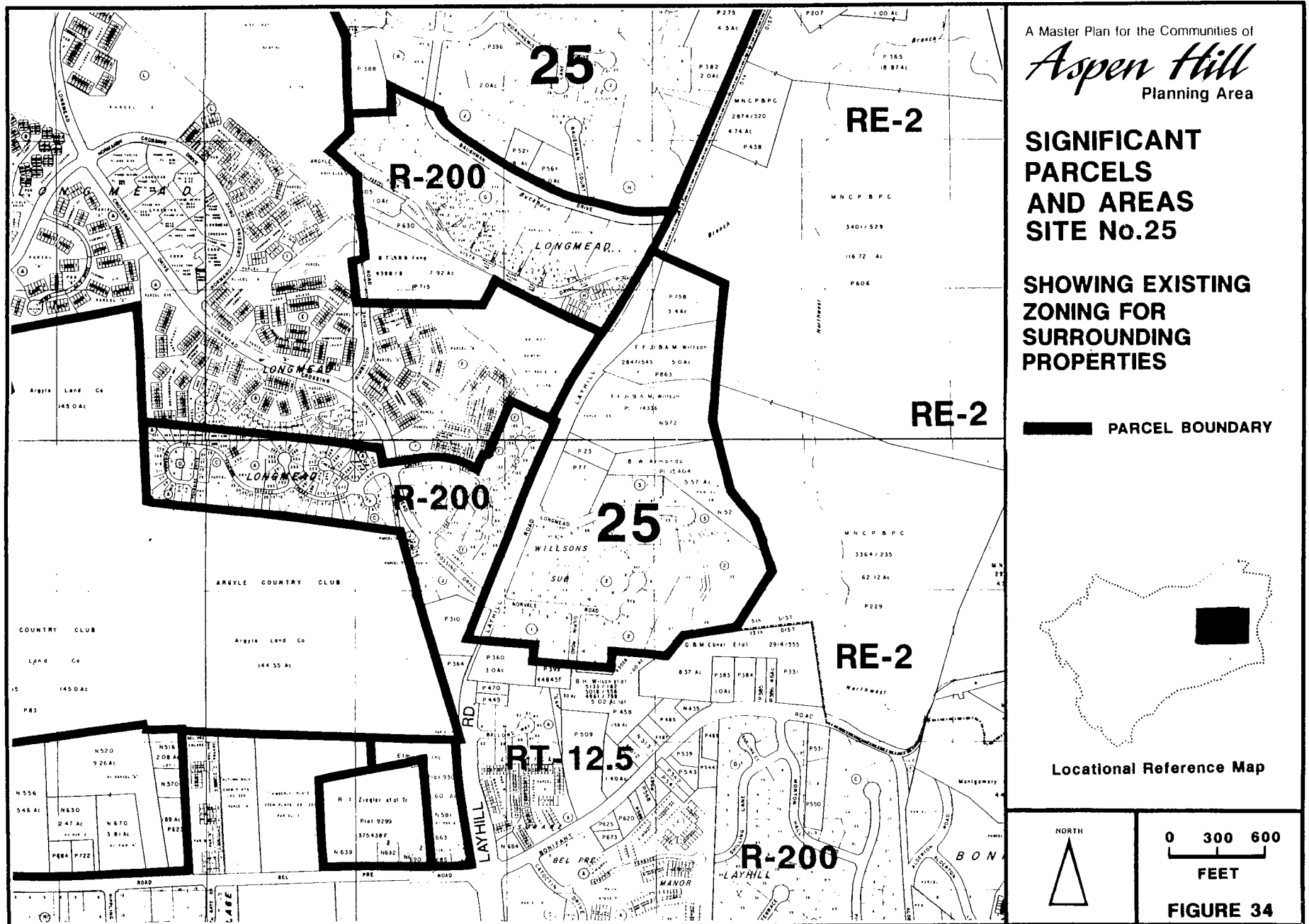


Figure 19 shows a concept for the redesign of the shopping center sites to improve vehicle and pedestrian circulation, provide an attractive edge along Bel Pre and Layhill Roads and to include housing and public space. The following recommendations should be considered in addition to the general shopping center recommendations:

- o Provide clear, well-lit and well-marked pedestrian circulation through the site from residences, transit and stores.
- o If redevelopment occurs, locate new structures near Bel Pre and Layhill Roads to frame the road corridor, conceal parking and animate the street.

Plaza Del Mercado is encouraged to work with the adjacent Layhill Shopping Center to provide a vehicular connection between the two. This would facilitate the movement of traffic between the centers and reduce the amount of traffic on Bel Pre and Layhill Roads.

Aspen Hill Public Facility Properties

The Aspen Hill Planning Area has several parcels that are in public ownership. As the pending plans are built, there will be a scarcity of land available for any type of use in the planning area. Since this resource of publicly held land is available, it should not be sold off now for a financial gain today; instead, it should be held to meet future needs.

Special Exceptions

To some extent, development in Aspen Hill has occurred in ways unforeseen in the previous Plan. For example, some special exception uses have been approved that are out of character and scale with the low-density nature of their residential zone and the surrounding community. This Plan recommends the following guidelines for special exceptions to address the issues of scale and use compatibility.

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 if an excessive concentration of such uses are in an area or if they are inconsistent with Master Plan recommendations. To provide guidance for locating future special exceptions, the following issues should be considered:

- o **Avoid excessive concentration of special exception and other nonresidential land uses along major transportation corridors.** Sites along these corridors are more vulnerable to over-concentration because they are more visible. Large scale institutional uses near the intersection of Homecrest and Bel Pre Roads are of particular concern; similar additional special exceptions in the area should be discouraged. 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.
- o **Protect major transportation corridors and residential communities from incompatible design of special exception uses.** In the design and review of special exceptions, the following guidelines should be followed, in addition to those stated for special exception uses in the Zoning Ordinance:
 - a. Any modification or addition to an existing 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.
 - b. Front yard parking should be avoided because of its commercial appearance; however, in situations where side or rear yard parking is not available, front yard parking should be allowed only if it can be adequately landscaped and screened.
 - c. Close scrutiny should be given to replacing or enhancing the screening and buffering as viewed from the abutting residential areas and along the major roadways.
- o Give close scrutiny to applications for modifying gasoline service stations, especially those requesting the closure of service bays and the addition of freestanding car washes and convenience food sales. There are presently eight gasoline service stations in the commercial areas along Georgia Avenue, Connecticut Avenue and Aspen Hill Road. Most of these stations have been in existence for over 10 years. The stations appear to be economically viable, despite the concentration. In reviewing future special exceptions, particular attention should be paid to the issues of hours of operation, loss of the service bays and potential traffic queuing problems.

Legislation has been introduced to provide a greater distinction 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 closely scrutinized in neighborhood commercial areas in Aspen Hill.

Drive-through windows for commercial establishments have the potential to cause serious on- and off-site traffic circulation problems. Drive-through windows should be approved only if the size and configuration of the lot are adequate to achieve a safe drive-through window, parking circulation and pedestrian system. All activity generated by the use must be accommodated on the site. Noise, glare and other nuisance aspects related to drive-through facilities must not affect adjacent properties.

In recent years, some of the Aspen Hill shopping centers have applied for special exceptions for drive-in restaurant uses, which are special exception uses in the C-1 and C-2 zones. These special exceptions are geared toward serving traffic that is passing by rather than serving the surrounding neighborhoods. These drive-through retail uses depend on a high traffic volume and road visibility. They are now moving into shopping centers that were considered marginally economical for drive-in restaurants in the past. This trend is pressuring changes in the nature of these centers from community serving and oriented shopping centers to regional serving and through-traffic oriented centers.

Shopping Centers

Aspen Hill's shopping centers are highly visible and are located along the major State highways which run through the planning area. These are ideal locations to create an identifiable sense of place and provide a mix of uses. With a few exceptions, they are quite similar in appearance and layout. Gas stations are usually located on the corners of intersections. Given the width of the highways and the configuration of the shopping centers, there are limits to what can be achieved through urban design to create a more attractive image for Aspen Hill's commercial hubs. Implementing elements of the green corridors policy (Appendix C of this Plan), however, will be a good beginning.

Redevelopment of uses along the State highways may bring some improvement to the visual and pedestrian aspects of the State highway corridors and Aspen Hill's crossroads.

If shopping centers come through the development process for expansion or renovation, some improvement of the shopping center crossroad locations may be achieved. Streetscape, improved transit access and pedestrian amenities should be sought whenever possible.

New uses could be incorporated into the shopping center locations that would make them community-serving as well as commercial centers. Some of the new or additional uses could be branch post offices, community meeting facilities and a mix of housing, medical and family services in addition to shopping.

This Plan supports improvement of pedestrian access, transit serviceability, circulation and general visual quality at the shopping centers' crossroad locations. Specific recommendations for several of the major centers follow. In each case, the

opportunities for making changes are dependent on the owner's initiative. In the near future, site plan review may be required for existing and proposed commercial zones in the County. The following general recommendations are guidelines for the redevelopment of all shopping centers in the Planning Area, but particularly those discussed earlier under significant parcels #10, #15, #17 and #26.

- o If redevelopment occurs, pedestrian and visual improvements should be required as part of the redesign. Clear, direct pedestrian access to transit and clear internal circulation for cars and pedestrians should be elements of those improvements.
- o Structures could be located closer to the road than the current shopping center model, with windows and entrances oriented to the street and the neighborhoods as well as to parking. In contrast to a strip center layout, a shopping center may be made up of several smaller buildings articulated around parking courts, and some stores may front on two sides. Loading dock areas should be minimized and every effort made to screen them from adjoining neighborhoods.
- o Large parking lots should be broken up by more planting areas and highly visible, specially paved or colored pedestrian walks. Parking areas may be suitable to double as community gathering spaces for special events, such as flea markets or fairs.
- o Wide canopy deciduous shade trees should be spaced so that, at maturity, most of the parking areas are shaded to mitigate the glare and heat build-up from cars and paving. Street trees should be regularly spaced along sidewalks and walkways. Hedge screens should not conceal cars from the street corridors.
- o Vertical elements could be included as a way of creating landmarks or points of orientation in a largely low-rise landscape.
- o Consider incorporating an Aspen Hill or neighborhood logo and color scheme into banners, signage and community publications to build an identifiable sense of place.
- 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.