

# APPENDICES



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# Appendix A

## KEY INDICATORS

*Social, Economic, and Housing Indicators*

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### *Social, Economic, and Housing Indicators*

The data presented in this section is for the entire planning area, including the households and persons residing in the Kensington, Wheaton, Capitol View, Forest Glen, and Glenmont Sector Plan areas. Data from the Montgomery County Planning Board's 1984 Census Update, instead of the 1987 Census Update, was used in this report because it was the only data set available when the report was prepared. According to U.S. Census and Planning Board figures, the most notable demographic trends in Kensington-Wheaton are:

- a stabilization of the population after a rapid decline in the 1970's;
- an increase in the advanced elderly population;
- a bulge in the number of children passing through the school system as the result of the recent "echo boom" or "new" baby boom;
- high levels of female labor force participation;
- a growing diversity in the ethnic composition of the population; and
- an increase in suburban employment opportunities and a declining proportion of workers commuting to the District of Columbia.

Various aspects of these trends are discussed in more detail in the following pages. Other sections of this Plan attempt to address alternatives for dealing with these changes. The land use ramifications of these changes are not always clear. Nevertheless, the Plan presents a comprehensive review of social, economic, and housing trends in the area, regardless of their relevance to land use issues.

### *Population Trends*

*Population is stable after a decade of losses.* More than 75,000 people reside in the Kensington-Wheaton communities. Between 1970 and 1980, population in the planning area declined by 12.1 percent. During the early 1980's, population began to stabilize. Between 1980 and 1985, the population of the Kensington-Wheaton planning area declined by just over 1,000, or less than 1.5 percent of its residents. Future population levels in the planning area are ex-

pected to hold fairly constant at between 71,000 and 75,000 persons. The planning area's population is expected to then decline moderately through 2010 as a result of declines in average household size.

**TABLE A-1**  
**TOTAL POPULATION, 1985-2010**  
*(Intermediate Forecast)*

	Kensington- Wheaton	5-Year Percent Change	Montgomery County	5-Year Percent Change
1985	75,500		628,000	
1990	74,500	-1.3%	710,000	13.1%
1995	74,400	-0.1%	760,000	7.0%
2000	72,000	-3.2%	785,000	3.3%
2005	71,000	-1.4%	805,000	2.5%
2010	70,800	-0.3%	20,000	1.9%

Source: Montgomery County Planning Department, Research Division, Demographic Model, Intermediate Forecast, Fall 1987.

*The decline in household size parallels County trends.* The population decrease in the 1970's was largely due to declining household size. In 1970, there were 3.5 persons per household in the planning area. Average household size fell to 2.8 in 1980 and to 2.67 in 1985. The average household size in the U.S. was 2.75 in 1980 and 2.69 in 1985.

Kensington-Wheaton's declining household size is due in part to an increase in elderly households, resulting in an increased number of single-person households. One- and two-person households now make up more than half of the total planning area households. The number of single-person adult households in Kensington-Wheaton more than doubled from 1970 to 1980, rising from 1,987 to

5,319, or about 18.7 percent of all Kensington-Wheaton households in 1980. County-wide, one-person households represented about 21 percent of all households in 1980.

Average household size is expected to continue declining through 2010, both in Kensington-Wheaton and the County. By 2010, average household size is expected to fall to 2.3 in the planning area and 2.0 in the County.

The population includes an estimated 500 persons in group quarters.

*Kensington-Wheaton's population is older than the County average.* The median age of residents of Kensington-Wheaton is 35.4 years, compared to 34.4 for the County. Between 1970 and 1980, the median age increased by nearly 6 years in the planning area and only 4.2 years in the County. The main reasons for this are the rapidly growing number of elderly and the declining number of children in the planning area. In 1985, the planning area's proportion of elderly was 12.1 percent, compared to 10.4 percent for the County.

*Large gains in the elderly population are expected.* In 1985, one out of eight residents in Kensington-Wheaton was 65 or older. By 1990 and through the year 2000, one out of seven planning area residents will be in this age category, similar to expected County and national trends. Dramatic increases in the 65+ population will occur after the year 2010, when the "baby boom" population begins to reach the age of 65. Between the years 2000 and 2010, growth in the overall size of the elderly population will be lessened because the pre-"baby boom" or "depression" birth population will be reaching age 65. However, throughout the period to the year 2010 there will be continued expansion in the advanced elderly population, those aged 75 years and older, due to general increases in longevity.

**TABLE A-2**  
**AGE DISTRIBUTION, KENSINGTON-WHEATON**  
**PLANNING AREA: 1970 - 1980**

	Number		Percent of Total		Percent Change
	1970	1980	1970	1980	1970-1980
Total	87,057	76,552	100.0%	100.00%	-12.1%
0-4	7,470	4,270	8.6%	5.6%	-42.8%
5-9	9,324	4,368	10.7%	5.7%	-53.2%
10-14	8,886	6,449	10.2%	8.4%	-27.4%
15-19	9,823	5,604	11.3%	7.3%	-42.9%
20-29	17,202	13,760	19.8%	18.0%	-20.0%
30-44	10,726	15,725	12.3%	20.5%	46.6%
45-59	16,873	14,882	19.4%	19.4%	-11.8%
60-64	2,488	4,245	2.9%	5.5%	70.6%
65-74	2,568	4,653	2.9%	6.1%	81.2%
75+	1,697	2,596	1.9%	3.4%	53.0% +

Source: 1970 and 1980 U.S. Census and Montgomery County Planning Department, Research Division.

Between 1985 and 2010, the number of residents aged 75 and older is expected to double to about 4,600 persons. Similarly, the population over age 85 is projected to more than triple in size to approximately 1,400 persons. These forecasts assume a continuation of mobility trends from recent Census Update surveys. If lower rates of mobility (e.g., fewer persons retiring to the "sunbelt") occur, the actual number of persons over age 65 may be one-third higher in the year 2010 than projected. See Table A-3.

Almost three-quarters of the planning area's elderly live in single-family detached housing, compared to only 58 percent of the County's elderly.

*School enrollment is expected to increase and then decline slightly.* Between 1970 and 1980, the number of area preschoolers declined by over 40 percent. This downward trend turned around in the early 1980's, and by 1985 there were some 5,300 preschoolers in the planning area. Similarly, the number of children aged 5 to 19 declined by a similar percentage between 1970 and 1980. In 1985, school-age children were approximately 18 percent of the population, compared to 32 percent in 1970. Ten elementary and three junior high schools were closed during this period because of the declining enrollment.

The number of preschoolers in the area is assumed to have peaked in 1985 with some 5,300 children aged 0-4. Thereafter, as the "new" baby boom children (offspring of the original baby boom) mature, the number of young children is expected to range between 4,600 and 5,000 through 2010. The number of youngsters aged 5 to 9 is forecasted to increase and peak at 5,400 in 1990 as the "new" baby boom moves out of preschool and into elementary school. Thereafter, the number of children in this age group is expected to decline slightly to about 5,000 by 2010. The number of children aged 10-19 is expected to increase from 9,300 in 1985 to a high of about 10,000 in 2000.

## Households

*Moderate household growth is expected.* The Kensington-Wheaton planning area is a mature, essentially built-up suburb consisting of some 28,000 households. While the number of households has increased, the rate of growth in the planning area has not kept pace with the County. Between 1970-1980, the area experienced an average annual household growth rate of about 1.0 percent. During the same period, the County's average annual household growth rate was 3.3 percent. More detailed information is available in Table A-4.

**TABLE A-3**

**PROJECTED AGE DISTRIBUTION  
Kensington-Wheaton Planning Area, 1985-2010  
Household Population\***

	Number				Percent of Total**			
	1985	1990	2000	2010	1985	1990	2000	2010
Total	75,000	74,000	71,500	70,500	100.0%	100.0%	100.0%	100.0%
0-4	5,300	5,000	4,700	4,700	7.1%	6.8%	6.6%	6.7%
5-9	4,400	5,400	5,100	5,000	5.9%	7.3%	7.1%	7.1%
10-14	4,500	4,700	5,300	5,200	6.0%	6.4%	7.4%	7.4%
15-19	4,800	4,200	4,800	4,700	6.4%	5.7%	6.7%	6.7%
20-29	11,600	10,400	9,700	10,100	15.5%	14.1%	13.6%	14.3%
30-44	17,300	17,600	16,500	16,000	23.1%	23.8%	23.1%	22.7%
45-59	12,800	11,500	12,300	12,600	17.1%	15.5%	17.2%	17.9%
60-64	5,100	3,700	2,500	3,000	6.8%	5.0%	3.5%	4.3%
65-69	4,200	4,400	2,500	2,500	5.6%	5.9%	3.5%	3.5%
70-74	2,600	3,600	2,800	2,100	3.5%	4.9%	3.9%	3.0%
75-79	1,300	1,900	2,700	1,700	1.7%	2.6%	3.8%	2.4%
80-84	600	900	1,800	1,500	0.8%	1.2%	2.5%	2.1%
85+	400	500	900	1,400	0.5%	0.7%	1.3%	2.0%

Source: Research Division, Montgomery County Planning Department, Demographic Model, Intermediate Forecast, 1988.

\* Add approximately 500 persons living in group quarters for total population.

\*\* Totals do not add to 100 due to rounding.

**TABLE A-4  
FORECAST HOUSEHOLDS, KENSINGTON-WHEATON  
PLANNING AREA: 1985 - 2010**

	Kensington- Wheaton	5-Year Percent Change	Montgomery County	5-Year Percent Change
1985	28,000		235,250	
1990	29,200	4.3%	280,000	19.0%
1995	30,300	3.8%	312,000	11.4%
2000	30,600	1.0%	339,000	8.7%
2005	30,900	1.0%	359,000	5.9%
2010	31,000	0.3%	371,000	3.3%

Source: Montgomery County Planning Department, Research Division, Demographic Model, COG Intermediate Forecast, 1987.

*Growth rates vary considerably within the planning area.* Most sub-parts of the planning area lost population from 1970-1980. The number of households, however, grew slightly or remained stable in these areas. The only two areas which grew both in households and population were the Layhill area and the Veirs Mill Village-Garrett Forest area. The number of households nearly quadrupled in Layhill and population nearly tripled. Growth in the Veirs Mill Village-Garrett Forest area was 33 percent for households and approximately 6 percent for population. Almost 50 percent of the planning area's household growth occurred in the Layhill area.

### *Mobility*

*Kensington-Wheaton's residents are less mobile than County residents.* The average household's occupancy in the same house was 12.3 years in Kensington-Wheaton in 1984, compared to 9.5

years in the County. Much of this can be attributed to the higher incidence of single-family housing and home ownership in the planning area.

*In-migrants in Kensington-Wheaton are younger.* Almost 30 percent of in-migrant households are headed by persons under 30 years of age. The corresponding County figure is 28 percent.

### *Income*

*The median income in Kensington-Wheaton is rising more rapidly than the County median.* The 1983 median income of Kensington-Wheaton households amounted to \$35,610, about 91 percent of the County's \$39,130 median income. However, median income in the planning area rose 49 percent between 1976 and 1983, compared to a County increase of 46 percent.

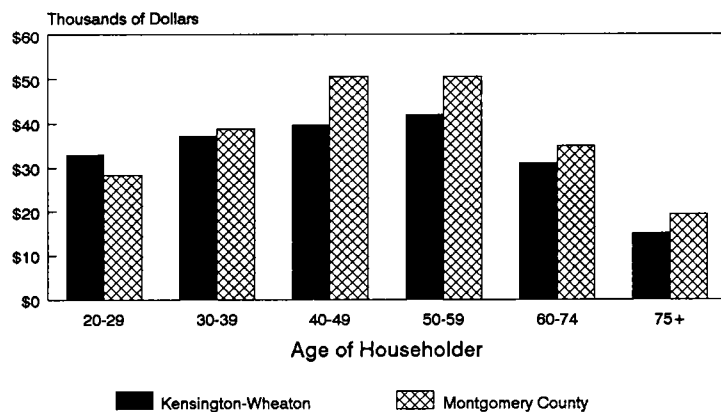
**TABLE A-5  
MEDIAN INCOME, KENSINGTON-WHEATON  
PLANNING AREA: 1976 and 1983**

	1976	1983
Kensington-Wheaton	\$23,960	\$35,610
Montgomery County	26,710	39,130
Kensington-Wheaton as % of County	89.7%	91.0%

Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Updates.

*Income varies by age of household head.* Median income is highest among householders aged 40-49 and 50-64. Similar to the County, the elderly in Kensington-Wheaton have the lowest median income.

1983 Median Household Income  
by Age of Householder  
Kensington-Wheaton and the County



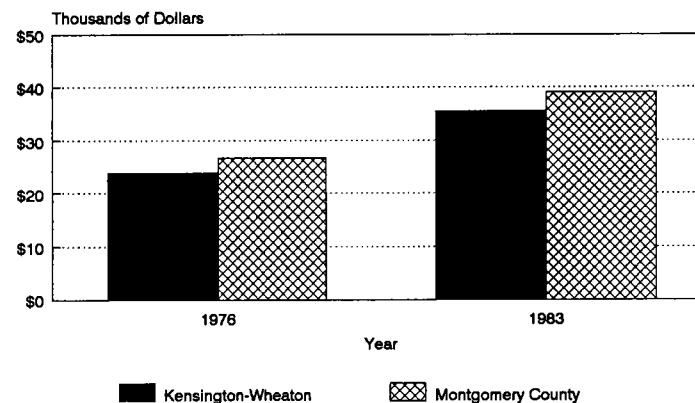
Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

**Median income varies greatly within the planning area.** The highest income area was the Rock Creek Hills area, where the 1979 median household income was \$41,946. Other areas with relatively high median incomes of between \$30,000 and \$33,000 include Parkwood, Chevy Chase View, Glenmont Hills, Kensington Estates, Greenwoods, and Stoneybrook Estates. More moderate income areas include the Wheaton CBD and surrounding neighborhoods, and Veirs Mill Village-Garrett Forest.

### Racial Characteristics

**Kensington-Wheaton's population is becoming more racially and ethnically diverse.** Between 1970 and 1980, the non-white population in the planning area more than tripled, rising from nearly 3,600 to 12,360. As of 1980, blacks represented about 9 per-

Median Household Income  
Kensington-Wheaton and Montgomery County  
1976 and 1983



Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Updates.

cent of the Kensington-Wheaton population; Asians, 4.5 percent; and other groups, about 2 percent. See Table A-6.

**County and planning area minority population distributions are very similar.** The increase in the number of minorities is similar to County-wide trends where the number of non-whites rose from about 5.5 percent of total population to nearly 14.5 percent in 1980. As of 1980, blacks represented about 8.8 percent of the County's population; Asians, 4 percent; and others, 1.7 percent.

### Disability Characteristics

**Nearly 7 percent of the population has a disability.** Some 6.8 percent of Kensington-Wheaton's population aged 16 to 64 suffers from a work disability that limits the kind or amount of work they

**TABLE A-6**

**RACIAL CHARACTERISTICS**  
*Kensington-Wheaton Planning Area, 1970 - 1980*

	Kensington-Wheaton				Montgomery County			
	1970	Percentage	1980	Percentage	1970	Percentage	1980	Percentage
Total	90,010		80,292		522,809		579,053	
White	86,421	96.01%	67,932	84.61%	493,934	94.48%	495,485	85.57%
Black	2,343	2.60%	7,179	8.94%	21,551	4.12%	50,756	8.77%
Other	1,246	1.38%	5,181	6.45%	7,324	1.40%	32,812	5.67%

Source: 1970 and 1980 Censuses, and Research Division, Montgomery County Planning Department.

can do or prevents them from working. Nearly 20 percent of this disabled population, or 1.2 percent of the total population, suffers from both a public transportation and a work disability. Sub-areas of the planning area with higher concentrations of the disabled (10 percent or more) include Connecticut Avenue Estates, Montclair Manor, Westchester, Markwood Parkway, Glenmont Village, and Glenview.

## Employment

**Employment and jobs in the County and Kensington-Wheaton are growing.** In 1970, about 53.6 percent of the County's employed residents worked in the County. By 1984, this employment share had increased to nearly 60 percent. The number of jobs in the County is also expected to continue growing dramatically over the next decade and a half. The percentage of County residents who hold these jobs is expected to continue increasing.

Because of its essentially built-up character, the number of jobs in the Kensington-Wheaton area is expected to increase more moderately. In 1985, there were an estimated 23,578 jobs in this area, 35.6 percent of which were in the Wheaton CBD. By 1990, the area is expected to have an estimated 27,600 jobs, an increase of 17 percent. Of the total jobs in the area, 42.7 percent are in retail, and 22.3 percent are office related. Approximately 24 percent of these jobs are held by Kensington-Wheaton residents.

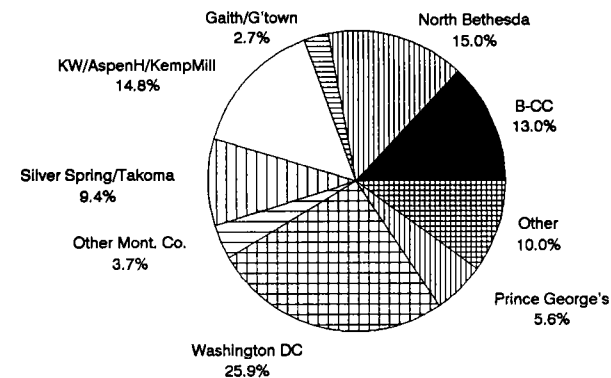
**The majority of employed Kensington-Wheaton residents travel south or west on their journey to work.** Of the 38,262 Kensington-Wheaton area residents who were employed in 1985, roughly 35 percent commuted to Silver Spring, Takoma Park, and the District of Columbia. Another 32 percent worked in Rockville, North Bethesda, Chevy Chase, Bethesda, Gaithersburg, and Germantown. Some 15 percent remained in Kensington-Wheaton or in

the adjoining Kemp Mill and Aspen Hill planning areas, including nearly 1,000 people who worked at home.

**The proportion of workers commuting to the District of Columbia is declining.** In 1970, about one-third of County workers commuted to the District. By 1985, this share had dropped to just under one-quarter. Similarly, only 26 percent of Kensington-Wheaton workers commuted to the District for employment in 1985. The suburb-to-suburb work commute has replaced the suburb-to-city commute for many people.

**A growing number of employed Kensington-Wheaton residents work outside the Beltway.** The proportion of Kensington-Wheaton residents who are employed in areas outside the Beltway in Montgomery County rose from 31 percent in 1977 to more than

Work Locations of Employed  
Residents of Kensington-Wheaton  
1984



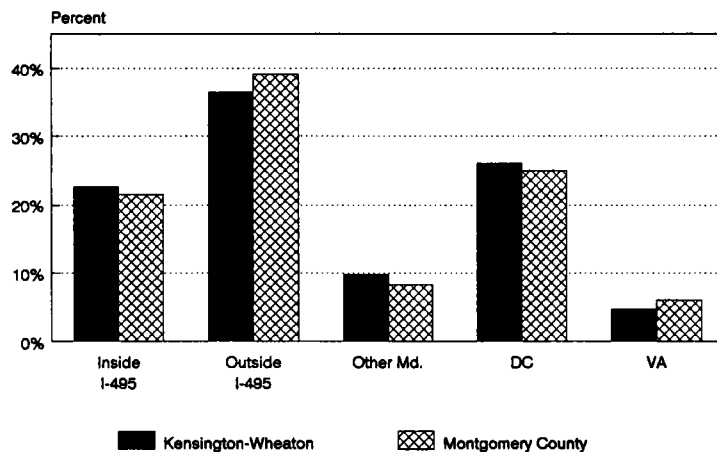
Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

36 percent in 1984. Comparable ratios for the County were 36 percent and 39 percent, respectively.

### Commuting Patterns

*The vast majority of employed residents drive to work.* In 1984, 84 percent of Kensington-Wheaton's employed residents traveled to work by car, with the vast majority driving their own vehicles.

1984 Work Locations of Kensington-Wheaton and County Residents



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

*Public transportation use has increased in the planning area, however.* This is associated with the expansion of the Metrobus and Ride-On bus systems and the opening of the Silver Spring Metrorail station. In 1977, only 5.9 percent of employed residents used public transit for their journey to work. By 1984, more than 10

percent of these workers were traveling by public transit. This percentage is projected to increase when the Metrorail stops at Forest Glen and Wheaton open in late 1990.

### Female Workers

*The female work force participation rate is rising.* Female work force participation is high both in the entire County and in Kensington-Wheaton, with participation rates of 60.7 and 58.1 percent, respectively, in 1984. In comparison, only about 50 percent of women in the U.S. aged 16 to 64 are in the work force.

*The work force participation rate among mothers of young children is rising.* The percent of employed women with children aged under six is also high. In 1980, 53 percent of women with children under six in Kensington-Wheaton were employed, and in the County, 50 percent were employed. By 1984, these proportions had risen to 60 percent in Kensington-Wheaton and 59 percent in the County. This high rate of female labor force participation translates into a growing need for child day care in the planning area and the County.

### Housing Characteristics

*Kensington-Wheaton's housing stock is older than the County's stock.* More than two-thirds of Kensington-Wheaton's housing stock was built between 1950 and 1969, compared to 54 percent for the County. More Kensington-Wheaton housing, nearly two-fifths, was built between 1950 and 1959 than in any other decade.

The planning area's newest housing stock is found in the Glenview, McKenney Hills, and Layhill areas. In each area, 16, 11, and 6 percent, respectively, of the housing stock was constructed after

1975. The oldest areas are Glenhaven, Forest Estates, Wheaton Hills, Oakland Terrace/Homewood, and Chevy Chase View/Rock Creek Highlands, where over 94 percent of the housing stock for each area was constructed prior to 1960. Over half of the housing stock in Veirs Mill Village and Oakland Terrace/Rock Creek Highlands was built before 1950.

**TABLE A-7  
YEAR STRUCTURE BUILT, PERCENT DISTRIBUTION**

	Kensington-Wheaton	Montgomery County
1979-80	1.69	3.06
1975-78	2.20	7.85
1970-74	9.20	16.28
1960-69	25.62	31.37
1950-59	40.69	23.20
1940-49	17.55	10.38
1939 or earlier	3.05	7.86

Source: 1980 Census and Montgomery County Planning Department, Research Division.

**Single-family detached housing dominates the housing stock.** Almost three-quarters of the area's housing stock consists of single-family detached housing. Garden apartments represent about 14 percent; high-rise apartments, 5 percent; and townhouses, 8 percent. Counterpart percents for the County are single-family detached, 58 percent; townhouses, 11 percent; garden apartments, 20 percent; and high-rise apartments, 11.5 percent.

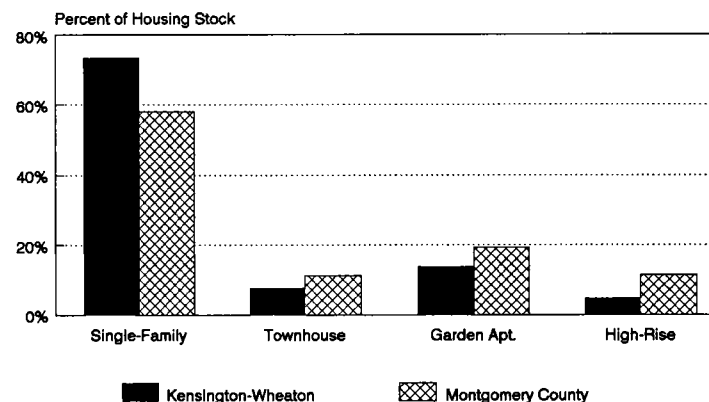
**Housing production is up in Kensington-Wheaton.** Between 1982 and 1986, 1,685 housing units were constructed in the planning area, compared to over 38,000 County-wide. The highest

production year for Kensington-Wheaton was 1983, when nearly 600 units were constructed. While Kensington-Wheaton's existing housing stock represents more than 12 percent of the County total, housing production in the planning area represents only about 4.4 percent of total 1982-1985 County housing production. See Table A-8.

**Townhouse units represent a dominant share of recent housing production.** Since 1982, when this data was first collected, six out of ten housing completions in the planning area have been townhouses, 21 percent have been single-family detached units, and another 19 percent have been apartments.

**The vast majority of Kensington-Wheaton households own their homes.** Home ownership is dominant in Kensington-Wheaton, with about 73 percent of households owning their

**Structure Type of Housing Units  
in Kensington-Wheaton and the County  
1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

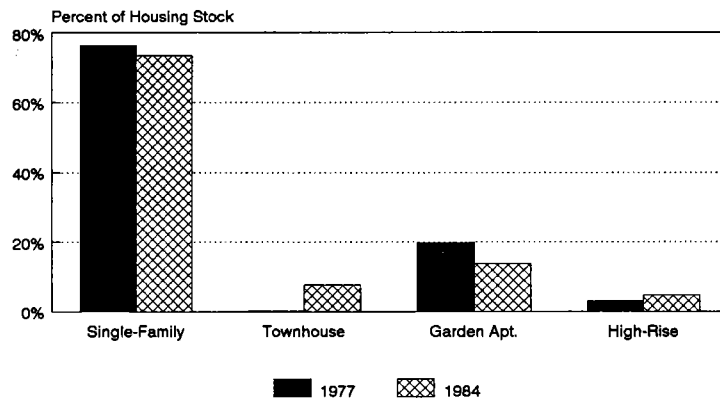
**TABLE A-8**  
**HOUSING PRODUCTION**  
*Kensington-Wheaton Planning Area, 1982 - 1986*

	Kensington- Wheaton	Montgomery County	Kensington- Wheaton as Percent of County
1982	146	3,506	4.1
1983	594	6,153	9.6
1984	347	8,400	4.1
1985	314	9,792	3.2
1986	284	10,250	2.8

Source: Montgomery County Planning Department, Research Division, Sales Transactions Automated Report.

homes, compared to about 67 percent of County households. Planning area home ownership has risen gradually since 1970, when it stood at just under 68 percent.

### Change in Mix of Housing Types Kensington-Wheaton 1977-1984



Source: Montgomery County Planning Department, Research Division, 1977 and 1984 Census Update.

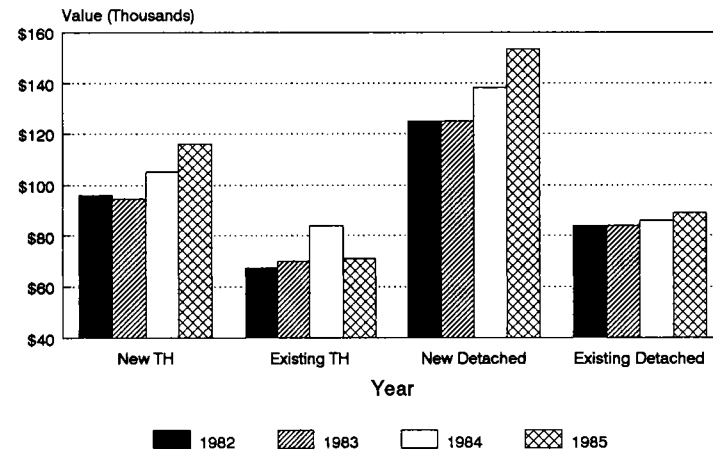
**Rental occupancy of townhouses and single-family detached homes is high in Kensington-Wheaton.** Despite the higher overall home ownership reported above, single-family detached and attached (townhouse) housing units in Kensington-Wheaton are more likely to be rented than elsewhere in the County. About 36 percent of townhouses in the planning area are occupied on a rental basis, compared to 26 percent County-wide. A slightly higher percentage of detached homes are rented. The reason for this seeming contradiction is that even though owner occupancy of single-family housing is slightly higher in the County (89 percent compared to 87 percent in Kensington-Wheaton), 81 percent of Kensington-

Wheaton's housing stock is single-family compared to only 69 percent of the County's stock. These tenure patterns suggest a greater presence of absentee investor owners of attached and detached single-family housing in the area.

**Housing sales have increased in recent years.** Similar to the County's experience, new and existing 1985 housing sales in Kensington-Wheaton increased by more than 136 percent over the levels experienced in 1982, a recession year characterized by rock-bottom new housing production activity. Over the four-year period, housing sales in Kensington-Wheaton have consistently represented almost 10 percent of total County sales.

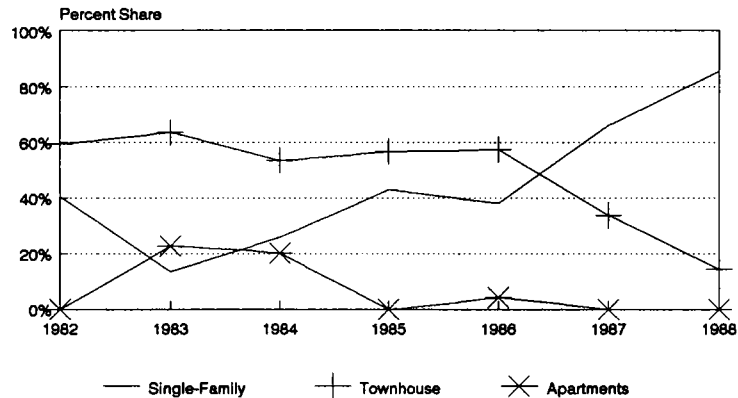
Sales of existing homes have dominated planning area real estate activity. County-wide, the sale of existing single-family units

### Median Housing Prices in Kensington-Wheaton, 1982-1985



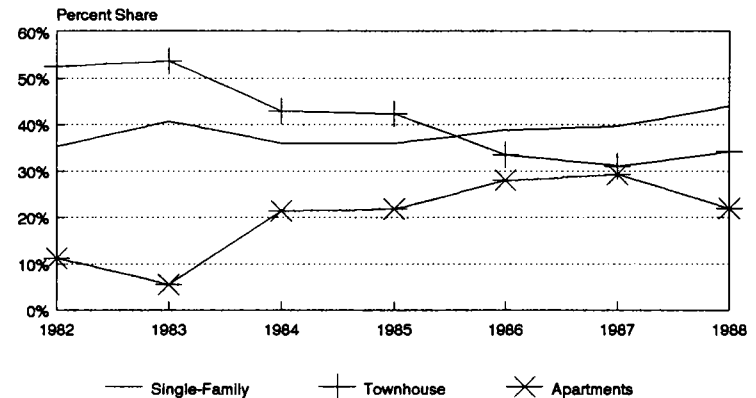
Source: Montgomery County Planning Department, Research Division, Sales Transactions Automated Report (Star).

Housing Completions by Type  
Kensington-Wheaton  
1982-1988



Source: Montgomery County Planning Department, Research Division, Building Completion File. (Data from Maryland Tax Assessor.)

Housing Completions by Type  
Montgomery County  
1982-1988



Source: Montgomery County Planning Department, Research Division, Building Completion File. (Data from Maryland Tax Assessor.)

**TABLE A-9**  
**TOTAL HOUSING SALES, KENSINGTON-WHEATON**  
**PLANNING AREA: 1982 - 1985**

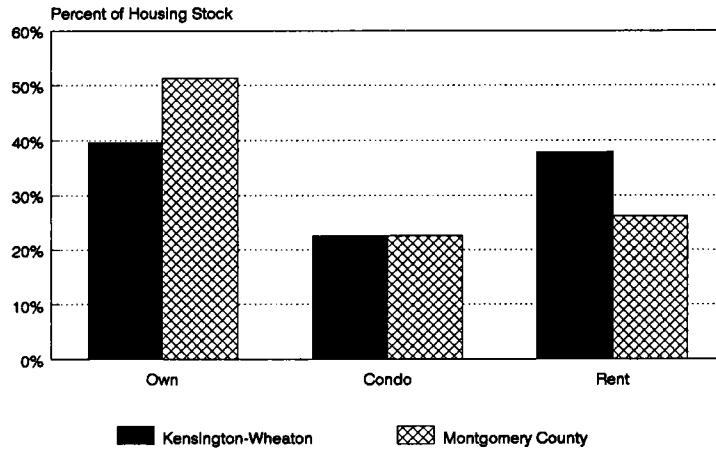
	Kensington-Wheaton	Montgomery County	Kens.-Wheaton as Percent of County
1982	677	7,096	9.54%
1983	1,345	14,055	9.57
1984	1,521	15,659	9.71
1985	1,601	16,408	9.76

Source: Montgomery County Planning Department, Research Division, Sales Transaction Automated Report.

accounted for less than half of total sales, with the remainder occurring among new townhouse, condominium, and single-family detached units.

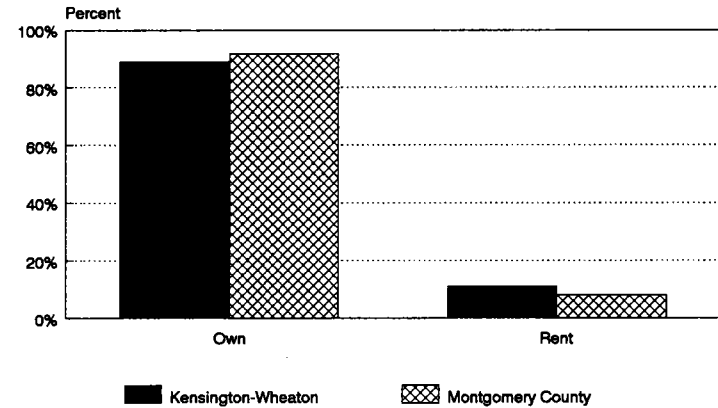
**Housing values are rising.** In 1985, the median price of housing for sale (new and existing) in Kensington-Wheaton was \$91,000, 86 percent of the County median. This compares to a median price of \$95,000 in Aspen Hill, \$127,500 in Cloverly, \$99,000 in Kemp Mill, and \$111,000 in Silver Spring. Based on data from a 1982 Planning Department tabulation, median housing prices within the planning area are highest in the Rock Creek Hills area and lowest in Connecticut Avenue Estates. Between 1982 and 1985, the median price of all houses sold in Kensington-Wheaton rose by \$6,000, about 7 percent. In comparison, the median price of all houses sold in the County jumped by \$11,000, about 11.6 percent for that same period.

**Ownership Status of Townhouses  
Kensington-Wheaton and the County, 1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

**Ownership Status of Single-Family  
Detached Houses, Kensington-Wheaton  
and Montgomery County, 1984**



Source: Montgomery County Planning Department, Research Division, 1984 Census Update.

**TABLE A-10  
MEDIAN SALES PRICE OF NEW  
AND EXISTING SINGLE-FAMILY HOUSING,  
KENSINGTON-WHEATON PLANNING AREA, 1982 - 1985**

	Kensington- Wheaton	Montgomery County	Kens.-Wheaton as Percent of County
1982	85,000	\$ 95,000	89.5
1983	85,000	\$ 95,000	89.5
1984	89,000	\$ 98,000	90.8
1985	91,000	\$106,000	85.8
1986	102,900	\$114,000	90.3

When new home sales are removed from these data, prices of existing homes in Kensington-Wheaton are found to have risen as rapidly as prices of existing homes in the County.

Housing vacancy rates are low. There are an estimated 29,000 housing units located in the Kensington-Wheaton planning area. As of 1980, only 2.5 percent of these units were vacant. By housing industry standards, this is considered a very low vacancy rate, which indicates a tight housing market. The County-wide vacancy rate for that year was 4.1 percent. Within the planning area, the 1980 vacancy rate varied from a low of 0.88 percent in the Glenmont Village area to a high of 5.86 percent in the Kensington CBD.

## *Travel Indicators*

The major transportation issue facing the Kensington-Wheaton area is the impact of through traffic on its road network. A way to see this is to look at the relationship of residential and employment growth patterns both inside and outside the planning area.

Connecticut and Georgia Avenues, running from north to south, reflect the area's post-war orientation to Washington as an employment center. The increasing traffic on east-west routes, including the Beltway and Randolph Road, reflects the County's growth as a major location of employment in its own right. The District of Columbia is no longer the only significant destination for commuters. Data from the 1984 Census Update indicates that somewhat more than half of Kensington-Wheaton residents now work in the immediate vicinity of the planning area.

The Planning Department's 1985-1995 forecasts (COG 4.0 Intermediate Employment and Population Forecast) indicate that during the ten-year period 1985-1995, there will be a projected 15 percent employment increase in the Bethesda planning area, a 20 percent increase in the Silver Spring planning area, and a 40 percent increase along the Rockville Pike (Rockville and North Bethesda-Garrett Park planning areas). Similarly, during the period 1985-1995, there will be an average increase of 22 percent in housing in the five planning areas to the north and east of the Kensington-Wheaton planning area.

A straight line projection of average daily traffic from 1975 through 1984 found an average annual growth rate over the area's boundaries of about 2 percent overall, as indicated in Illustration A-1. Inside the planning area, the data shows almost the same picture of growth in traffic. Growth in traffic during this period was not matched by comparable growth in the Kensington-Wheaton planning area in either jobs or housing. Therefore, a significant con-

tributing cause of traffic growth within the planning area was growth outside the area. That pattern will probably continue during the lifetime of this Plan.

## *Metrorail Completion*

While the Forest Glen and Wheaton Metro stations are projected to begin revenue operation in 1990, there is no commitment to extend the line north of Wheaton by a specific date. During development of the 1978 Glenmont Sector Plan, it was anticipated that the Glenmont station would open in 1990, but at this time it is evident that Wheaton will serve as the terminal station for an indefinite period. Georgia Avenue is a major commuter route. With Metro stations at Forest Glen and Wheaton, but not at Glenmont, the impact of commuter traffic would be felt throughout the upper portion of the Kensington-Wheaton area.

## *Land Use Indicators*

### *Land Use Distribution*

A comparison of land use characteristics for both the County and the planning area shows that the latter is more oriented toward residential, cultural, recreational, and convenience retail uses than the County as a whole. The "Land Use Distribution" table in Appendix C quantifies these differences. The Kensington-Wheaton area also has a lower ratio of vacant parcels available for development than the County. Another significant difference is that vacant parcels in the Kensington-Wheaton area average less than one acre in size, whereas such parcels average almost two acres County-wide. Thus, the opportunities for new development in Kensington-Wheaton are even less than indicated in the table. Most of the vacant parcels are on residentially zoned land.

# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

**WEST**  
TOTAL 42%  
ANNUAL 4%

**NORTH**  
TOTAL 25%  
ANNUAL 2.5%

**EAST**  
TOTAL 20%  
ANNUAL 1.8%

**SOUTH**  
TOTAL 9%  
ANNUAL 1%

### Traffic Growth on Major Highways and at the Boundaries

1975-1984

..... PLANNING AREA BOUNDARY  
..... SECTOR PLAN AREA

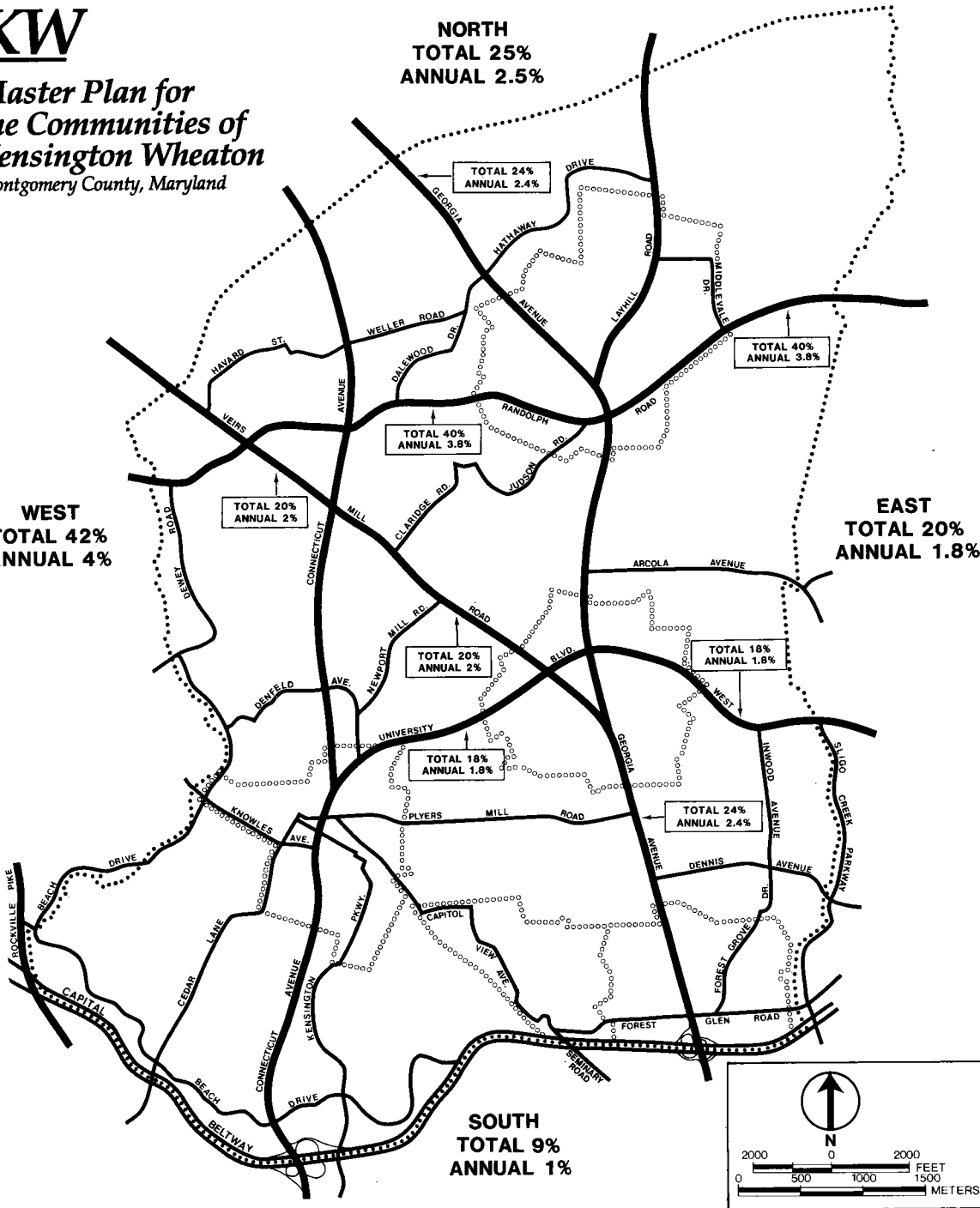


Illustration A-1

The Maryland-National Capital Park & Planning Commission

## *The Land Use Pattern*

The existing land use is predominantly low density residential, except at major intersections and along corridors connecting the sector plan areas. As shown in Illustrations A-2, A-3, A-4 and A-5, low density single-family residential development is the predominant land use. Neighborhood densities range from three to five dwelling units per acre. In the northeastern portion of the planning area, land is either vacant, in open space or recreational use, or in single-family densities at or slightly below two dwelling units to the acre. It is here that Wheaton Regional Park bridges the gap between the Sligo Creek and Northwest Branch Stream Valleys, which ultimately connect to the Indian Spring Country Club.

Many schools, parks, recreational facilities, and religious institutions have developed in response to the needs of the communities in the general planning area as well as sector plan areas. Most of the commercial uses that have developed in response to and in support of the residential community are concentrated in the sector plan areas. The main exception to this occurs at the intersection of Veirs Mill and Randolph Roads. Colonial Plaza and Veirs Mill Village Shopping Centers are at this location, as is a small concentration of offices in traditional and townhouse configurations.

The major corridors connecting the sector plan areas have seen the development of some medium density housing as well as transitional commercial uses, but very little highway strip development. At

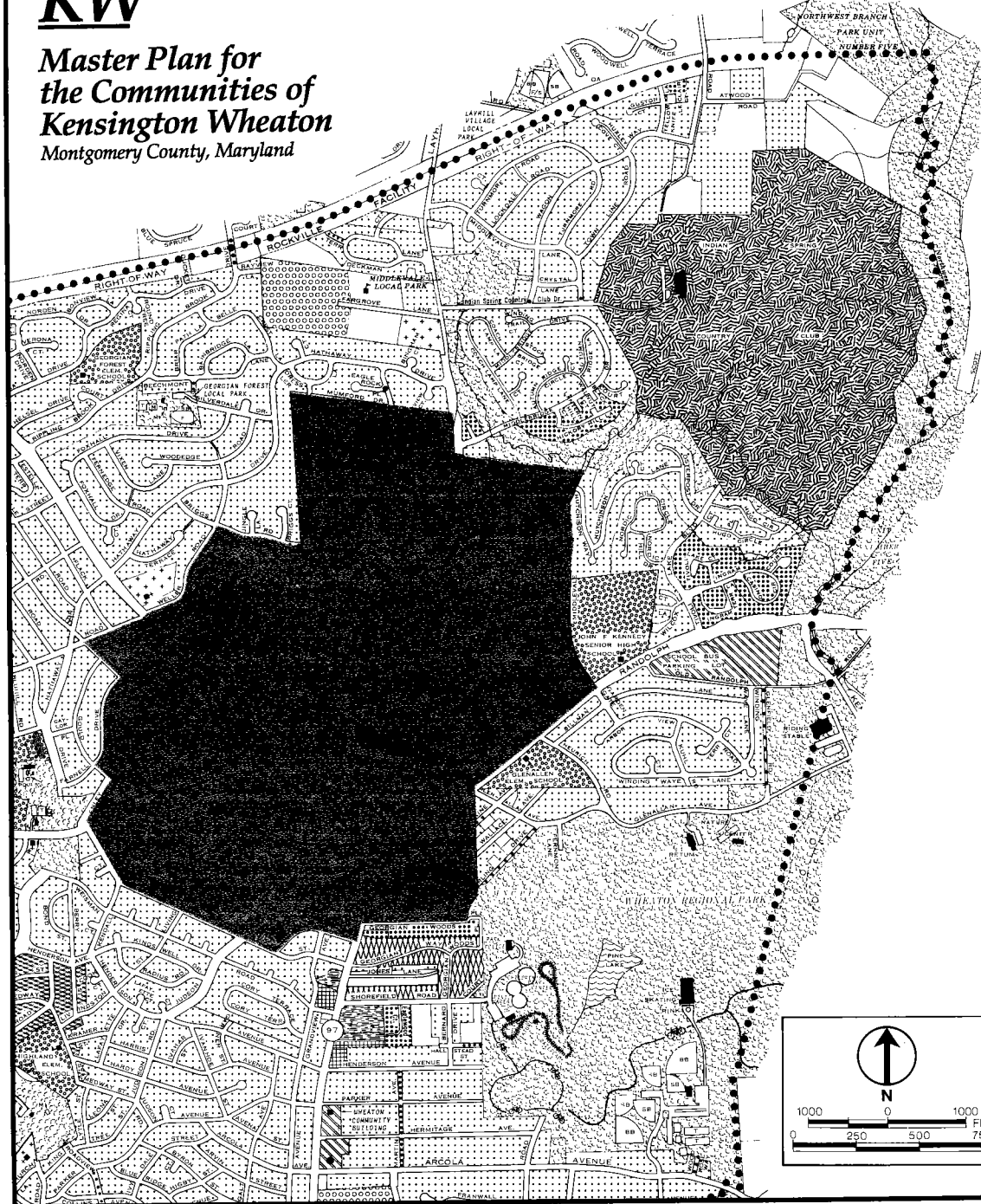
various locations throughout the planning area are several small in-fill townhouse projects, ranging in density from 6 to 12 units per acre.

The major highway corridors are still predominantly residential. Some residences, however, have been converted for use by the resident as a professional office, as well as a variety of medical offices, clinics, and similar institutional uses. These are uses which benefit from the higher visibility afforded by these locations: the convenience afforded by a transportation network which serves both local and commuter traffic, the proximity of major institutions such as Holy Cross Hospital, the more intensely developed sector plan areas, and the higher concentration of residents living in nearby apartments.

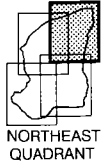
Many non-residential uses allowed in residential communities by special exception are considered to be appropriate elements of the community structure, provided that they are able to achieve compatibility with adjoining residential properties. Most of this development has taken place within and between the Forest Glen, Wheaton, and Glenmont Sector Plan areas along Georgia Avenue and within and between the Kensington and Wheaton Sector Plan areas along University Boulevard. The section on "green corridors" in the Land Use Plan discusses the cumulative implications of these uses on the residential character and visual quality of the community.

# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



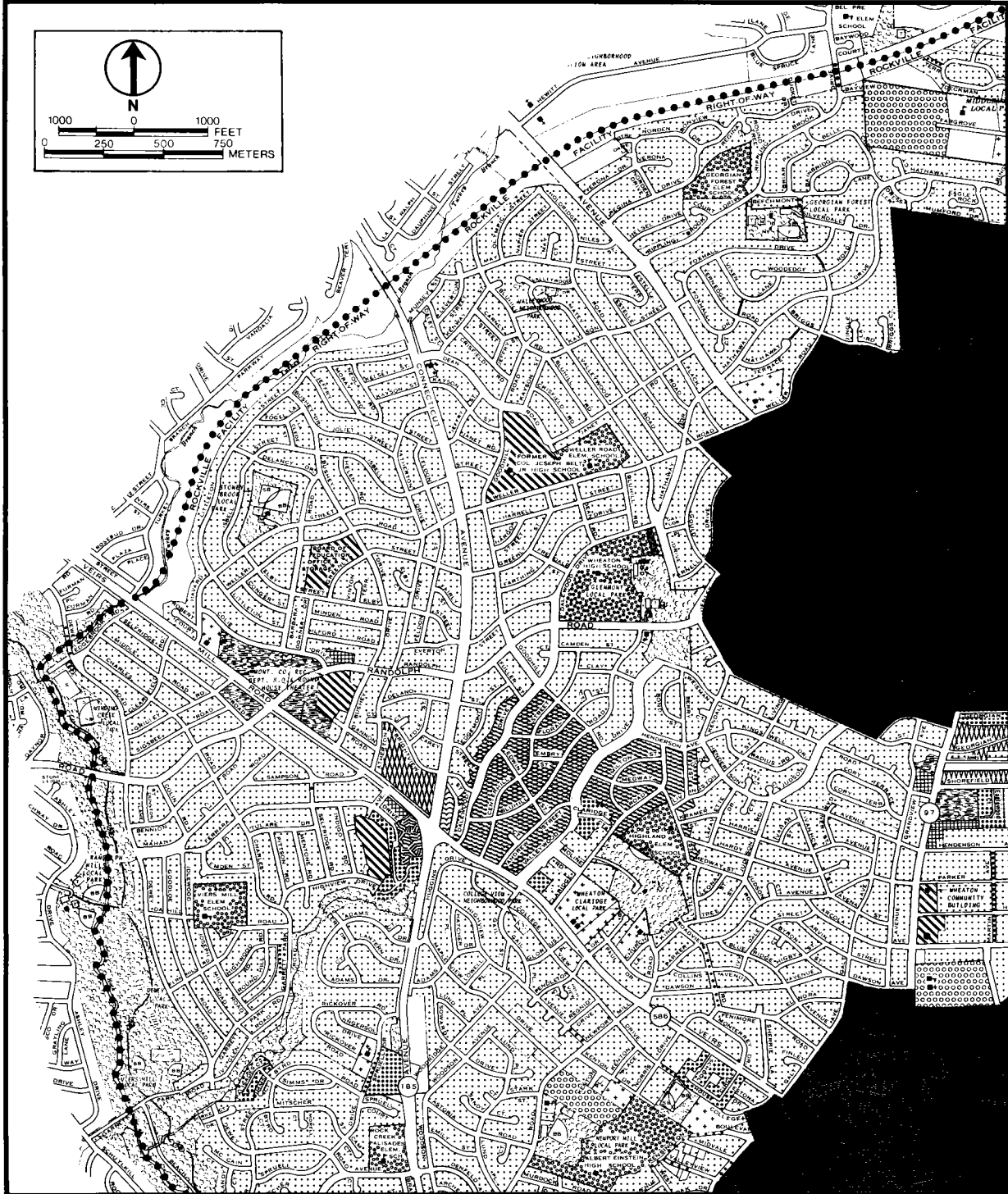
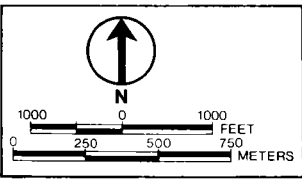
### Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
- SINGLE-FAMILY
- DUPLEX
- TOWNHOUSE
- APARTMENT (1-4 FLOORS)
- COMMERCIAL**
- GENERAL
- PUBLIC & QUASI-PUBLIC**
- PUBLIC PARK
- PUBLIC SCHOOL
- RELIGIOUS & OTHER
- PRIVATE RECREATIONAL
- PRIVATE SCHOOL
- GOVERNMENTAL
- HEALTH CARE
- UTILITIES
- VACANT

**Illustration A-2**

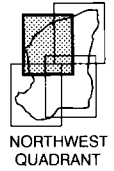
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# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

### Existing Land Use



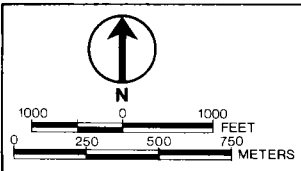
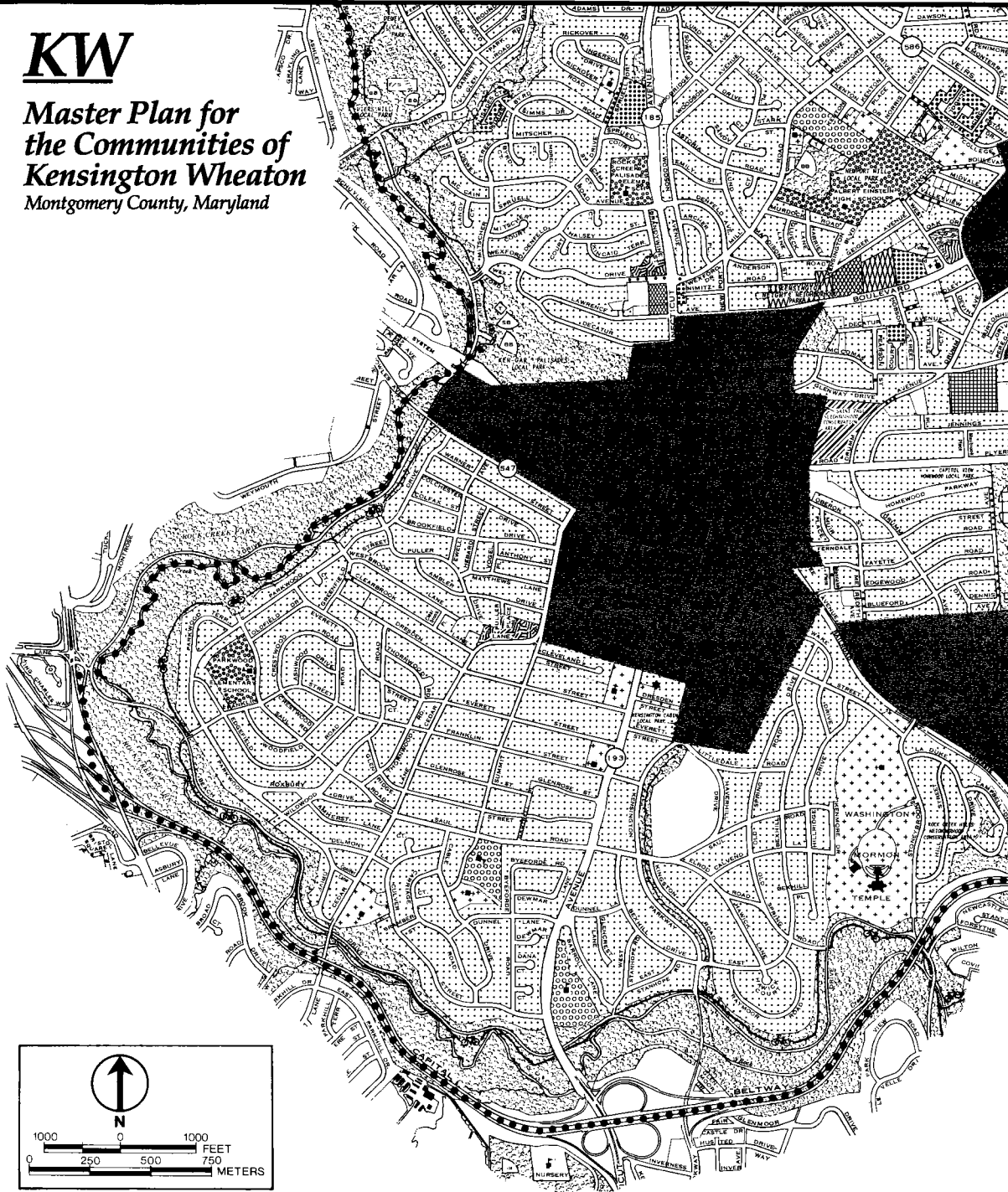
- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
- SINGLE-FAMILY
- DUPLEX
- TOWNHOUSE
- APARTMENT (1-4 FLOORS)
- COMMERCIAL**
- GENERAL
- OFFICE
- PUBLIC & QUASI-PUBLIC**
- PUBLIC PARK
- PUBLIC SCHOOL
- RELIGIOUS & OTHER
- PRIVATE RECREATIONAL
- PRIVATE SCHOOL
- GOVERNMENTAL
- HEALTH CARE
- UTILITIES
- VACANT

Illustration A-3

The Maryland-National Capital Park & Planning Commission

# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



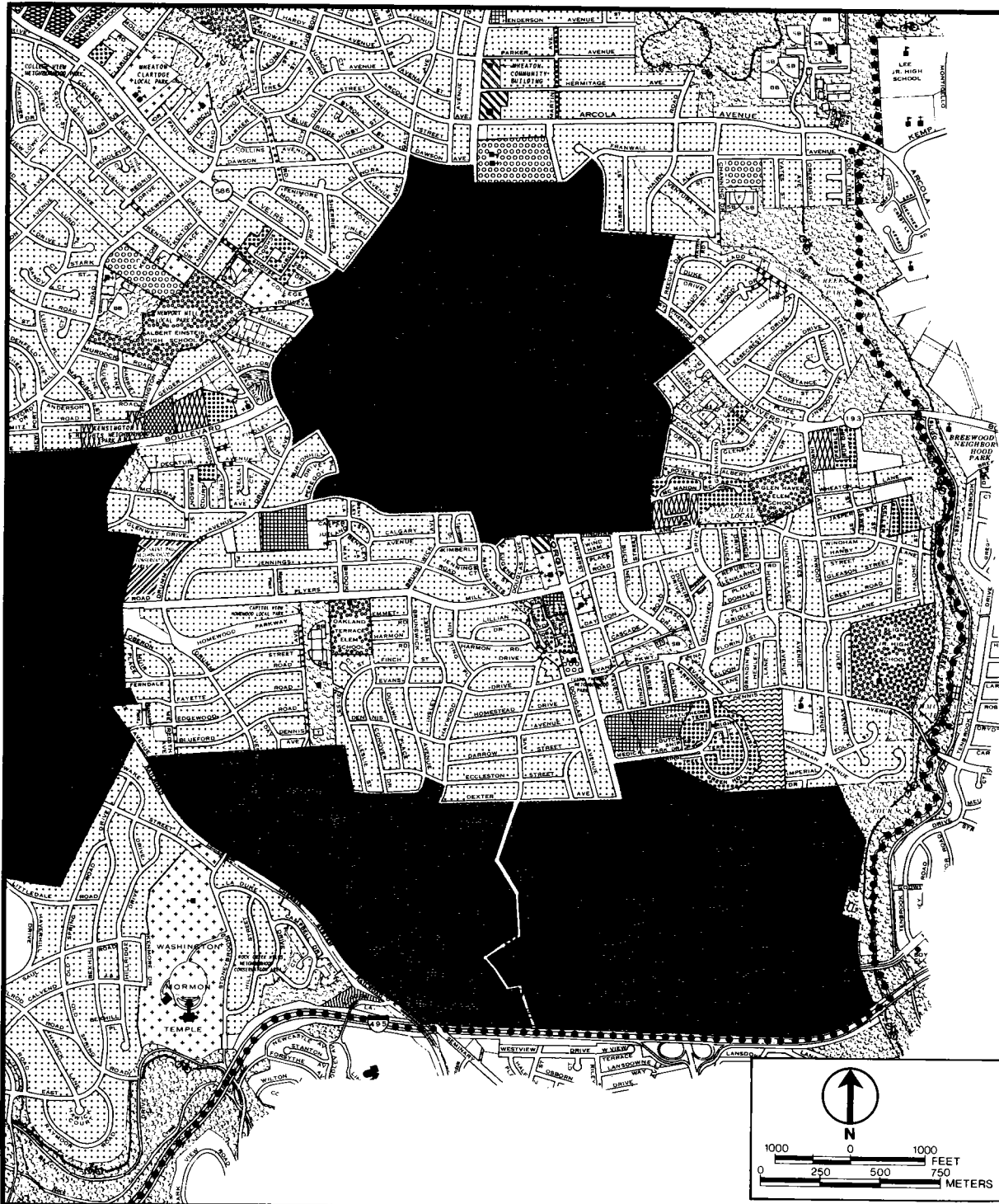
### Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
  - SINGLE-FAMILY
  - TOWNHOUSE
  - APARTMENT (1-4 FLOORS)
  - APARTMENT (OVER 4 FLOORS)
- COMMERCIAL**
  - GENERAL
  - OFFICE
  - INDUSTRIAL
- PUBLIC & QUASI-PUBLIC**
  - PUBLIC PARK
  - PUBLIC SCHOOL
  - GOVERNMENTAL
  - PRIVATE RECREATIONAL
  - PRIVATE SCHOOL
  - HEALTH CARE
  - RELIGIOUS & OTHER
  - VACANT

Illustration A-4

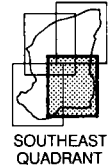
The Maryland-National Capital Park & Planning Commission



# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

### Existing Land Use



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- RESIDENTIAL**
  - SINGLE-FAMILY
  - DUPLEX
  - TOWNHOUSE
  - APARTMENT (1-4 FLOORS)
  - APARTMENT (OVER 4 FLOORS)
- COMMERCIAL**
  - GENERAL
  - OFFICE
  - INDUSTRIAL
- PUBLIC & QUASI-PUBLIC**
  - PUBLIC PARK
  - PUBLIC SCHOOL
  - RELIGIOUS & OTHER
  - PRIVATE SCHOOL
  - GOVERNMENTAL
  - HEALTH CARE
  - STORM WATER MANAGEMENT
  - VACANT

Illustration A-5

The Maryland-National Capital Park & Planning Commission

# Appendix B

## ISSUES AND ALTERNATIVES

**Neighborhood Stability**

**Infill and Redevelopment**

**Increased Traffic on Arterial Roads**

**Increased Commuter Use**

**Demographic Trends**

### Neighborhood Stability

**N**eighborhood stability is the primary planning problem for an older, fully developed community. A master plan for a developing community has a different task than one for a developed, more established community. In the Kensington-Wheaton planning area, fewer than 500 acres of land were found to have potential for further development. The most critical issue in this community is not how to deal with the pressures of new development, but rather, how to maintain neighborhood stability and protect the community from negative external influences. Most of the homes in Kensington-Wheaton are over 25 years old, as is the infrastruc-

ture of streets, sidewalks, and utilities. As with other areas in the County of similar age, some homes may be in need of greater maintenance or are suffering from deferred maintenance. An increased proportion of renters also points to a greater susceptibility of some homes to inadequate maintenance.

Older areas may lack certain public amenities that are common in recently developed areas. Recreation facilities and pedestrian networks have usually been developed in public ownership, rather than as part of an extensive "amenity package" required of a developer in response to modern development regulations. When contrasted with these newer developments, facilities in older communities are less extensive, less an integral part of the neighborhood, and, in many instances, more difficult to provide. This Plan recommends expansion of the level of community amenity, to ensure that the community is well served. One approach is the identification of a large number of unbuilt and discontinuous roads as an untapped community resource. These can be made into more useful elements of the community by converting them to landscaping and recreational features.

Enforcement of existing regulations is critical to maintaining the soundness of the community. While ultimate responsibility for enforcement rests with County government, the first line of defense is the community itself. Residents must first work with neighbors, and then with the County, to ensure that community standards are being kept. A mechanism that will encourage residents to work

with the appropriate County agencies to provide an effective community marketing and maintenance program is a part of the foundation for ensuring neighborhood stability.

## *Infill and Redevelopment*

**I**nfill and redevelopment opportunities are limited. The development of the remaining parcels in a community such as Kensington-Wheaton becomes an increased challenge when compared to development in a newer community. The nature of infill sites suggests that parcel location, topography, and configuration are less than ideal for strict continuation of the community development pattern. At the same time, existing residents of the community exert considerable influence on the final land use to be built on a site.

The government's role is to ensure that new development is compatible with surrounding development, while at the same time ensuring that the development is the most effective use of the County's resources. The limited number of development opportunities must complement the existing community and achieve the goals of this Plan.

The scarcity of vacant land means that it is often not possible to rely on new development to act as a catalyst for desired changes. More direct action by the government may sometimes be needed.

## *Increased Traffic on Arterial Roads*

**I**ncreased traffic on arterial roads has generated serious impacts on older communities. The six major highways that define the community and divide the neighborhoods offer a high level of mobility to the residents of Kensington-Wheaton. As the roads have been widened in response to increases in traffic, the buffering

provided by street trees and other vegetation in the right-of-way has been lost. This is particularly true along Georgia Avenue. On-street parking is also no longer permitted along many of these highways. As a result, the separation and, to a lesser extent, the buffering provided by on-street parking have also been eliminated. The need to accommodate resident parking and safe access by providing parking pads and on-lot turnarounds has further degraded the on-site vegetation. Left unchecked, the effect on these homes is a negative one.

As perceived by passing motorists, the image of these neighborhoods is confused by a distortion of the common perception of neighborhood character, by evidence of delayed structural maintenance, by increased non-residential appearance, and by ill-defined commercial mass.

## *Increased Commuter Use*

**M**obility, privacy, and convenience are impaired by increased commuter use of highways and subdivision streets. As the County's population and workforce continue to grow, the transportation network acts as both a constraint and an irritant. Commuters have sought alternate routes through subdivision streets, while opportunities for improvements to the network within existing rights-of-way are limited.

The extension of Metro into Kensington-Wheaton will likely result in a reorientation of traffic, but, more than likely will not relieve congestion of the local roads. Termination of the Red Line at Wheaton for an extended period, rather than at Glenmont, will also have implications for the transportation network connecting the two sector plan areas. This change will make it necessary to re-evaluate plans for station access, commuter parking, and feeder bus service. While these changes would have a more immediate impact

on sector plan areas, changes will be needed within Kensington-Wheaton.

Aside from re-emphasizing a hierarchy of streets, another option is to propose a number of alternatives to commuting by automobile. An extensive multi-use trail system can encourage bicycle commuting to places of employment and to the Metro stations. Park-and-ride lots at the edge of the planning area can be emphasized as a way to capture commuter traffic before it traverses the community.

## *Demographic Trends*

**D**emographic trends indicate that increasing demands will be placed upon Kensington-Wheaton to function as an inter-generational community. A changing and maturing population structure creates needs originally not considered in the historical development of the communities of Kensington-Wheaton. The area's inherent separation of housing, retail, and service uses places a reliance upon the private automobile that can be frustrating to those who can no longer drive. A doubling of the population over

the age of 75 and an increased awareness of the needs of the disabled indicate that a growing segment of the population may be frustrated in their desire to remain in their present homes or community. Areas throughout the County, not just in Kensington-Wheaton, that are experiencing a higher concentration of elderly or disabled residents in single-family homes or apartments may need to be appropriately retrofitted to minimize such concerns.

Single-parent and dual working-parent households have created a demand for child care facilities only recently recognized and not considered in the historical development of Kensington-Wheaton. While the predominant source of child day care is religious institutions and private home-based operations, the identification of other opportunities to provide day care services is essential.

While much of the effort will come from the County's human services programming, a number of solutions to the needs of the elderly, parents in need of day care, and the needs of the disabled and other disadvantaged populations can be achieved through adjustments in the infrastructure and land use plan and by making appropriate changes in the development regulations.

*Appendix C*  
***LAND USE TABLES***

**PARCELS AND AREAS REVIEWED AND CONFIRMED BY THIS PLAN**  
**Kensington-Wheaton Planning Area, 1986 - 1988**

No.	Location	Tax Map I.D. Nos.	Size	Existing Land Use	Existing Zoning	Recommended Zoning	Comments
1A.	Connecticut Avenue & Rockville Facility Right-of-Way	Block 91 Lots 1-3 & 12-20	2.21 acres	Vacant	R-60	R-60	Already subdivided
2A.	Claridge Road at Moline Road	Parcels 6 & 10	2.48 acres	Vacant	RT-12.5	RT-12.5	Already subdivided
3A.	Connecticut Avenue & Spruell Drive	Parcels 937 & 73 Parcel 90	7.00 acres .50 acres	Vacant Vacant	R-60 R-60	R-60 R-60	Already subdivided Already subdivided
4A.	Decatur Avenue to McComas Avenue	Block 9 Lots 6-8 Part of Parcel 50	.65 acres .44 acres	Single-family homes Single-family homes under construction	R-60 R-60	R-60 R-60	Already subdivided Cannot be assembled
5A.	Metropolitan View Avenue & Edgewood Road	Block T Lot 3	1.81 acres	Single-family homes under construction	R-60	R-60	Already subdivided
6A.	Alderton Road & Rockville Facility	Parcel 303 Parcel 396	6.37 acres 4.00 acres	Single-family homes under construction	R-200 R-200	R-200 R-200	Already subdivided Already subdivided
7A.	Alderton Road & Rockville Facility Right-of-Way	Parcel 218 Parcel 382	3.18 acres 19.82 acres	Single-family homes under construction	R-200 R-200	R-200 R-200	Already subdivided
8A.	Glenallen Avenue, Wallace Avenue, Erskine Avenue & Starling Drive	Blocks 1,2 3,4,5, 24 Misc. Lots	Total Size: 6.37 acres	Vacant	R-90	R-90	Not contiguous and cannot be assembled
9A.	Wheaton Lane at Jewett Street	Parcel 850	2.46 acres	Vacant	R-90	R-90	Already subdivided

**LAND USE DISTRIBUTION**  
*Kensington-Wheaton Compared to Montgomery County*

	Kensington-Wheaton			County		
	Number of Parcels	Number of Acres	Percent of Total Acres	Number of Parcels	Number of Acres	Percent of Total Acres
Single-Family Residential	22,526	4,500.54	47.20	187,418	77,635.73	24.51
Multi-Family Residential	1,265	248.97	2.61	23,231	3,252.73	1.03
Group Quarters	17	14.07	.15	158	475.20	.15
Manufacturing	2	2.00	.02	416	853.54	.27
Transportation, Communication & Utilities	101	91.22	.96	5,798	8,885.72	2.80
Regional & Sub-Regional Shopping Centers	7	84.57	.89	125	764.15	.24
Convenience Centers	18	23.92	.25	93	378.50	.12
Highway Commercial	0	0.00	.00	8	12.06	.00
Grocery & Other Retail	204	82.29	.86	1,475	1,222.38	.38
Warehouse/Wholesale	77	19.88	.21	521	972.43	.31
Office & Selected Services	222	96.02	1.01	2,613	2,766.70	.87
Government Services & Institutions	116	549.30	5.76	1,335	17,686.31	5.58
Culture & Recreation	190	998.46	10.47	3,452	26,346.64	8.32
Agriculture & Mining	1	11.07	.12	2,104	108,290.33	34.18
Vacant	963	996.69	10.45	23,962	44,916.64	14.18
Other Undeveloped & Water	315	132.76	1.39	2,914	2,770.59	.87
Subtotal		7,851.76	82.35		297,229.65	93.81
Other		1,684.24	17.65		19,570.35	6.19
<b>TOTAL</b>	<u>26,024</u>	<u>9,536.00</u>	<u>100.00</u>	<u>255,623</u>	<u>316,800.00</u>	<u>100.00</u>

Source: Research Division, Montgomery County Planning Department, Estimate from the Parcel File based on records of the State Department of Assessment and Taxation as of December 1987.

## *Appendix D*

# *URBAN DESIGN STUDY: Veirs Mill Village And Colonial Plaza Shopping Centers*

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### *Existing Conditions*

#### *Veirs Mill Village*

#### *Colonial Plaza*

### *Existing Conditions*

**T**he two shopping centers are most easily identified by their overwhelming similarities. They both serve the local community, they are both small one-story linear buildings, and they both suffer from years of neglect and poor maintenance. Major storefront windows are boarded up in the two centers, the asphalt paving is in poor condition and the parking spaces are so poorly marked that it is difficult to gain a sense of orientation when entering the parking lots. Neither shopping center has any shade trees, interior landscaping, or well defined pedestrian internal walkways, nor has either defined a comprehensive approach to

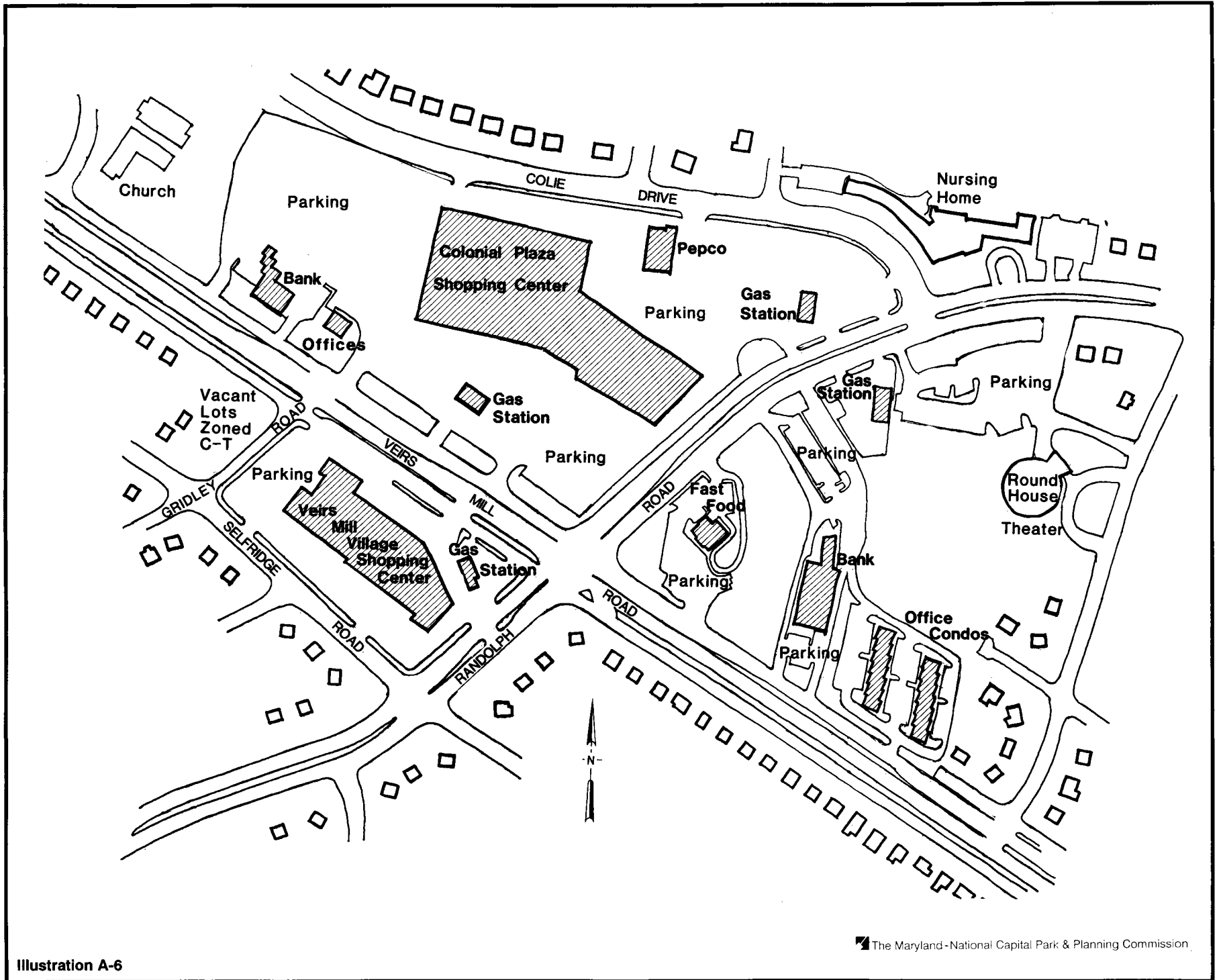
developing a unique identification. The outdoor lighting is old, non-existent, or incompatible with nearby housing. The signage on the storefronts is, for the most part, old and unappealing.

The two shopping centers differ in the way they confront the adjoining neighborhoods. Colonial Plaza has a mostly solid evergreen hedge screening the back of the shopping center; Veirs Mill Village Shopping Center has no screening at all. At Veirs Mill Village, the storage areas for the hardware store and the dumpsters for all the stores and restaurants are in full view of the confronting neighborhood. At Colonial Plaza, the storage of trailers can be seen from Veirs Mill Road. Local security problems are aggravated by the general conditions of both shopping areas.

Most of the improvements needed are on privately owned land. The public sector can assist by defining an overall concept for future development and by aiding the owners with regulatory initiatives to achieve the goals stated here.

The owners of the two shopping centers have indicated that although renovation plans are currently in progress, several medium term (3-5 years), long-term (20-30 years), and perpetual leases limit the owners' direct control over significant portions of the centers. These are the principal causes of delay in leasing and renovation, although they are expected to be resolved during the life of this Master Plan. Illustration A-6 shows existing conditions (1989) and A-7 shows the Conceptual Plan for the entire commercial area.

# Veirs Mill Road and Randolph Road Commercial Area: Existing Conditions



# Veirs Mill Road and Randolph Road Commercial Area: Conceptual Design

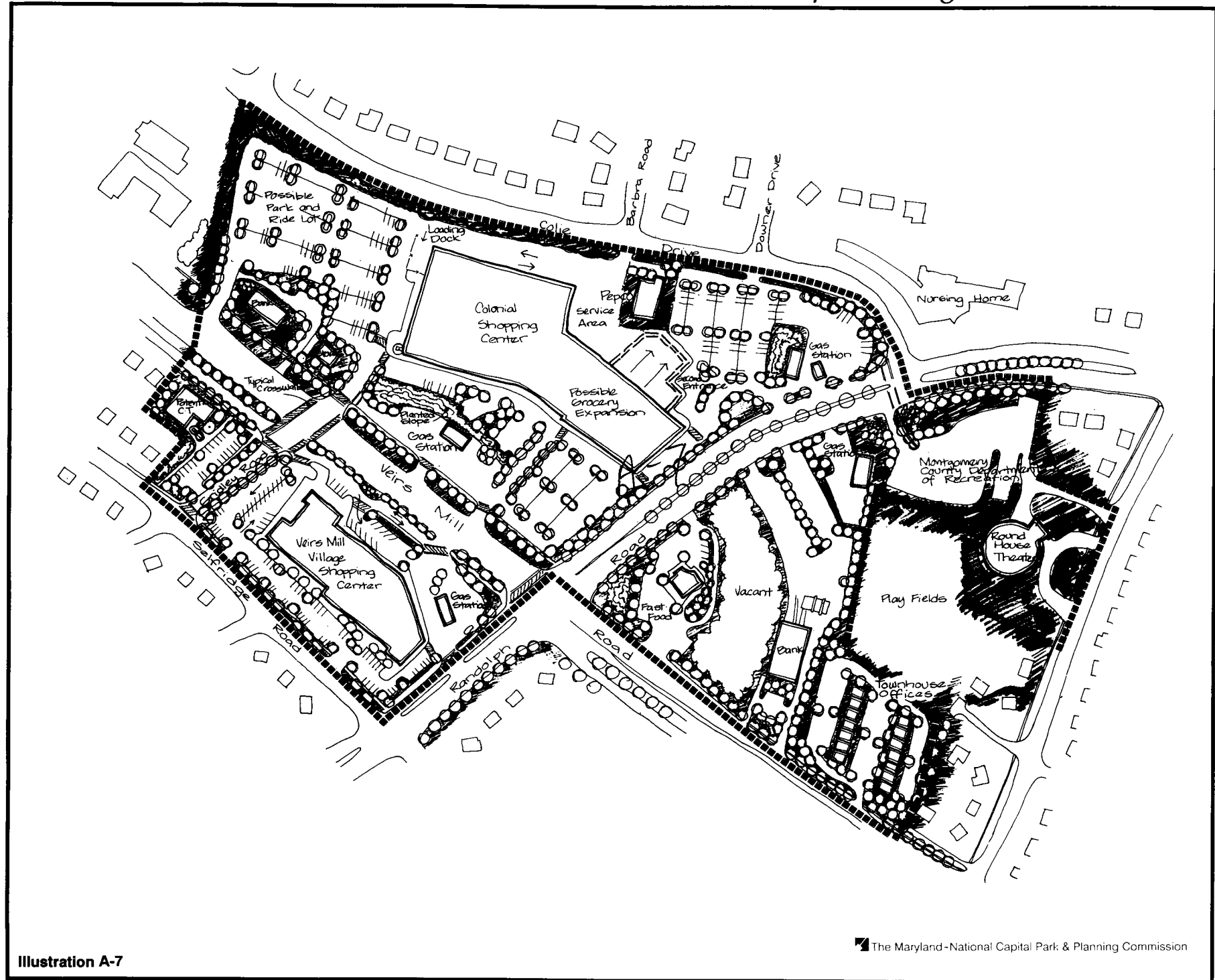


Illustration A-7

## *Veirs Mill Village Shopping Center*

**R**ecent improvements to the facade and signage here have made a positive difference for this shopping center. Windows have been replaced, new signs added, and lights mounted on the building for improved night-time security. Many of the earlier problems remain, however. The following list itemizes recommendations for design improvements and the preceding illustration shows their location:

- Add interior green space and evergreen screening at the right-of-way to the parking lot. Entry features should include planting to create interest and give visual relief from all the pavement in the area.
- Improve pedestrian circulation through the parking lots between the street and the stores. Crosswalks should be added and sidewalks added or widened as needed.
- The boarding of the front entrance to the drug store creates a formidable facade, accentuating the security problems in the area as perceived by the potential customer. Alternate security measures should be pursued to allow windows that will create inviting views into the store to attract customers.
- The rear entrances to the stores and restaurants should be redeveloped to allow additional access. The small parking lot in the front of the store forces increased dependence on the rear entrances. Because these entrances face the neighborhood, they must be attractive and compatible with the views from residences. By realigning the parking spaces, wider walks can be developed, with room for planting and seats or other details. The rear doors and windows and facades should be inviting and attractive as viewed from the neighborhood. These improvements should be coordinated with the parking lot screening, green space, and lighting improvements to be effective.
- The front parking lot that faces Veirs Mill Road is in need of reconfiguration. Given the limited number of parking spaces in

the front of the shopping center, shoppers could be discouraged from shopping if the spaces are always full. The bleak appearance of the shopping center's parking lot because of the lack of green space also detracts from the shopping center's appeal.

The owner has asked the staff to investigate the possible abandonment of the Veirs Mill Road service road. By incorporating this area directly into the shopping center, it appears that it would be possible to significantly improve parking and circulation. The Planning Board supports this concept as part of a comprehensive renovation of the shopping area.

Sketches and plans showing the addition of green space and realignment of the parking spaces are shown as Illustrations A-8 and A-9. These improvements must be incorporated as a package in order to justify the abandonment of or encroachment into the right-of-way. Coordination with the Maryland State Highway Administration is necessary to secure approvals and permits.

- The lighting in the parking lot should be redone to include pole-mounted light fixtures. This type of lighting scheme illuminates the pavement and doesn't emphasize the building. This provides a better edge facing the neighborhood with less light spilling into residences. An attractive light fixture should be selected to complement the shopping center or area as a whole. The lights can be used as a defining element for the shopping center's character.
- Signage should be revised where needed to tie into the improved image of the shopping center. The overhead signs should coordinate with the smaller store signs to become unified and thus have more impact.

## *Colonial Plaza Shopping Center*

**T**his shopping center is best characterized by the vacant, boarded up storefronts and the extreme changes in topography

*Veirs Mill Village Center: Parking and Service Drive: Before*

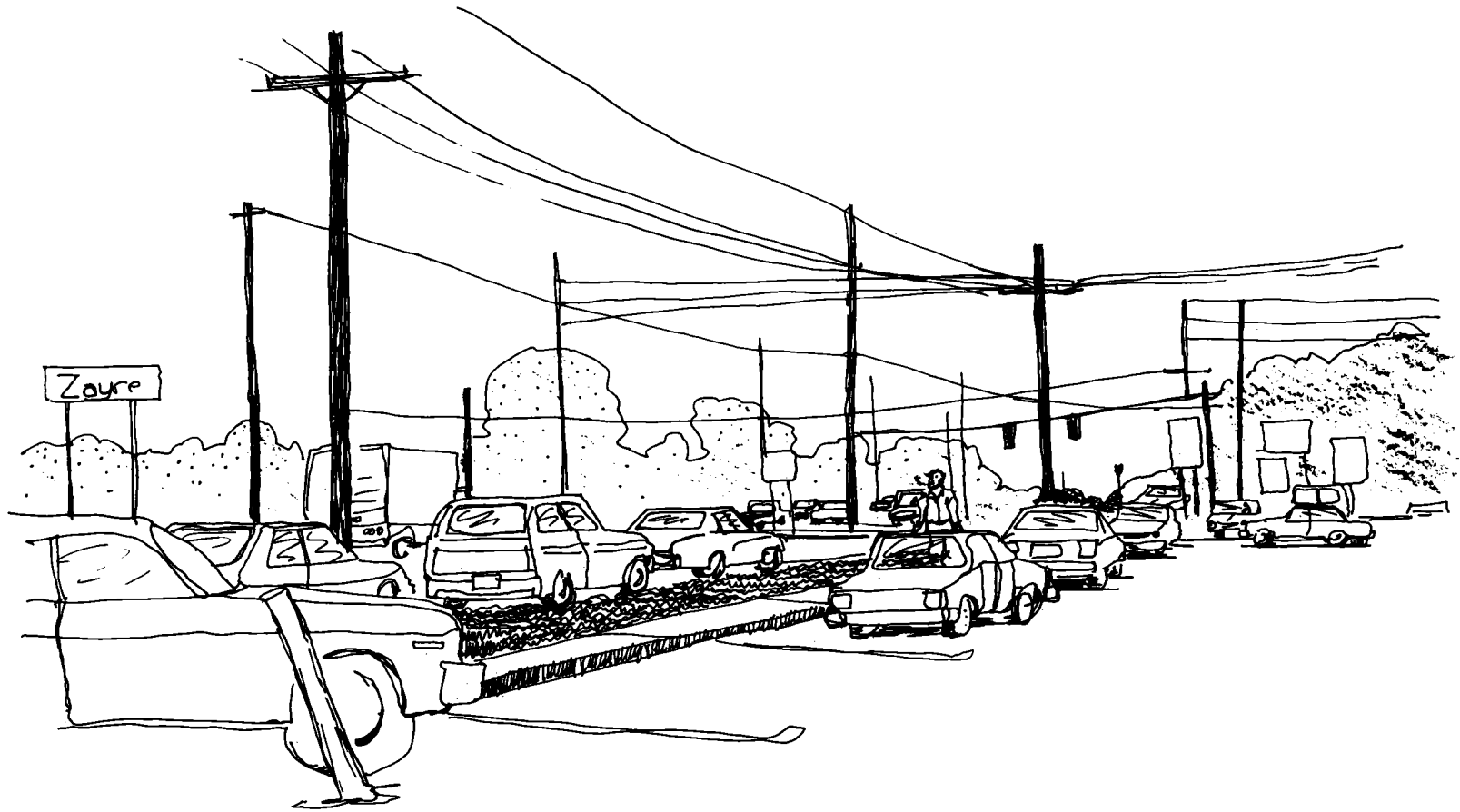
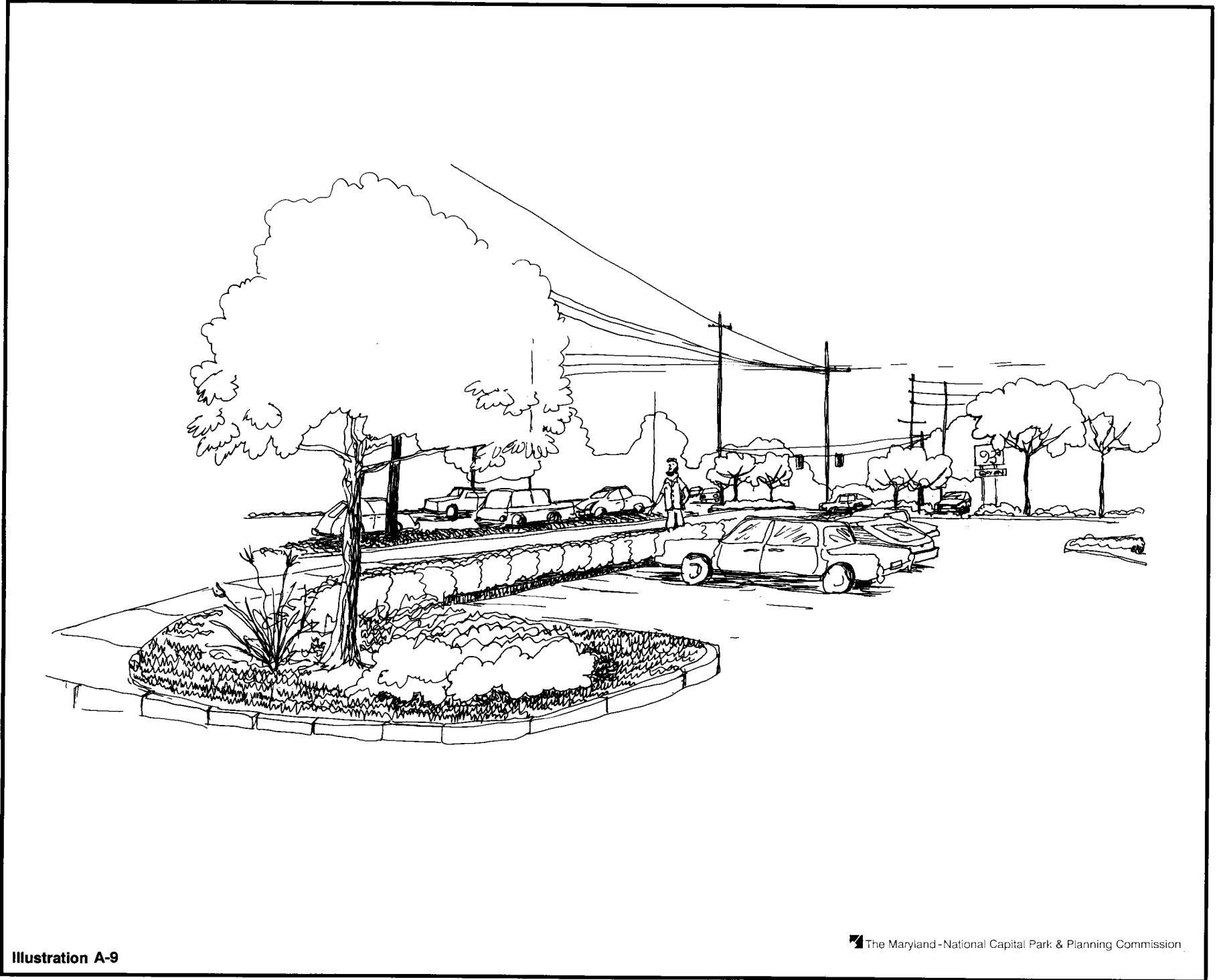


Illustration A-8

*Veirs Mill Village Center: Parking and Service Drive: After*



**Illustration A-9**

within the site. Both have unfortunate effects on the shopping center's image. The major department store that is open is a full story below its frontage on Veirs Mill Road. The store that is closed with boarded up windows is level with Veirs Mill Road and in full view of the street. It takes more than design to open a store but, consideration of the design details here can overcome some of these difficulties for individual stores and the shopping center as a whole.

- The parking lots should include safe, well defined circulation patterns using raised traffic islands, re-stripped parking spaces, and improved aisle and parking space alignment. This would introduce a major improvement for the shopping center by renewing the asphalt paving and introducing green space and shade trees into the parking lot. Illustration 10-F shows a concept for realignment of the parking spaces and traffic aisles.
- Facade improvements for this shopping center should begin with the boarded up stores in the upper portion of the shopping center. Other facades could be made more appealing with newer window design or building treatment. The department store has an attractive fieldstone facade but could use other design details to tie into the other stores in the shopping center.
- Expansions to the shopping center can and should be accommodated to the rear of the stores. The large parking lot could accommodate considerable traffic, which would encourage another entrance to the shopping center along the Randolph Road facade. This would enhance visibility to commuters and pedestrians.
- Pedestrian circulation should be improved within the shopping center by adding crosswalks to and through the parking lots, and connecting the edges of the parking lots with the stores. Awnings could be added to provide covered pedestrian walks next to all the stores.
- The hedge used as a buffer between the shopping center and the

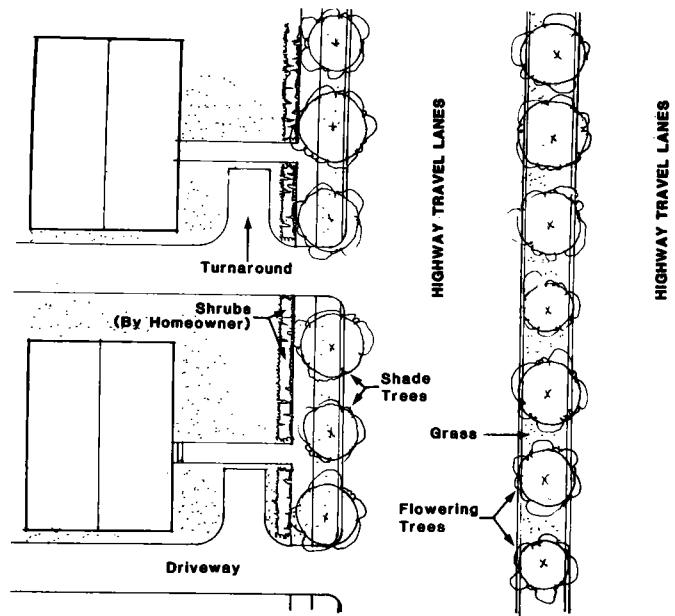
neighborhood is critical in containing and diffusing the incompatible aspects of the shopping center. Its maintenance over a long period of time should become a priority for the owner of this shopping center. Should the hedge ever become ineffective, an attractive wooden fence or masonry wall, whose best side faces the residences, should be installed as a replacement.

- Since the hedge along Colie Drive is such an effective screen, this area has the potential of screening other unattractive elements of the existing parking lots. There are close to a dozen trailers on site which are in full view from nearby roadways. These trailers should be removed from the public's view.
- There are two entrances from the neighborhood at the rear of the parking lot along Colie Drive. If the shopping center does expand its business activity, it may become desirable to move those entrances so they are directly opposite Barbara Road and Downer Drive. This would create less of an impact on the homes that are opposite the current entrances, which would suffer from the increased traffic.
- There are many places where landscaping could be added to the site to enhance the attractiveness and appeal of the shopping center. There is a grassy circle next to Randolph Road where a freestanding sign is located. This could be used for a landscaped sitting area and entry into the rear parking lot. The inclusion of landscaped islands in the parking lots can create colonnades of trees that better define driveways and reinforce a sense of orientation when driving through the parking lots. The increased shade will also increase the desirability of the shopping center as a whole. The steep slope behind the gas stations should be planted instead of paved. This would provide an opportunity to create a unified landscaping theme within the shopping center, again increasing the attractiveness of this setting. Low growing evergreen hedges will better define the setting for the shopping center and make it distinct from the roadway and other paved surfaces.

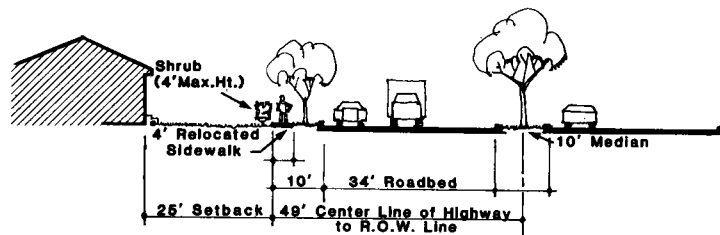
*Appendix E*

***CONCEPTUAL LANDSCAPE  
PLANTING FOR GREEN CORRIDORS***

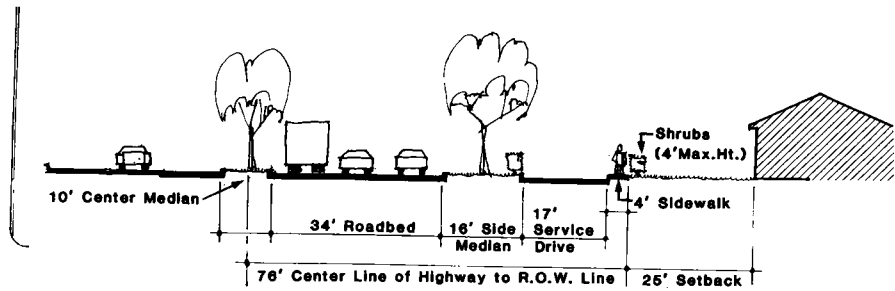
# Conceptual Landscape Planting for Green Corridors



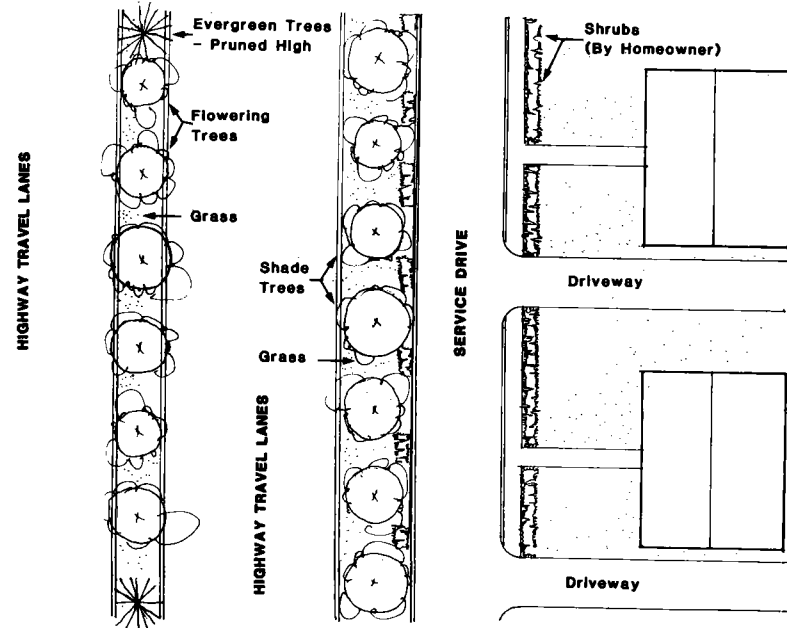
PLAN



CROSS SECTION  
LANDSCAPING SCHEME - TYPICAL HIGHWAY WITH CENTER MEDIAN



CROSS SECTION



PLAN

LANDSCAPING SCHEME - TYPICAL HIGHWAY WITH SERVICE DRIVES AND MEDIANS

*Appendix F*  
**MULTI-USE TRAILS**

**DETAILED ANALYSES – MULTI-USE TRAILS**

Trail	Approximate Length	Class	Location
<b>NE Quadrant — See Illustration A-11</b>			
A/A'	23,000 ft.	I	Rockville Facility right-of-way between Northwest Branch and Rock Creek.
B/B'	12,000 ft.	I	Northwest Branch/Kemp Mill Road Trail. From the Rockville Facility, along the Northwest Branch, crossing under Randolph Road, crossing Northwest Branch and continuing south on the east side of Kemp Mill Road, turning into Wheaton Regional Park at Stonington Road.
C/C'	9,500 ft.	I	Bel-Pre Neighborhood Park/Northwest Branch Trail. From the Rockville Facility, along the north side of Bel Pre Creek, connecting to Northwest Branch Trail.
D/D'	6,500 ft.	I	Glenallan Avenue/Wheaton Regional Park Trail. Along Glenallan Avenue from Glenmont Metro to Kemp Mill Road.
E/E'	3,000 ft.	I	Starling Drive/Wheaton Regional Park. From the northwest corner of the park to the Shorefield Road parking lot.
F/F'	200 ft.	I	Amherst Avenue Trail. From southwest corner of Wheaton Regional Park, west along Henderson Avenue to Martin Avenue, south of Martin and Amherst Avenues to Wheaton.
<b>SE Quadrant — See Illustration A-14</b>			
G/G'	1,000 ft.	I	Wheaton Metro/Glenhaven Park and Sligo Creek Park Trail. From Sligo Creek Trail down Nicholas Drive across University Avenue at proposed pedestrian signal, through Glenhaven Park and toward downtown Wheaton along Carmody Drive and Prichard Road.
H/H	6,000 ft.	I	Dennis Stormwater Management Facility Trail. West from Sligo Creek Park to Woodman Avenue, to Dennis Avenue via the Stormwater Management Facility; then along Evans Parkway to right-of-way abutting vacant parcels to Amherst Avenue. Dennis Avenue from the Park to Amherst Avenue in an alternate route.

(Appendix F Continued)

Trail	Approximate Length	Class	Location
I/I'	5,000 ft.	I	Forest Glen to Wheaton Trail. From Forest Glen Road along Woodland Road, bisecting Getty Local Park; bisecting the Medical Park property and Dennis Avenue Health Center to the Wheaton CBD via Amherst Avenue.
J/J'	5,000 ft.	I	Forest Glen/Rock Creek Park Trail. From Sligo Creek Park along Forest Glen Road, across Georgia Avenue to Coleridge Drive through Forest Glen Neighborhood Park, paralleling I-495, crossing the B&O railroad under the bridge, and going under Seminary Road and Linden Lane then along the I-495 right-of-way to Beach Drive. Use of the current Linden Lane crossing to Newcastle and Forsythe Avenues is an alternate route if the proposed railroad crossing does not work.
K/K'	4,000 ft.	I	McKenney Hills Trail. From Forest Glen Neighborhood Park along Rosensteel, Holman, and McMillan Avenues through McKenney Hills Center along existing trail to Menlo Avenue to Grant Avenue via Barker Street.
L/L''	3,000 ft.	I	Stoneybrook/Wheaton Trail. From McComas Avenue via Bentley Lane and Maybrook Avenue, through Capitol View Homewood Local Park, to Grant Avenue via Dennis and Day Avenues to Capitol View Avenue and along Stoneybrook Drive to the Rock Creek Trail.
M/M'	100 ft.	I	Kensington/Wheaton Trail. From the outer drive of Wheaton Plaza parking lot, along the side of the Stephen Knolls School property to McComas Avenue and Drumm Avenue. Along the south to Oberon Street beside the stormwater culvert, to Kensington Parkway and Kensington.
<b>SW Quadrant — See Illustration A-13</b>			
N/N'	8,500 ft.	I	Kensington Parkway Trail. North from Rock Creek Trail along Kensington Parkway to Kensington.

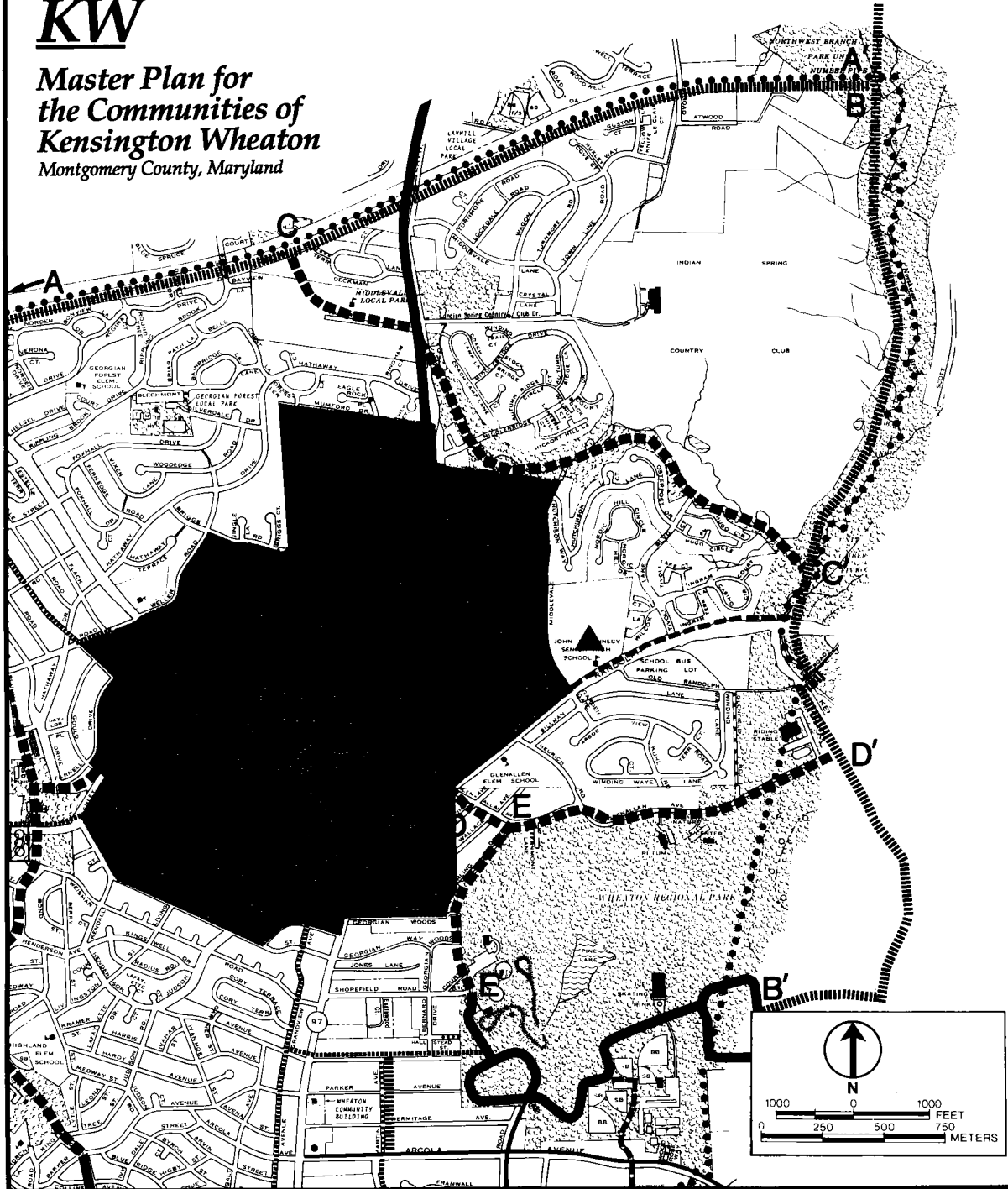
(Appendix F Continued)

Trail	Approximate Length	Class	Location
O/O'	4,000 ft.	I	Wheaton Metro/Rock Creek Trail. From Rock Creek Trail along Wexford Drive to Newport Mill Road via pedestrian signal; to Newport Mill Park, across Albert Einstein School to Kensington Boulevard right-of-way to Wheaton via Upton and East Avenues with connecting legs through Einstein High School and Crossways Community (the former Pleasant View School) to an existing trail to the north.
P/P'	30,000 ft.	II	Beach Drive Lane. A 5' bicycle lane on each shoulder of Beach Drive between Garrett Park Road and Stoneybrook Drive.
<b>NW Quadrant — See Illustration A-12</b>			
Q/Q'	10,000 ft.	I	Glenmont Metro/Rock Creek Park Trail. From Rock Creek Trail along the Joseph's Branch stem of Rock Creek to Connecticut Avenue along Huggins and Valleywood Drives; through Glenmont Local Park; along Denley Drive to Glenmont Metro station.
R/R'	250 ft.	I	Wheaton Claridge Local Park. From Valleywood Drive Trial along Moline and Claridge Roads, through Claridge Park, along existing right-of-way trail to Monterrey Drive and the Veirs Mill Service Road.
S/S'	400 ft.	I	Glenmont Local Park/Rockville Facility Trail. From the Rockville Facility along the east side of Connecticut Avenue, then Dean Road, through Weller Road Elementary School to Bluhill Court and Wheaton High School to Glenmont Local Park.

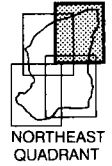
Source: Montgomery County Planning Department.

# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Multi-Use Trails and Connecting Routes



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◉ EXISTING PARKLAND
- ▬ EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ▨▨▨▨ CLASS I TRAILS RECOMMENDED IN OTHER PLANS\*
- ▧▧▧▧ CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS\*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- P&R PROPOSED PARK AND RIDE LOT
- ▲ HIGH SCHOOL
- Ⓜ METRO STATION
- N/N TRAIL DESIGNATIONS

\*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

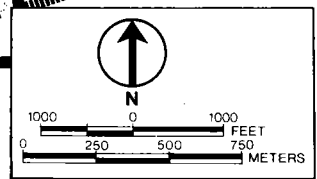
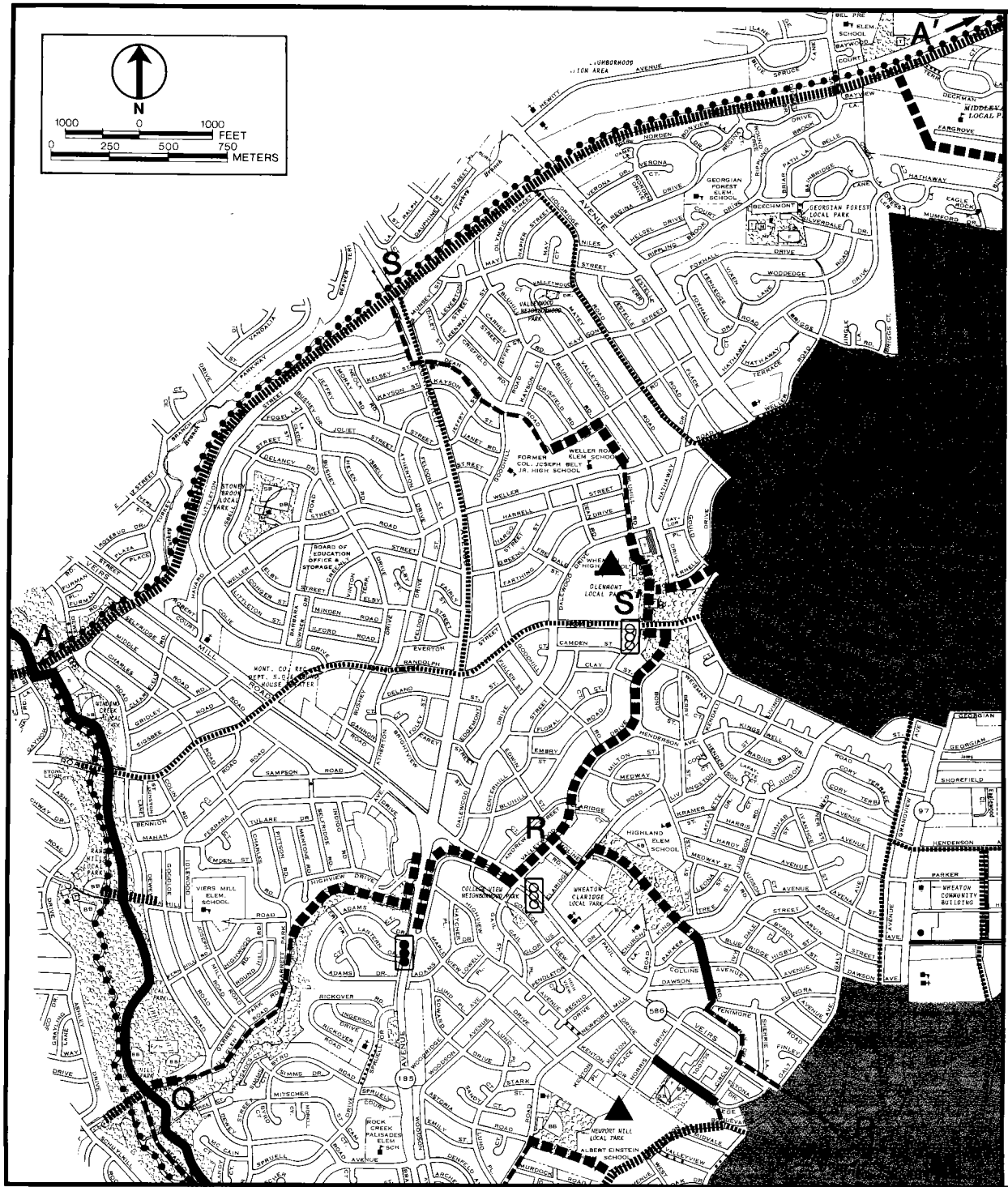


Illustration A-11

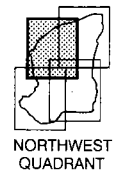
The Maryland - National Capital Park & Planning Commission



# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

### Multi-Use Trails and Connecting Routes



- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ⊙ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ||||| CLASS I TRAILS RECOMMENDED IN OTHER PLANS\*
- ..... CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS
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- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- P&R PROPOSED PARK AND RIDE LOT
- ▲ HIGH SCHOOL
- METRO STATION
- N/N TRAIL DESIGNATIONS

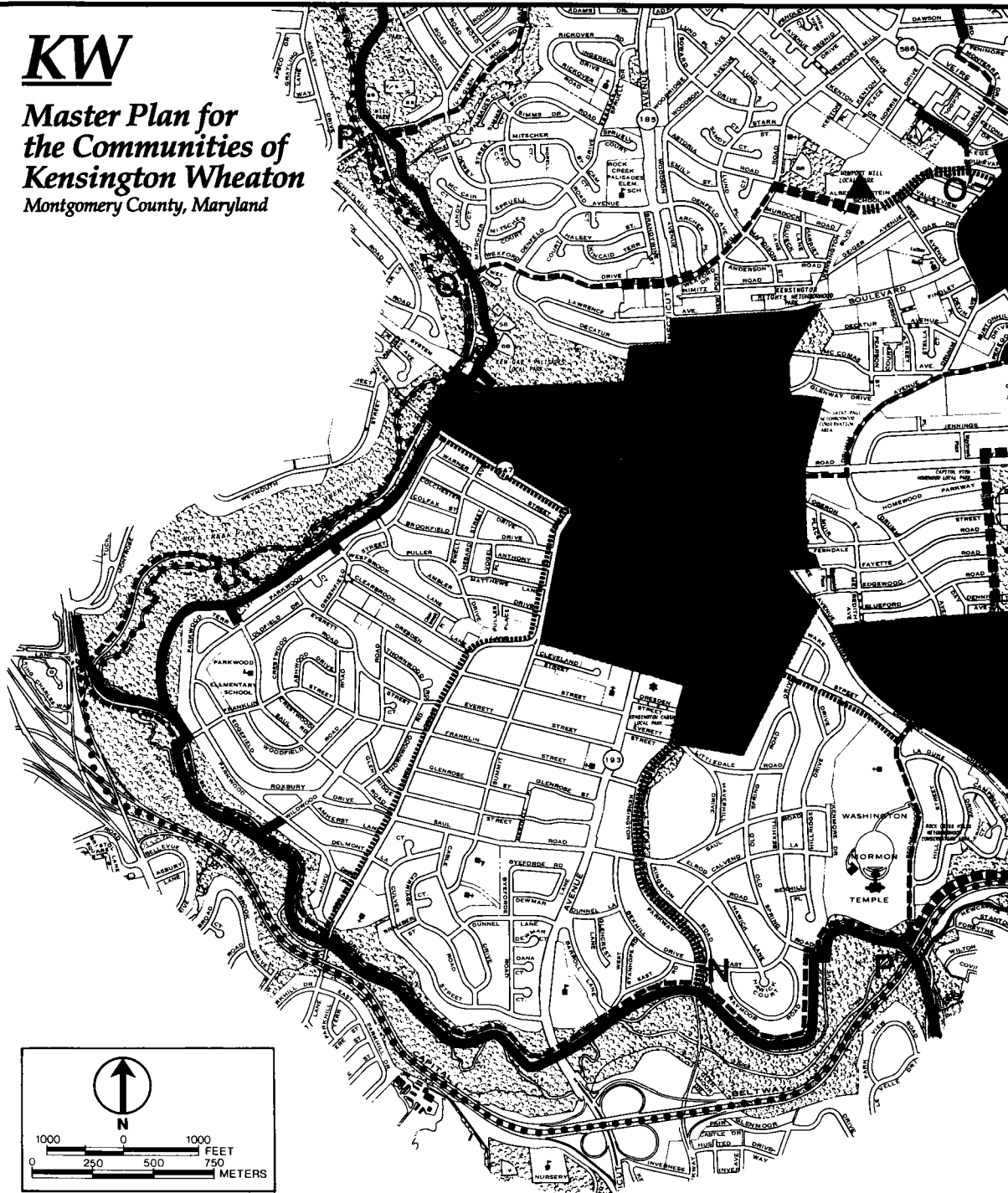
\*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration A-12

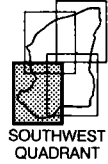
The Maryland-National Capital Park & Planning Commission

# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Multi-Use Trails and Connecting Routes

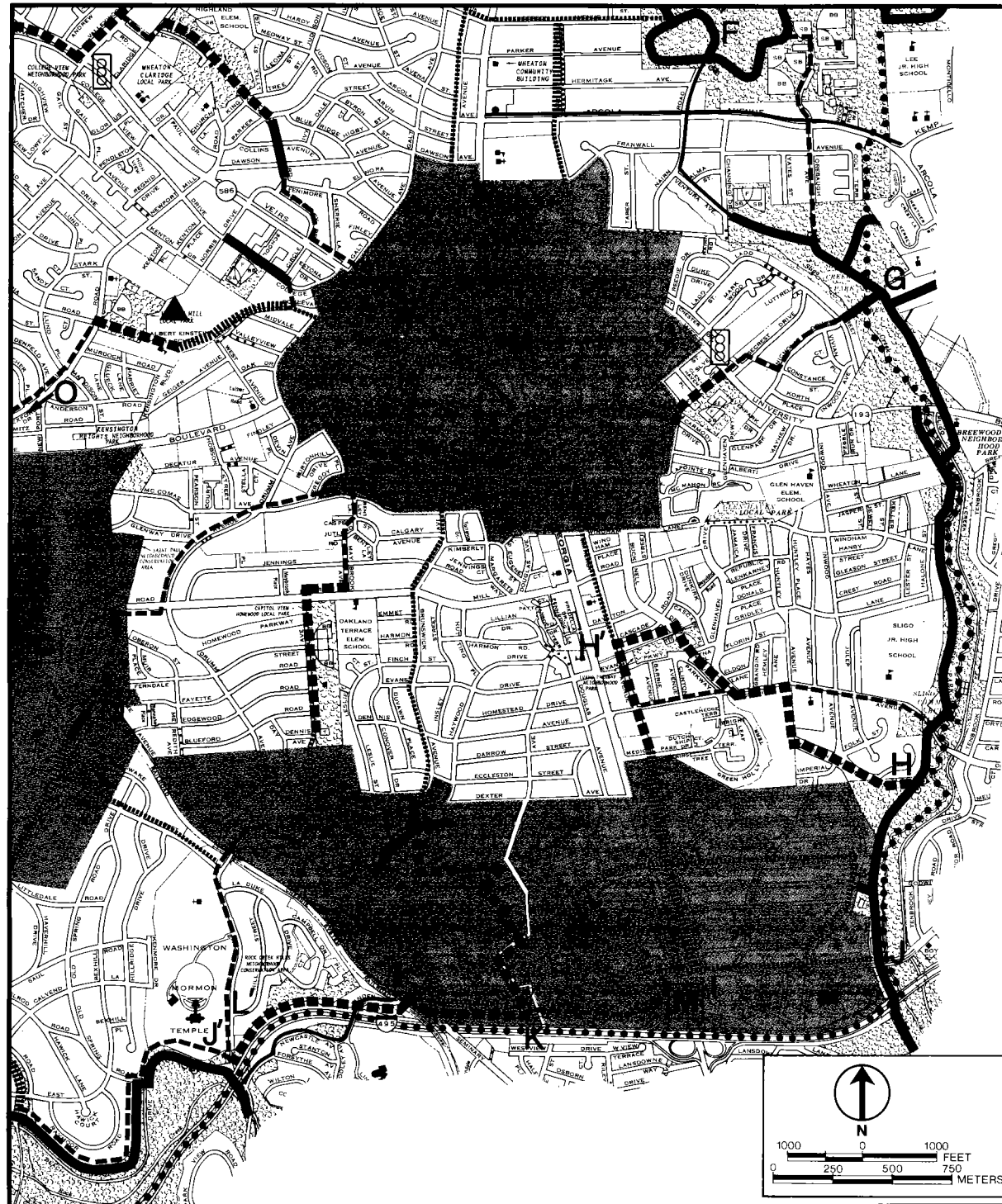


- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ◉ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
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- CLASS I TRAILS RECOMMENDED BY THIS PLAN
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- Ⓜ EXISTING TRAFFIC SIGNAL
- ▲ HIGH SCHOOL
- METRO STATION
- ⓐ COMMUTER RAIL STATION
- N/N TRAIL DESIGNATIONS

\*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

Illustration A-13

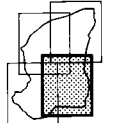
The Maryland-National Capital Park & Planning Commission



# KW

## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

### Multi-Use Trails and Connecting Routes



SOUTHEAST  
QUADRANT

- PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ⊙ EXISTING PARKLAND
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- ▤ CLASS I TRAILS RECOMMENDED IN OTHER PLANS\*
- ▥ CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS\*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- - CLASS II, CLASS III AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PROPOSED PEDESTRIAN SIGNAL
- ▲ HIGH SCHOOL
- Ⓜ METRO STATION
- Ⓜ COMMUTER RAIL STATION
- N/N TRAIL DESIGNATIONS

\* MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

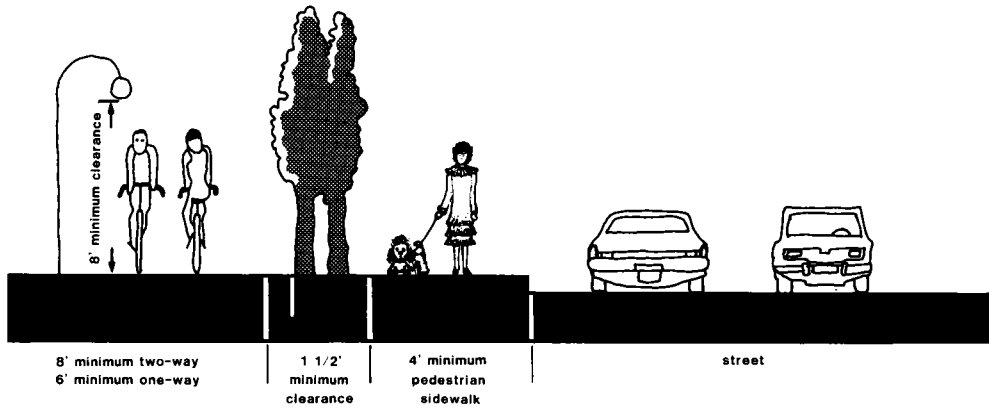
Illustration A-14

The Maryland-National Capital Park & Planning Commission

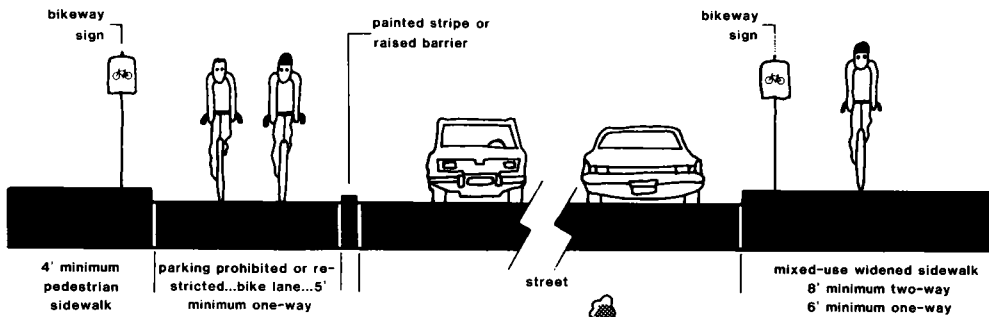
## Typical Bikeway Cross Sections

NOTE: Increased width & lane delineation must be considered where warranted by volume of users.

### class I bike path or trail (mixed pedestrian, bicycle use on bike trails)



### class II bike lanes



### class III bike routes

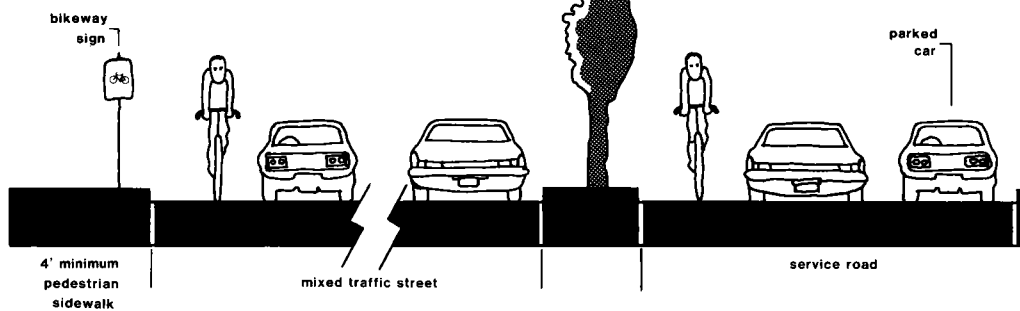


Illustration A-15

The Maryland-National Capital Park & Planning Commission



*Appendix G*

**MONTGOMERY COUNTY COUNCIL  
RESOLUTION NO. 11-1340**



Resolution No. 11-1340  
Introduced: March 21, 1989  
Adopted: March 21, 1989

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: Final Draft Master Plan for the Communities of Kensington-Wheaton

Background

1. On July 30, 1988, the Montgomery County Planning Board transmitted to the County Executive the Final Draft Master Plan for the Communities of Kensington-Wheaton.
2. On September 30, 1988, the Montgomery County Executive transmitted to the District Council a rewritten version of the Final Draft Master Plan for the Communities of Kensington-Wheaton. The rewritten version modified the scope, contents, organization and format of the Final Draft prepared by the Montgomery County Planning Board.
3. The Plan amends the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended; the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capitol View and Vicinity, 1982, as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended.
4. On December 1, 1988, the Montgomery County Council held a public hearing regarding the Final Draft Master Plan for the Communities of Kensington-Wheaton.

5. On January 9 and 23 and February 2 and 6, 1989, the Council's Planning, Housing, and Economic Development (PHED) Committee conducted worksessions on the Final Draft Master Plan for the Communities of Kensington-Wheaton, at which time, careful consideration was given to the public hearing testimony and correspondence, and the recommendations of the Montgomery County Planning Board and the County Executive.
6. As a result of the worksession discussions, Council staff prepared a revised Final Draft Master Plan for the Communities of Kensington-Wheaton combining the Committee's preferred sections of the Planning Board and Executive Drafts, and containing the recommended revisions of the Committee. As part of its worksession discussions, the Committee considered issues relating to the scope and format of master plans in general and developed guidelines that would apply to future master plans. Since these guidelines transcend the Kensington-Wheaton Master Plan and relate more appropriately to master plans in general, they should be formalized by future action of the Council and not as part of the Council's action on the Final Draft Kensington-Wheaton Master Plan.
7. On February 28 and March 2, 1989, the District Council conducted worksessions on the Final Draft Master Plan for the Communities of Kensington-Wheaton. The Council reviewed the recommendations of the PHED Committee regarding the Kensington-Wheaton Master Plan, as well as the Committee's guidelines for the scope and format of future master plans.

#### Action

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

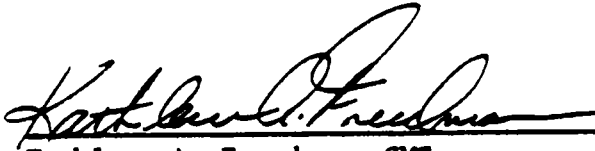
The Final Draft Master Plan for the Communities of Kensington-Wheaton, as prepared by the Montgomery County Planning Board and rewritten and submitted by the County Executive on September 30, 1988, has been reviewed and significantly amended by the District Council. The attached document constitutes the Master Plan for the Communities of Kensington-Wheaton as revised and approved by the District Council with the following amendment:

On page 106 of the Council approved draft, the following language should be added to the end of the paragraph which discusses Rippling Brook Drive:

"... at this time. Should a need arise to improve circulation for neighborhood traffic and facilitate school boundary changes, the unbuilt section may be completed. This section may not be completed without approval by the County Council of an individual Capital Improvements Program Project."

All figures, tables, appendices, and maps are to be revised where appropriate to reflect District Council revisions to the Final Draft Master Plan for the Communities of Kensington-Wheaton. A table of contents and any other non-substantive information normally associated with planning documents are to be incorporated subsequent to the approval of the Master Plan. Handwritten notations appearing on charts and illustrations in the attached document should be incorporated as appropriate. The text is to be edited as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council.

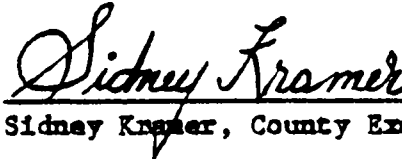
This is a correct copy of Council action.



Kathleen A. Freedman, CMC

Secretary of the Council

Approved:



Sidney Kramer, County Executive



*Appendix H*

***M-NCPPC RESOLUTION TO ADOPT  
MCPB NO. 89-7, M-NCPPC NO. 89-5***



MCPB NO. 89-7  
M-NCPPC NO. 89-5

#### 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 the 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 August 6, 1987, on the Preliminary Draft of a proposed amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, being also an amendment to the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capital View and Vicinity, 1982; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, 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 June 13, 1988, approved the Final Draft of the proposed amendment, and forwarded it to the Montgomery County Executive and to the Montgomery County Council for its information; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Final Draft of the proposed amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, and forwarded those recommendations to the Montgomery County Council on September 30, 1988; 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 December 1, 1988, wherein testimony was received concerning the Final Draft of the proposed amendment; and

WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County on March 23, 1989, approved modifications and revisions to the Final Draft of the proposed amendment by Resolution 11-1340; and

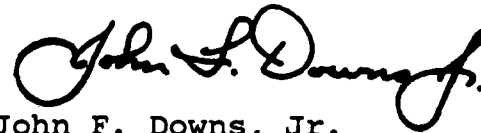
WHEREAS, the Montgomery County Executive approved the Amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, on March 31, 1989;

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the Master Plan for Kensington-Wheaton, Planning Area VII, 1959, as amended, together with the Master Plan for the Upper Northwest Branch Watershed, Part I, Zoning and Highways, 1961, as amended; the Sector Plan for the Town of Kensington and Vicinity, 1978, as amended; the Sector Plan for Capitol View and Vicinity, 1982; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and as approved by the Montgomery County Council in the attached Resolution 11-1340; 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.

\* \* \* \* \*

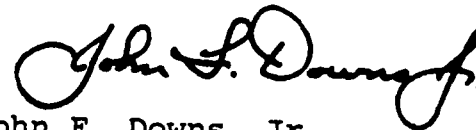
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Hewitt, seconded by Commissioner Floreen, with Commissioners Hewitt, Floreen, Keeney, and Christeller voting in favor of the motion with Commissioner Henry being absent at its regular meeting held on Thursday, April 27, 1989, in Silver Spring, Maryland.



John F. Downs, Jr.  
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 Hewitt, seconded by Commissioner Floreen, with Commissioners Botts, Rhoads, Dabney, Christeller, Henry, Floreen, and Hewitt voting in favor of the motion, with Commissioners Keeney, Wootten, and Yewell being absent at its regular meeting held on Wednesday, May 10, 1989, in Silver Spring, Maryland.



John F. Downs, Jr.  
Executive Director

*Appendix I*

**1990 AMENDMENT TO THE 1989 MASTER  
PLAN FOR THE COMMUNITIES OF  
KENSINGTON-WHEATON**

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 Final Draft Amendment to the 1989 Approved and  
Adopted Master Plan for the Communities of Kensington-Wheaton

1. On January 2, 1990, the Montgomery County Planning Board transmitted to the County Executive the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton.
2. On January 31, 1990, the Montgomery County Executive transmitted to the Council the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton without modification.
3. This Amendment is a technical change to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton for the purpose of amending the Master Plan to conform with the zoning decisions made by the Council during its review of the Kensington-Wheaton Sectional Map Amendment (G-642).
4. This Amendment deletes the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-T) and in its place recommends retaining the existing C-2 zoning.
5. Section 33A-9(a) of the Montgomery County Code provides that a public hearing is not required if the County Executive has not proposed any additions or deletions or if the District Council does not intend to propose any revisions, modifications, or amendments to the final draft.

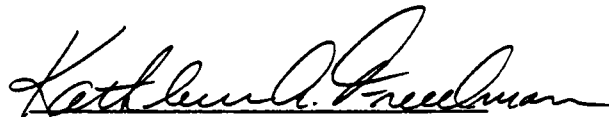
6. On February 15, 1990, the County Council reviewed the Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton; and the rationale for the Amendment.

Action

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

The Final Draft Amendment to the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton, dated December 1989, recommending retention of the existing C-2 zoning for Critical Parcels and Areas #19, is approved as submitted.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC  
Secretary of the Council

BUD405/52-53



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 90-8  
M-NCPPC NO. 90-14

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 the 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 December 21, 1989, on the Preliminary Draft of a proposed amendment to the Master Plan for the Communities of Kensington-Wheaton; being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, 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 December 21, 1989, approved the Final Draft of the proposed amendment, and forwarded it to the Montgomery County Executive and to the Montgomery County Council for its information; and

WHEREAS, the Montgomery County Executive reviewed the Final Draft of the proposed amendment to the 1989 Master Plan for the Communities of Kensington-Wheaton, as amended, and forwarded those recommendations to the Montgomery County Council, on January 31, 1990; and


WHEREAS, the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County on February 15, 1990, approved the Final Draft of the proposed amendment by Resolution 11-1876;

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the 1989 Master Plan for the Communities of Kensington-Wheaton, as amended, being also an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended; and as approved by the Montgomery County Council in the attached Resolution 11-1876;

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 Floreen, seconded by Commissioner Henry, with Commissioners Keeney, Bauman, Hewitt, Henry, and Floreen voting in favor of the motion at its regular meeting held on Thursday, March 15, 1990, in Silver Spring, Maryland.



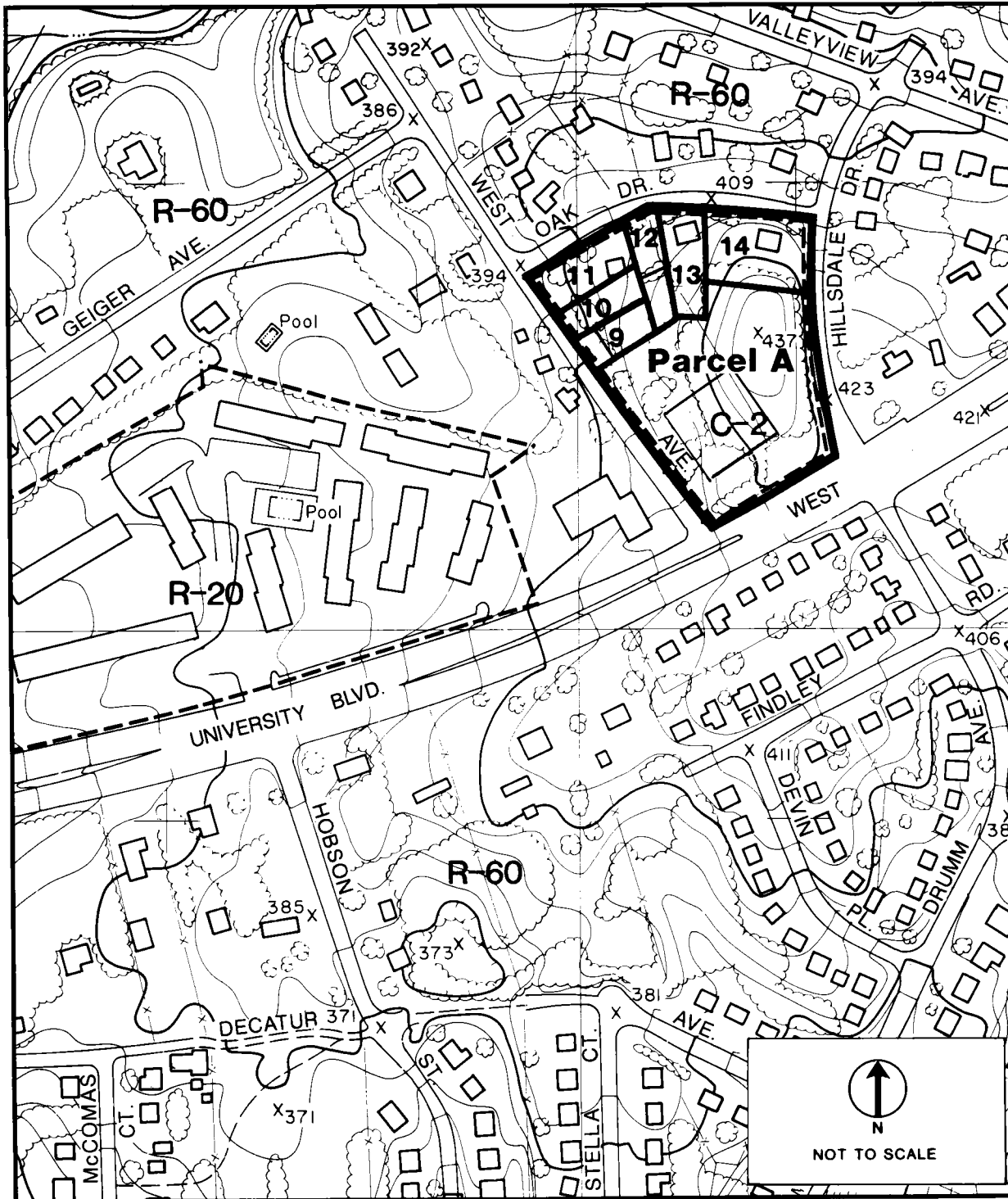
John F. Downs, Jr.  
Executive Director

\* \* \* \* \*

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 Hewitt, seconded by Commissioner Yewell, with Commissioners Botts, Rhoads, Dabney, Bauman, Henry, Wootten, Yewell, and Hewitt voting in favor of the motion, with Commissioners Keeney and Floreen being absent at its regular meeting held on Wednesday, April 11, 1990, in Silver Spring, Maryland.



John F. Downs, Jr.  
Executive Director



**KW**

**Master Plan for  
the Communities of  
Kensington Wheaton**  
Montgomery County, Maryland

*Critical Parcels and Areas  
No. 19*

*Showing Existing Conditions*

- PARCEL BOUNDARY
- - ZONING BOUNDARY

**MASTER PLAN AMENDMENT**  
Adopted May 10, 1990. To delete the Master Plan's recommendation to change the zoning on Critical Parcels and Areas #19 from C-2 to R-60 (suitable for C-T) and in its place recommend retaining the existing C-2 zoning.

**Illustration A-16**

The Maryland - National Capital Park & Planning Commission

