

Resolution No.: 14-1170
Introduced: March 5, 2002
Adopted: March 5, 2002

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

By: District Council

Subject: Approval of Planning Board Draft Potomac Subregion Master Plan

1. On September 28, 2001 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Potomac Subregion Master Plan.
2. The Planning Board Draft Potomac Subregion Master Plan amends the approved and adopted Master Plan for the 1980 Master Plan for the Potomac Subregion, as amended; the Gaithersburg Vicinity Master Plan, January 1985, as amended; the Master Plan of Bikeways, May 1978, as amended; and the Master Plan of Highways within Montgomery County.
3. On October 24, 2001, the County Executive transmitted to the County Council his fiscal analysis of the Potomac Subregion Master Plan.
4. On December 4 and December 6, 2001 the County Council held a public hearing regarding the Planning Board Draft Potomac Subregion Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On January 15, 22, and 28, 2002 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Potomac Subregion Master Plan.
6. On February 5, 2002, the County Council reviewed the Planning Board Draft Potomac Subregion Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

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

The Planning Board Draft Potomac Subregion Master Plan, dated October 2001 is approved with revisions. Council revisions to the Planning Board Draft Potomac Subregion Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 14: Add the following bullet at the end of the page:

- During plan review, consider incorporating site design features that will protect water resources, including dumpster container design and inlet design that will keep litter from entering the storm water facility, and using landscape medians for stormwater treatment and control.

Page 19: Amend the third bullet on the page as follows:

Acquire the vacant school site, parcel P 160, along the mainstem of Piney Branch and adjacent to Circle Drive as a conservation addition to [and] the Glen Hills Local Park to protect scarce and important forest areas along this tributary.

Page 19: Insert the following language before the last two bullets on the page:

The properties listed below are recommended for parkland (or conservation easements when acquisition or dedication is not possible). The primary purpose of most of these recommendations is conservation; however a few of these sites offer the potential for recreational opportunities such as trails or ballfields. Each site added to the park system should be evaluated for potential recreational opportunities.

Page 21: Amend the second bullet as follows:

- Protect [Acquire] the riparian area along the Turkey Foot tributary of Muddy Branch through acquisition, dedication or conservation easement.

Page 21: Delete the sixth and seventh bullets:

- [Acquire two forested parcels located between Seven Locks Road and the Cabin John Stream Valley Park to enhance community character and protect the steeply sloped areas.]
- [Recommend three parcels north of MD 28 as additional Seneca State Park land (P574, 52.66 acres; P706, 21.0 acres; P606, 15.92 acres). These parcels are linked to the park by private open space].

Page 23: Amend the second bullet on the page as follows:

- Allow for the limited provision of community sewer service for areas zoned RE-1 and RE-2 within and at the periphery of the proposed sewer service envelope. (See Foldout Map D.) . . . Exclude from this peripheral service policy properties adjacent to and in the vicinity of the Palatine subdivision and the lower Greenbriar Branch properties, and all properties within the Piney Branch Subwatershed, the Darnestown Triangle, and the Glen Hills Area (until completion of the study described on page **, which will evaluate whether this exclusion should continue in the future) [from this policy]. Emphasize the construction of sewer extensions, if needed, along roads rather than through stream valleys.

Page 23: Add a new bullet as follows:

- Deny the provision of community sewer service to the areas zoned R-200 near the intersection of River and Seneca Roads.

Page 24: Amend the first paragraph under the heading “Piney Branch Subwatershed” as follows

The Piney Branch subwatershed presents a specific sewer service issue. *(Move the next two sentences to the end of the paragraph and edit, as shown.)* Shallow bedrock and poor percolation rates severely limit development potential in the Piney Branch, Sandy Branch, and Greenbriar Branch basins[,] unless sewer service is provided. However, these areas tend to have fragile or rare plant and animal communities as well as good water quality. The Piney Branch Trunk Sewer was constructed to serve development generated by TDRs in the upper subwatershed in North Potomac[generated by TDRs]. Concerned over the potential environmental damage that could result from increased development density due to the availability of community sewer service along the rest of Piney Branch, the Council adopted a restricted sewer access policy for the [Piney Branch] subwatershed. This restricted sewer service policy supercedes both the *Water and Sewer Plan's* countywide sewer service policies and the master plan's general sewer service recommendations. Introduced into the *Water and Sewer Plan* in 1991, the policy establishes the specific conditions properties within the Piney Branch subwatershed must satisfy for the provision of community sewer service.

Page 25: Amend the first bullet under “*Piney Branch Subwatershed Recommendations*” as follows:

Confirm the existing restricted access policy in the *Comprehensive Water Supply and Sewerage Systems Plan* for the subwatershed with three exceptions:

Page 25: Add text to second bullet on the page as follows:

- Amend Piney Branch Restricted Access Policy to allow single home sewer hookups in the Piney Branch subwatershed for existing lots that abut and predate an existing sewer main. This exception is for single houses only and shall not be used to allow for multiple sewer hookups for subdivision/resubdivision of existing properties.

Page 25: Amend the paragraph under the heading “Darnestown Triangle” as follows:

The Darnestown Triangle area is formed by Darnestown Road (MD 28), Turkey Foot Road, and Jones Lane. Although zoned R-200, the 1980 Master Plan recommended that it remain served by septic systems rather than by community sewage systems. The recommendation was intended to yield a variety of lot sizes based on suitability for septic systems. [Although recommended by the 1980 Plan, the R-200 zoning has not proved compatible with the use of septic systems.] This Plan reconfirms the recommendations in the 1980 Plan to retain R- 200 zoning without community sewer. (See Land Use section.)

Page 28: Update the fourth full paragraph on the page to reflect the most current information on ozone and particulate matter standards.

Page 29: Replace the fourth full paragraph on the page as follows:

[Montgomery County Department of Public Works and Transportation (DPW&T) is drafting countywide roadway noise standards, but current noise standards and guidelines at both the state and local level do not adequately address the nighttime and peaked single event nature of truck noise. The County noise ordinance (MCC Chapter 31B) does not apply to vehicles on public roads, and the State Highway Administration (SHA) noise standards used by the County to evaluate impacts consider the peak hour only, and do not consider or weigh more intrusive, highly peaked night-time noise events. Even though M-NCPPC noise compatibility guidelines address night-time noise, the guidelines do not fully characterize the extent of single event impacts with such peaked profiles.]

A Transportation Noise Policy was adopted by the County Council in October 2001 that establishes guidelines for noise mitigation. A special study is currently underway to address the specific noise impacts generated by the Rockville Crushed Stone Quarry. The expected completion date for this study is spring 2002. Note that Park and Planning Department Staff will update this information prior to the final publication of the Master Plan.

Page 32: Add a second sentence to the second bullet as follows:

- Provide storm water management according to current standards and retrofit projects for currently untreated sites. Incorporate alternative techniques that increase filtration and enhance natural hydrology, such as small bioretention areas, rooftop gardens,

disconnection of impervious cover, alternative pavers, soil amendments and conditioning, or other landscaping techniques.

Page 33: Amend the section entitled “Special Exception Policy” as follows:

This Plan endorses guidelines for locating special exception uses in residential areas and recommends a re-examination of the approval process for telecommunication facilities, particularly monopoles.

Special exception uses, as identified in the Montgomery County Zoning Ordinance, may be approved by the Board of Appeals or the Hearing Examiner if they meet the specific standards and requirements for a use, and the general conditions for special exceptions as set forth in the Zoning Ordinance. A special exception may be denied if the concentration of such uses is deemed to be excessive or if it is inconsistent with Master Plan recommendations. The Master Plan seeks to provide guidelines that will protect residential areas while also attempting to meet important policy goals.

Recommendations

- **Limit the impacts of existing special exceptions in established neighborhoods. Increase the scrutiny in reviewing special exception applications for highly visible sites [, such as properties and parcels located at corners of residential streets with major arterial highways, residentially zoned properties adjacent to non-residential zones,] and properties adjacent to the Chesapeake & Ohio Canal National Historical Park.**
- **Avoid an excessive concentration of special exceptions along major transportation corridors.**

Sites along these corridors are more vulnerable to over-concentration because they have high visibility. Uses that might diminish safety or reduce capacity of roadways with too many access points or conflicting turn movements should be discouraged.

- Protect the Chesapeake & Ohio Canal National Historical Park, major transportation corridors and residential communities from incompatible design of special exception uses.

In the design and review of special exceptions uses, the following guidelines [should] shall be followed, in addition to those stated for special exception uses in the Zoning Ordinance:

- a. Adhere to Zoning Ordinance requirements to examine compatibility [Any modification or addition to an existing building or construction of a new building to accommodate a special exception use should be compatible] with the architecture of the adjoining neighborhood [and should not be significantly greater in height than nearby structures]. The Council is considering amendments to strengthen this section of the Zoning Ordinance.

- b. [Front yard p] Parking should be located and landscaped to minimize [discouraged because of its] commercial appearance. In situations where side or rear yard parking is not available, front yard parking should be allowed only if it can be adequately landscaped and screened.
- c. Efforts should be made to enhance or augment screening and buffering as viewed from abutting residential areas and major roadways.
- [Evaluate special exception uses in residentially zoned area and along major highways to minimize:
 - non-residential character
 - size and number of signs
 - visibility and amount of parking
 - traffic generation
 - intrusive lighting
 - size, height, and bulk]
- [Special exceptions for new or expanded private educational institutions must be limited to those that serve the local area.]

There are a number of private educational institutions in the planning area and concerns have been raised about parking and traffic problems caused by queuing for drop-off and pick-up. The Council is considering amendments to the special exceptions provisions in the Zoning Ordinance to address these issues.

Page 36: Delete the first set of bullets and amend the next sentence as follows:

[Because of the characteristics of Potomac, not every acceptable site will meet all of these criteria. Preferred locations include:

- in or adjacent to activity centers
- planned as mixed-use centers
- well served by public transportation
- convenient to shopping, medical offices and other service amenities
- located in priority funding areas and areas served by public water and sewer
- for less convenient locations, sufficient size to provide amenities on site.]

The following locations appear to [meet the criteria listed above] be appropriate for elderly housing:

Page 36: Amend the section entitled “Affordable Housing in the Potomac Subregion” as follows:

One goal of this Master Plan is to retain and expand the supply of affordable housing in the Potomac Subregion. The Plan supports the Montgomery County Housing Policy and endorses opportunities that will result in meeting the Policy's objectives. The Plan also supports measures to provide affordable housing in the subregion and recommends continuing to seek ways to fill this need.

[Site requirements for affordable housing parallel those for senior housing. Because of the nature of the subregion, not every acceptable site will meet all of these criteria. Ideal locations include sites:]

- [X in or adjacent to activity center
- X planned as mixed-use centers
- X well served by public transportation
- X convenient to shopping, medical offices, and other services and amenities
- X located in priority funding areas and areas served by public water and sewer.]

As of January 2000, the subregion contains approximately 800 of the County's 15,600 government subsidized or mandated affordable housing units. Government funded low-income complexes include Chelsea Towers, 22 units; Lakeview House, 151 units for the elderly; Magruder's Discovery, 134 units; and Scotland, 65 units, all in the Potomac Planning Area. In addition, Potomac contains 69 scattered site units. All of these scattered site units are in the North Potomac section of the Travilah Planning Area. Finally, the subregion offers about 260 privately owned, price controlled MPDUs.

Information on affordable housing is derived from the Department of Park and Planning's September 2000 publication, *Affordable Housing in Montgomery County, Status and Inventory*. That study also reports that the subregion lost affordable housing between 1994, when the first Inventory was published and 2000. The loss results from construction of too few new MPDUs to replace MPDUs ending the price control period between 1994 and 1999. Such losses occurred throughout the County. [Fortunately, a large proportion of MPDUs remain comparatively affordable, even after price controls end.]

In the Potomac and Travilah Planning Areas, 3.4 percent and 3.1 percent of all housing units are affordable. These percentages place these planning areas toward the bottom of the middle third of all County planning areas outside the rural area. Darnestown has a much lower percentage of affordable housing, just less than one percent. Darnestown's rural residential zoning and rural infrastructure have not lent themselves easily to affordable housing.

Overall, the subregion's zoning, land values, and infrastructure are less conducive to affordable housing than the zoning and infrastructure of areas planned for more density. The subregion is characterized by large lot residential zoning. MPDUS are not required in zones of one acre or more, although a change in this policy is currently under study. The preponderance of low density zoning also [precludes] limits multi-family development which constitutes most of the County's affordable housing supply. In spite of constraints, this Plan [welcomes] recognizes that more affordable housing, [especially

in locations that meet the criteria above and on publicly owned sites if they become available for other uses] is needed in the subregion.

Since Potomac faces unusual obstacles for producing affordable housing, the Planning Area requires special tools for overcoming the barriers. Some strategies for achieving affordable housing in the Subregion are outlined below.

1. *Encourage the Housing Opportunities Commission (HOC) and the Department of Housing and Community Affairs (DHCA) to acquire the maximum number of new and existing MPDUs in Potomac to retain as rental units or for resale as affordable housing.*

HOC and County nonprofit organizations are permitted to purchase up to 40 percent of all MPDUs.¹ Ownership by these organizations means that units remain affordable for as long as the organizations own them. Privately owned, for-sale MPDUs are price controlled for 10 years, rental units for 20 years. In addition to longer-term price control, HOC and nonprofit owned units usually serve a lower income population.

HOC and nonprofit organizations have been active in acquiring MPDUs in the subregion. They do not, however, own the full 40 percent they are allowed. Instead, they owned about 21 percent of the 1999 supply, 268 units compared to a possible total of 515 units.

Units purchased by these agencies may be retained as affordable housing or they may be resold at affordable prices with a new price control period.

2. *In the future, there may be a possibility for affordable housing on appropriately located publicly owned land that is proposed for reuse or sale.*
3. *Study the potential for a program to set aside land in larger subdivisions for affordable, senior, and special needs housing.*

During 2001, as it considered a number of issues surrounding provision of housing for the elderly, the Planning Board suggested creating a program to set aside land for senior housing in large subdivisions. Some variation of this concept could also be appropriate for affordable housing (in addition to the MPDU program.) The Housing Policy supports this idea.

Such a program is not currently available but appears suitable for use in Potomac. The challenge is to develop appropriate incentives or tradeoffs for a set aside. Added density may not always be the best choice; adjustments to development standards, such as lot sizes and unit types, or some other benefits may be better options.

4. *Recognize the difficulty of providing affordable housing in the Potomac subregion when distributing public funding for affordable housing.*

¹ HOC is permitted to purchase up to a third of all MPDUs produced. Non-profits may purchase units up to a total of 40 percent when combined with those owned by HOC.

Potomac subregion’s high land prices and desirable location exacerbate the cost of producing affordable housing. Private and nonprofit housing providers find it particularly difficult to produce such housing in the area without assistance. As a result, production and retention of an adequate supply of low-income housing will probably depend upon directing a share of available government assistance to the subregion.

Relevant government agencies are encouraged to direct financial assistance to projects that can reduce the shortage of affordable housing in the Potomac subregion.

Page 44: Amend the bulleted language under “Recommendations” as follows:

First bullet: delete the last sentence and add text as follows:

- [A gas station is not recommended for this site.] If the gas station is relocated within the property, compatibility with housing must be maintained by adequate separation, efficient vehicular access and circulation, and reduction of visual impact by attractive landscaping.

Fifth bullet:

- Housing is not permitted under the standard method. Under the optional method, the following residential components are permitted up to a total of 135 dwelling units (including MPDUs): [approximately] 75 units of [housing for the] elderly or affordable housing, to be generally located at the northeast section of the site; (135 units will only be permitted if 75 units are elderly or affordable); up to 40 townhouses located to provide a transition to the adjacent residential community and to enhance the residential character of Coddle Harbor Drive; and up to 40 dwelling units in a single story above retail, located to enliven the street environment. The combination of housing units in the latter two categories shall not exceed 60 units.

Page 46: Amend the bulleted language under “Land Use and Design Guidelines” as follows:

Sixth bullet:

- Heights of [B] buildings, [heights] including combinations of housing and structured parking, shall not exceed 35 feet to ensure a scale compatible with the surrounding neighborhoods.

Eighth bullet:

- Meet a significant portion of the parking requirement in structured parking. Place as large a proportion as possible below grade. Any parking structure above grade must be located in the northeast corner of the site and be limited in height to 20 feet. [Any h] Housing may be placed on top of the garage [may] , however, the combined above grade height shall not exceed [this height up to the] 35 [foot] feet [height limit]. A

parking structure must be designed with compatibility features that minimize its bulk such as landscaped building elevations, wall offsets, and architectural articulation. The shelter shall be designed to shelter grocery store shoppers from inclement weather.

Page 47: Amend the bullet language under “Cabin John Center guidelines” as follows:

Second bullet:

- To achieve a more compatible site layout that accommodates a significant residential component, the required building setbacks may be reduced to 50 feet with appropriate landscaping in the following locations (See Figure 1.): along Cabin John Park, along the R-90 zoning boundary line at the stormwater management pond, and along Coddle Harbor Lane if residential townhouses are provided.

Page 47: Amend the third paragraph under the heading “Fortune Parc” as follows:

Fortune Parc is currently zoned R-200 and R-90, but was recommended for I-3 in the 1980 Plan in response to the site’s size, location, and [increasing] development trends in the I-270 Corridor.

Page 50: Amend the bulleted language under the heading “Recommendations” as follows:

- Create an option in the I-3 Zone adding housing and retail uses to create a mixed-use development with a commercial component having an employment emphasis, when recommended by the applicable master plan. A TDR program should be part of this option and housing for the elderly should be a permitted use. In the event that the County Council does not adopt a zoning text amendment to create such an option, this master plan recommends the I-3 zone at time of sectional map amendment and the floating MXPDP Zone as the ultimate zone for the property.
- Create a mixed-use center that provides employment, housing, and retail opportunities configured to minimize environmental impact.
- Including the adjacent Lot 40, the allowable density on the site will not exceed 850,000 square feet (0.39 FAR) of commercial space or, without Lot 40, 800,000 square feet; office, street retail, and hotel, 300 apartments, and 150 single family homes. An additional 150 to dwelling units may be provided as part of a TDR[S] program. The final combination of densities must not exceed trip generation rates equal to an office project at 0.5 FAR.
- Should Lot 40 not be incorporated into the development plan for the Fortune Parc tract, this plan reconfirms the O-M Zone existing on the property.
- Include the property in the Washington Suburban Sanitary District (WSSD).
- [This development must provide a] A shuttle service or other transit connection should be provided to Metro when development supports the service as determined at time of development plan approvals. Additional trip mitigation measures such as the provision of a park-and-ride facility, or financial contribution to such a facility, should be considered at site plan.

Page 50: Amend the bulleted language under the heading “Land Use and Design Guidelines” as follows:

Third Bullet:

- Create a public “Main Street” through the site that connects to existing office development on Montrose Road and with commercial development at Fortune Terrace. This axial street should [be lined] contain buildings with ground floor retail uses where appropriate, including restaurants and sidewalk cafes that animate the street.

Sixth Bullet:

- Locate offices on the site’s the east side, between the “Main Street” and I-270, with buildings defining the street and structured parking to the rear. Buildings should [not exceed] be limited to eight stories unless the Planning Board finds during development review that additional height would be compatible with surrounding development. Buildings [and] should include ground floor retail where appropriate.

Page 54: Amend the bulleted language under “Giancola Quarry” as follows:

Second bullet:

- Retain the adjoining parcel 616, owned by the Quarry, as a forest conservation area as part of future development. This Plan also recommends that River Road remain the primary access point. Access may be problematic and the number of units may be reduced if these problems cannot be addressed at subdivision.

Page 54: Amend the last two sentences in the first paragraph and the bulleted text as follows:

Because of its unique configuration and topography, the site is appropriate for multifamily residential development, including housing for the elderly. This should not be considered precedent for multifamily development in the surrounding areas because they do not have the topographic features unique to this site.

- The zone of the site RMX-1/TDR-6 to create a residential community. Housing for the elderly is a suitable special exception use for the site. [Public and institutional] Development for transportation, communication and utilities, commercial, services, cultural, entertainment and recreational, and other non-residential uses [are also] would not be appropriate [for the site given at its road accessibility. Commercial development is] and are not recommended.
- The maximum density on this site must not exceed 80 single family-units (including MPDUs) under the standard method. A waiver of the requirement for 15 percent

detached dwelling is recommended. Under the optional method, up to 97 [multi-family] units (including MPDUs) are permitted.

Page 56: Insert the two concepts for the Stoneyhurst Quarry approved by the Council for inclusion in the Master Plan to illustrate potential optional method of development projects.

Page 57: Amend the text under “Land Use and Design Guidelines” as follows

- Development on the site shall [meet] be in accordance with this Plan's [general] recommendations and these land use design [principles] guidelines.
- Development should incorporate an attractively landscaped wet storm water management pond.
- To enhance compatibility, new development should maintain vistas to rock formations, maintain wide wooded buffers along the sites edges and provide green frontage with extensive planting and streetscaping. Building roof elevations must not exceed elevation +225ft.
- Provide direct pedestrian links to adjacent subdivisions and a connection to park trails in the Cabin John Park.
- Dedicate a park along the western edge of the site that draws on the site’s rock formations and incorporates attractive water features.
- The site should provide 50 percent green area with extensive planting.
- Attractive lighting internal to site with no glare or impact on surrounding area.
- Ample planting of evergreens, other trees, shrubbery and indigenous wildflowers and use of berms.
- Planting of indigenous trees, shrubs and flowers around entire perimeter of structure.
- Provide connection of the development to the existing sewer line in River Road in order to avoid direct connection to the main in the Cabin John Stream Valley Park. If adequate capacity is not available in the existing River Road sewer line, there must be a public review of sewer options.
- Comply with the most stringent applicable stormwater management regulations in effect at the time of application to minimize and manage stormwater runoff to Cabin John Creek. Efforts should be made to ensure stability of the banks of Cabin John Creek. Encourage the use of the innovative techniques in accordance with state and local law to further reduce the impact of stormwater to Cabin John Creek.
- Special consideration should be given to management of vehicular traffic relating to development of this site, including possible use of a traffic management plan, service roads and signalization.

If the site is to be developed for multi-family use, the following additional guidelines apply:

- A minimum of 60 percent of the site should be green areas, and as much as 75 percent if feasible.
- No parking spaces between the front of the building and River Road.

- Higher structures should be sited to the rear of the property with shortest structures nearest to River Road.
- Maximum height for any portion of building to be five stories.
- Building coverage of not more than 18 percent, and as little as 14 percent if feasible.
- The façade of the building would be developed in a manner to reduce the appearance of a monolithic or institutional like structure.
- No telecommunications towers were other high utility structures on the roof other than a satellite dish serving the occupants of the building.
- Residential parking to be provided in a garage structure beneath the building, although there would be some surface parking on the side of the building for visitors and guests .

Figures 4 and 5 are illustrative concepts, which depict two of many possible development scenarios under the optional method. Any future development must meet the Master Plan's guidelines and all findings for approval under sections 59-D-2 and 59-D-3 of the Zoning Ordinance.

Page 57: Amend the last bullet on the page as follows:

Draft a minor zoning text amendment to legitimize the present non-conforming quarry and building supply operation, and to permit additional or expanded related ancillary uses through [a Minor Quarry Overlay Zone] the special exception process.

Page 58: Insert language in the second paragraph as follows:

The Potomac Village Center is zoned C-1 (See Map 11.) for the most part and because the commercial zoning exceeds 15 acres, new development requires site plan approval. Some of the Center's parking is provided by a special exception on land zoned R-200. The Plan supports the continued use of special exceptions on the property currently used for parking in lieu of expanding the C-1 zoning and development potential on land adjacent to residential properties.

Page 67: Amend the second bullet under "Hanson Farms, Recommendations" as follows:

- Limit the allowable density to a maximum of 170 dwelling units, including MPDUs. The Council is considering a text amendment to provide a TDR option in the PD zone. If this change is approved, TDR density incentives may be used to increase the maximum number of dwelling units by 10 percent, to 187.

Page 67: Amend the text under the fourth bullet as follows:

Dedicate land for the North Potomac Community Recreation Center [I] if the County Council does not select the preferred site for the [North Potomac community recreation] center on Travilah Road. (See community facilities Plan.)

Page 70: Amend the bulleted language under “Hanson Farms, Land Use and Design Guidelines” by combining third and fourth bullets as follows and amending the following paragraph:

Third bullet and fourth bullet combined:

- Dedicate a 12-to 13-acre site for a community recreation center along Quince Orchard Road to ultimately include the existing farm. The site should accommodate a 24,000 net square foot recreation center, playing fields, and adequate parking.

If the County Council [does] select_s the preferred community recreation center site on Travilah Road, (Community Facilities Plan), then the following guidelines apply for alternative recreational facilities at Hanson Farms:

Page 72: Amend the bulleted language under “Rickman Property, Recommendations” as follows:

Second bullet:

- Dedicate sufficient land for a regulation size soccer field [and associated parking (parking may be shared).] on this site or elsewhere in the Subregion or, in the alternative, [dedicate equivalent parkland elsewhere in North Potomac] provide funding in lieu of land.

Third bullet:

- Orient the site to Shady Grove Road by providing for access via the property to the north during the subdivision process, possibly by the use of easements or joint access to Shady Grove Road extended. Such access shall only be allowed if it can be accomplished without impacting endangered species in the area. Provide a pedestrian and bike link from Travilah Road to the southeast edge of the property facing Shady Grove Road.

Page 75: Amend the section entitled “Miller and Smith Property” as follows:

This 258-acre site is located west of Piney Meetinghouse Road and is zoned RE-2. (See Map 16.) It is bisected by the Pepco [PEPCO] right-of-way (250 feet wide, 4,135 feet long and approximately 23.7 acres) and shares the same unique geological formation as the Rockville Crushed Stone Quarry to the north and the Palatine subdivision to the south. To the east is Piney Meetinghouse Road and the Piney Glen Farms and Glen Knolls subdivision, both zoned RE-2.

This property, also known as the Travilah Serpentine Area, is a rare natural community located on a large outcrop covered by thin nutrient-poor and chemically unusual soil. Considered the State’s rarest natural community type, the Miller and Smith property is one of four serpentinite-influenced sites remaining in Maryland. It is the second largest

of these sites, and supports seven state-listed threatened or endangered species together with 13 watchlist species adapted to the prevalent harsh condition. (see Table 1, page 15). See also page 17 under the heading “Greenbriar Branch Watershed”.

The property owners have proposed a residential development and [multi-use development and park for this site,] and request RE-2C zoning. [The proposal includes a 70-acre private school campus (or other similar institutional land use) adjacent to the Rockville Crushed Stone Quarry, along Piney Meetinghouse Road. School parking lots would be shared with park users and hikers. Much of the site would accommodate play fields or remain as forest.]

[Thirty-seven acres would be set aside for a “compact elderly housing community for ‘active’ adults.” The owners describe this proposal as an opportunity for Potomac’s aging residents to remain in the community in housing more suitable for their evolving needs.] A clustered single-family housing development of 103 units is proposed within three development pods totaling approximately [on] 90 [21] acres. Also proposed are two entrances off Piney Meetinghouse Road with internal roads and sewer lines connecting the three development pods. The plan was designed to economically support the conservation park on[T] the remainder of the property (approximately 150 [130]acres). It would be developed as a conservation park with a series of natural, interpretive trails and [. The park would be] entirely funded by the private sector. The property owners propose to provide public water and sewer to this property.

This Plan has three main disadvantages: it would constitute an intrusion beyond the sewer service envelope boundary proposed by this Master Plan; it would fragment further the viability of the island remnants of serpentinite and their rare and unusual ecosystems; and it would require excavating new sewer lines along stream valleys, with concomitant environmental damage.

These properties have been recommended for acquisition by the Legacy Open Space program. The Miller and Smith property is also identified as a priority for acquisition by the Park Acquisition Program. This Master Plan endorses these recommendations.

Page 80: Amend the bulleted text as follows:

First Bullet:

- The properties must be subject to a single development application, or in the alternative, two applications, each of which must include at least 40 percent of the housing units and 40 percent of the dedicated open space [a simultaneous application from no more than two entities].

Fifth and Sixth Bullets

- Retain [75] 70 percent open space. [with larger than minimum s] Stream buffers should be maximized (providing larger than minimum buffers wherever feasible) through dedication or the use of private conservation easements.
- Maximum of [40 to 60] 62 lots (based on compatibility and sewer feasibility).

Page 91: Amend the bulleted language at the top of the page as follows:

- Unite all of the Ancient Oak North subdivision and properties within the Darnestown Civic Association boundaries in the Potomac Subregion by shifting the boundary line from the PEPCO right-of-way to east of Riffleford Road. (See Map 23)
- Rezone the Ancient Oak North subdivision from RC and R-200 to RE-1.
- Confirm the R-200 and RE-2C zoning east of Riffleford Road.

Page 91: Amend the section entitled “Darnestown Triangle and Vicinity” on page 91 as follows:

The Darnestown Triangle is formed by MD 28, Turkey Foot Road, and Jones Lane. (See Map 24.) Although the entire Triangle is zoned R-200 (half-acre lot minimum), *the 1980 Potomac Subregion Master Plan* recommended that it remain served by septic systems rather than sewer. This was done to provide varied lot sizes, resulting from actual septic system suitability, as a transition between moderate density development east of Jones Lane and low density rural areas in western Darnestown. This Master Plan reconfirms the recommendations in the 1980 Plan to continue the R-200 zoning without community sewer. Much of the triangle area has undergone development since 1980, and therefore rezoning the area to a lower development density more compatible with the use of septic systems at this late date would provide little benefit. This recommendation addresses unusual and in some ways unfortunate land use and sewer service recommendations from the 1980 master plan. In that regard it does not serve as a precedent for the application of the R-200 zone to other areas of the County dependent on private septic service.

Of the few parcels having substantial subdivision potential in the Darnestown Triangle, the most significant is the 79-acre Roberts property at its southern end. Septic requirements make it unlikely that the undeveloped portions of the site can be developed at R-200 densities, but this zoning will provide the property owner with the flexibility to create some lots less than one acre in size. While this plan does not support extensive development of half-acre lots using septic systems, some smaller lot sizes may allow for clustering development away from more sensitive environmental features on this site.

[The Master Plan recommends that the Triangle be rezoned to the RE-1 Zone (one acre lot minimum) as a transition between the R-200 Zone east of Jones Lane and the RE-2 Zone south of Turkey Foot Road. The goal is to achieve consistency between the Master

Plan and the *Ten-Year Water and Sewer Plan* which typically allows sewer to be extended to properties zoned R-200.]

[From a practical standpoint, the R-200 Zone has not proven compatible with the use of septic systems. The recommendation of the 1980 Master Plan was intended to yield a variety of lot sizes based on suitability for septic systems. Some subdivisions, such as Rollinmead, include R-200 lots that are sized up to four or five acres, which ultimately may lead to future requests for re-subdivision. However, several subdivisions were created with minimal lot sizes. On lots of one-half acre, septic systems typically take up to 10,000 square feet or 50 percent of the property, with little or no margin for reserve areas. This is especially true on lots built to older septic standards or lots smaller than one-half acre. (The smallest lots in the Triangle are 0.36 in size).]

[Excluding the large vacant Roberts Property (See Map 24), the Triangle has 436 lots with a mean lot size of 1.24 acres. Although some lots would be non-conforming, the mean lot size and the character of the Triangle comports with the RE-1 Zone. If the current zoning pattern remains unchanged, future demands for re-subdivision and sewer extensions beyond the recommended sewer service envelope appear inevitable.]

[This Master Plan does not recommend public sewer service extensions] The recommended public sewer envelope excludes the Darnestown Triangle and the lower-density zoned areas west [of Jones Lane, or North or west of] and north of the Muddy Branch Stream Valley Park. [It is recommended that sewer service not be extended] The County should authorize the extension of community sewer service mains to this area [except] only to relieve a public health threat due to failing and irreparable septic systems. Although *Water and Sewer Plan* policies allow for single sewer hookups from these sewer mains, extensions provided for public health reasons shall not be used to promote the subdivision or resubdivision of properties abutting those mains.

Several zoning anomalies are evident in the vicinity of the Darnestown Triangle. (See Map 25.) For example, the zoning line between the RC and RE-2 Zones crosses Haddonfield Lane several times. To the south, the R-200 Zone extends beyond Jones Lane and High Meadow Road along the east side of Turkey Foot Road. Both these anomalies result in split-zoned lots and should be rectified by a correctional Sectional Map Amendment.

Recommendations

- **[Rezone the entire Darnestown Triangle from R-200 to RE-1.]**
- Maintain the existing R-200 zoning.
- Do not extend community sewer to the Darnestown Triangle except as necessary for public health reasons due to failing septic systems.

Page 92: Amend the map to reflect the correct zoning recommendation.

Page 93: Amend the first bullet as follows:

- Acquire through dedication the western open (and undevelopable) stream valley portion of the Roberts property. This recommendation also applies to the Turkey Foot property (90 acres) to the south which is recommended for protection through voluntary dedication, acquisition or conservation easements. [and, taken together,] The preserved area on these two properties would augment the Muddy Branch Stream Valley Park, extending water quality protection north as far as Rollinmead.

Page 94: Amend the first paragraph as follows:

The Rural Village Center Overlay Zone would delete certain C-1 uses [such as automobile repair, sale, and maintenance; drive-in establishments; appliance sale and repair stores; charitable institutions; and family, group, and elderly day care] considered inappropriate for a rural village. The Overlay Zone would include development standards [such as 35 percent] for green area, location of buildings [along the street] and parking [at rear, a maximum], building height [of 35ft.], and [a maximum] density [of 0.2 FAR].

Page 94: Delete all text under “*Recommendations*” beginning with the second bullet and replace with the following:

- Use the overlay zone to limit the uses that would otherwise be allowed in the base zones (C-1 and O-M) to those that would be appropriate for rural village.
- Develop standards in the overlay zone to promote the objectives of the rural village center, including green character and a pedestrian friendly environment.
- Allow residential properties adjacent to commercial properties to be used for the septic fields (to serve the commercial properties) where recommended by the Master Plan.
- Apply the RE-2/Country Inn zone to 11 acres on the east side of Seneca Drive including parcels 655, 708, and 641.

Page 100: amend the last bullet on the page as follows:

- [Acquire through dedication] Protect the stream valley of the Turkey Foot tributary, via voluntary dedication, acquisition or conservation easements, connecting the Roberts property with the Muddy Branch Stream Valley Park.

Page 103: Amend the last sentence as follows:

If the improvements described [herein] in Appendix B are made, [five] four of the thirteen intersections would still fail to meet the LATR standard.

Page 104: Amend the third line of Table 2 as follows:

Bradley Boulevard at River Road	1419	1479	1879	1941	[1879] 1264	[1941] 1204
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Page 106: Revise the last sentence of the first paragraph as follows:

The Program defines two rustic road categories – rustic and exceptional rustic and two country road categories – country road and country arterial. [and] [r]Roads are designated based on surrounding land uses and natural features, historic value, and road characteristics. (See Table 3).

Page 106: Revise the last sentence of the second paragraph as follows:

This Plan recommends a minor change in the legislation to [waive traffic volume and accident history criteria if a proposed rustic road is in a planning area where a comprehensive two-lane road policy is in effect.] redefine the traffic volume and accident history criteria as guidelines, allowing the other rustic road criteria to be weighted more heavily for unique local situations where flat numerical standards may not be appropriate.

Page 106: Add a fourth bullet under **Recommendations** as follows:

- Designate the portion of South Glen Road between Deepglen Drive and Falls Road as a Country Road (See Table 4)

Page 110: Amend the second line under the heading **Primary Residential** within Table 4 as follows:

P-23	Brickyard Rd	Falls Rd to [New London Dr] MacArthur Blvd	70	2
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Page 111: Delete the twelfth line within Table 4 as follows:

[P-18]	[South Glen Rd]	[Deepglen Dr to Falls Rd]	[70]	[2]
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Page 111: Add new lines to Table 4 above the **Rustic** heading as follows:

Country Roads				
<u>CR-18</u>	<u>South Glen Rd</u>	<u>Deeplglen Drive to Falls Rd</u>	<u>70</u>	<u>2</u>

Page 112: Add a footnote to Table 4 as follows:

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

Page 116: Add a new subsection before **Local Intersection** Improvements as follows:

Bicycle Compatibility

This Plan recommends a network of specific bike paths and bikeways to improve bicycle accessibility and safety between major community destination points. However, on-road bicycle use is legal on all roadways within the Subregion except for I-270 and the Capital Beltway, and bicycle safety should be augmented by considering safety improvements to improve bicycle compatibility on all major highways and arterials.

Page 116: Revise the second paragraph under **Local Intersection Improvements** as follows:

However, some of this congestion can be relieved with local intersection improvements. Table 2 shows the improvements that can be achieved with the types of intersection improvements described in Appendix B. These or other similar improvements could reduce the forecast 2020 critical lane volume from more than 1,800 to below 1,525, meeting the congestion standard applicable for most of the Potomac Subregion. Local capacity and safety improvements throughout the Subregion should be considered on a case-by-case basis using standards that would allow desirable development and limit severe community impacts.

Page 116: Add a fifth bullet under **Local Intersection Improvements** as follows:

- eastbound and westbound auxiliary through lanes on River Road at the intersection with Bradley Boulevard

Page 117: Add a new line to Table 5 as follows:

<u>Brickyard Road (south of New London Drive)</u>	<u>Secondary Residential</u>	<u>Primary Residential</u>
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Page 118: Add a new Table 5A as follows:

Table 5A. Bikeway Classifications

<u>Bikeway Designation</u>	<u>Name</u>	<u>Limits</u>	<u>Class Type</u>
<u>PB-1</u>	<u>Darnestown Road</u>	<u>Seneca Road to Glen Mill Road</u>	<u>Class I (off-road bike path)</u>
<u>PB-2</u>	<u>Montrose Road</u>	<u>Falls Road to I-270</u>	<u>Class I (off-road bike path)</u>
<u>PB-3</u>	<u>Tuckerman Lane</u>	<u>Falls Road to I-270</u>	<u>Class I (off-road bike path)</u>
<u>PB-4</u>	<u>Democracy Boulevard</u>	<u>Falls Road to I-270</u>	<u>Class I (off-road bike path)</u>
<u>PB-5</u>	<u>Bradley Boulevard</u>	<u>Persimmon Tree Road to I-495</u>	<u>Class I (off-road bike path)</u>
<u>PB-6</u>	<u>River Road</u>	<u>Seneca Creek to I-495</u>	<u>Class I (off-road bike path)</u>
<u>PB-7</u>	<u>Oaklyn Drive</u>	<u>Falls Road to Persimmon Tree Road</u>	<u>Class I (off-road bike path)</u>
<u>PB-8</u>	<u>Persimmon Tree Road</u>	<u>Bradley Boulevard to I-495</u>	<u>Class I (off-road bike path)</u>
<u>PB-9</u>	<u>Seneca Road</u>	<u>Darnestown Road to River Road</u>	<u>Class II (on-road bike lane)</u>
<u>PB-10</u>	<u>Quince Orchard Road</u>	<u>Darnestown Road to Dufief Mill Road</u>	<u>Class I (off-road bike path)</u>
<u>PB-11</u>	<u>Dufief Mill Road</u>	<u>Darnestown Road to Travilah Road</u>	<u>Class II (on-road bike lane)</u>
<u>PB-12</u>	<u>Travilah Road</u>	<u>Darnestown Road to River Road</u>	<u>Class I (off-road bike path)</u>
<u>PB-13</u>	<u>Shady Grove Road Extended</u> <u>Piney Meetinghouse Road</u>	<u>Darnestown Road to Cavanaugh Drive</u> <u>Cavanaugh Drive to River Road</u>	<u>Class I (off-road bike path)</u>
<u>PB-14</u>	<u>Falls Road</u> <u>MacArthur Boulevard</u>	<u>Rockville City Line to MacArthur Boulevard</u> <u>Falls Road to I-495</u>	<u>Class I (off-road bike path)</u>

<u>PB-15</u>	<u>Seven Locks Road</u>	<u>Rockville City Line to I-495</u>	<u>Class I (off-road bike path)</u>
<u>PB-16</u>	<u>Rileys Lock Road</u>	<u>Entire length</u>	<u>Class III (shared use roadway)</u>
<u>PB-17</u>	<u>Violettes Lock Road</u>	<u>Entire length</u>	<u>Class III (shared use roadway)</u>
<u>PB-18</u>	<u>Pennyfield Lock Road</u>	<u>Entire length</u>	<u>Class III (shared use roadway)</u>
<u>PB-19</u>	<u>Swains Lock Road</u>	<u>Entire length</u>	<u>Class III (shared use roadway)</u>

Page 119: Amend the text after the second bullet as follows:

This Plan also recommends the following [nine] eleven bike routes be added to the Master Plan of Bikeways.

Page 120: Add a new, second, bullet with accompanying text as follows:

- **Extend the Class I bikeway along Darnestown Road from Main Street, Lakelands to Seneca Road.**

The extension of the Darnestown Road bike path provides a continuous east-west connection along the northern periphery of the Subregion, linking those paths that provide north-south access to River Road and the C&O Canal.

Page 127: Amend the first bullet on the page as follows:

- Surplus and future school sites offer potential for fulfilling some of the recreational needs of the Potomac subregion. All schools sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including [as] parkland, if they are declared as surplus.

The Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School could be developed as local parks with ballfields or other recreational uses. (Recreational uses should be evaluated along with other public uses identified elsewhere in this Plan to determine the priority use for each available site.) Any site acquired for parkland should be evaluated to determine whether it is appropriate for recreational opportunities (e.g., trails, ballfields, etc.).

Page 127: Delete the text beginning with the second bullet on the page through the sixth bullet and sentence following the sixth bullet.

Page 127: Amend the last bullet on the page as follows:

- **Should any private schools close, examine the feasibility of property acquisition to meet PROS needs for active recreation or other public uses.**

Page 128: Amend the third paragraph under the heading the “Park Trails” as follows”

The *Countywide Park Trails Plan* and park specific plans provide additional detail about each of these trails, including which portions are recommended for hard surface trails and natural surface trails. [proposes natural surface trails in Watts Branch and Cabin John parks and both a natural surface and hard surface trail in Muddy Branch Stream Valley Park. The plan notes that conflicting public policy exists as to the types of trails that should be in the various stream valley parks and notes final decisions on trail surface must await the Potomac Master Plan update. The *Countywide Park Trails Plan* also identified trail planning issues to be addressed in the context of the *Potomac Master Plan Amendment* and the park trails work program.]

Page 128: Delete the fourth bullet on the page as follows:

- [Endorse the *Countywide Park Trails Plan* finding that a natural surface is the most appropriate trail surface in the Watts Branch stream valley.]

Page 129: Amend the first bullet on the page as follows:

- Explore opportunities for an improved network of [natural surface] trails in Cabin John Regional Park during the upcoming park Master Plan process.

Page 129: Amend the second bullet on the page as follows:

- Remove Class I bike path designation currently shown on the *Approved and Adopted Potomac Master Plan* (1980) in Muddy Branch. [Recommend a hard surface trail in Segment 1 and natural surface trail in segments 1, 2, 3, and 4. Rely on Class I bikeways outside the existing stream valley park to provide bicycle connectivity to the C&O Canal towpath.]

Page 129: Delete the heading **Muddy Branch Stream Valley Park Trail Recommendations** and the first paragraph under the heading. Add text to the second paragraph as follows:

The location of park trails and specific trail surface types are [generally] decided in the context of park and trail master plans rather than community master plans. For this reason, a separate trail plan has been prepared for Muddy Branch Stream Valley Park to address the issues raised in the *Countywide Park Trails Plan*. This Plan addresses a range of issues including trail surfaces, trailhead access and parking, community trail connections and environmental analysis.

Page 129: Delete the heading “The Muddy Branch Trail Concept Plan” and all text under this heading on pages 129 and 130.

Page 131-132: Delete Table 6 (Findings And Recommendations Regarding Trails in the Muddy Branch Stream Valley Park).

Page 138: Add the following text to the end of the second paragraph:

If the Board of Education determines that existing sites are not needed for schools, those sites provide opportunities to serve other public purposes identified in this Plan. Surplus school sites should be evaluated for their potential to serve unmet recreational needs, environmental objectives, affordable housing goals, or other public purposes requiring vacant land. In particular, Brickyard Junior High School, Kendall Elementary School, and Churchill Elementary School should be evaluated for public purposes if they are ever declared surplus.

Page 140: Amend the second bullet on the page as follows:

Amend the second bullet on the page as follows:

Cabin John Park Volunteer Fire Department Station 30, presently located at 9404 Falls Road, should be renovated on site. [Should the existing site not accommodate an expanded/renovated facility, the station should be relocated to another site in the vicinity.] Any renovation/expansion should maintain the fire station’s residential appearance and compatibility with the surrounding residential neighborhood.

Page B-4: Add a fourth bullet and a fifth bullet under the heading “Examples of intersection improvements....include:” and amend the following paragraph as follows:

- Constructing an eastbound auxiliary through lane at the intersection of River Road and Piney Meetinghouse Road
- Constructing eastbound and westbound auxiliary through lanes at the intersection of River Road and Bradley Boulevard.

At these [three] five locations capacity improvements would reduce the forecast 2020 CLV from greater than 1,800 to below 1,525. Currently, the congestion standard for the subregion is a CLV less than 1,525, except for [the Darnestown Road intersections in the Shady Grove Policy Area, which has a congestion standard of 1,800] intersections in the Darnestown/Travilah Policy Area, which has a congestion standard of 1,450. No policy area in the County has a congestion standard higher than 1,800.

Page C-5: Add the following language to the end of the first paragraph:

The historic properties discussed in this chapter were previously added to the *Master Plan for Historic Preservation*.

General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board Draft Potomac Subregion Master Plan. Maps should be revised where necessary to conform to Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft Potomac Subregion Master Plan.

Many of the recommendations in this Master Plan require the approval of zoning text amendments. The Council urges the Park and Planning Department to take all actions necessary to finalize those text amendments before the Potomac Sectional Map Amendment. In addition to text amendments specifically described in the Master Plan, the Council indicated its interest in exploring additional special exception uses in the RE-2 zone (that would affect the Reiver property) and its desire to ensure that existing parking on residentially zoned land in the Potomac Village Shopping Center will be grandfathered (including lighting that may be changed to comply with current standards) by pending text amendments.

The Council asked the Park and Planning Department to continue to explore strategies discussed during the Master Plan worksessions to promote affordable housing, specifically: 1) whether properties that do not require MPDUs (either due to zoning or size) could be required to make a monetary contribution to support affordable housing elsewhere in the county; and 2) what type of program could be developed to set aside land in larger subdivisions for affordable, senior, and special needs housing.

This is a correct copy of Council action.

Mary A. Edgar, CMC
Clerk of the Council