

ADDENDUM TO APRIL 2008  
MASTER PLAN STATUS REPORT

Vision Division  
April 2009

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# Twinbrook Sector Plan

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## Vision Statement

Twinbrook is envisioned as a community of technology employment, residential, and industrial uses in an urban environment. Convenient to transit, employment, local retail and services, Twinbrook will integrate its land use, urban design, environmental, transportation, and community facilities to create a distinct community connected to the resources of the Washington region. The Plan's recommendations seek to create Twinbrook as a distinct and varied community in the I-270 Corridor. Redevelopment in Twinbrook has the opportunity to create a technology node that builds on existing government agencies and private businesses, make use of adjacent light industrial sites for incubator activities, develop a community profile with housing and retail near the Metro station, and establish park connections.

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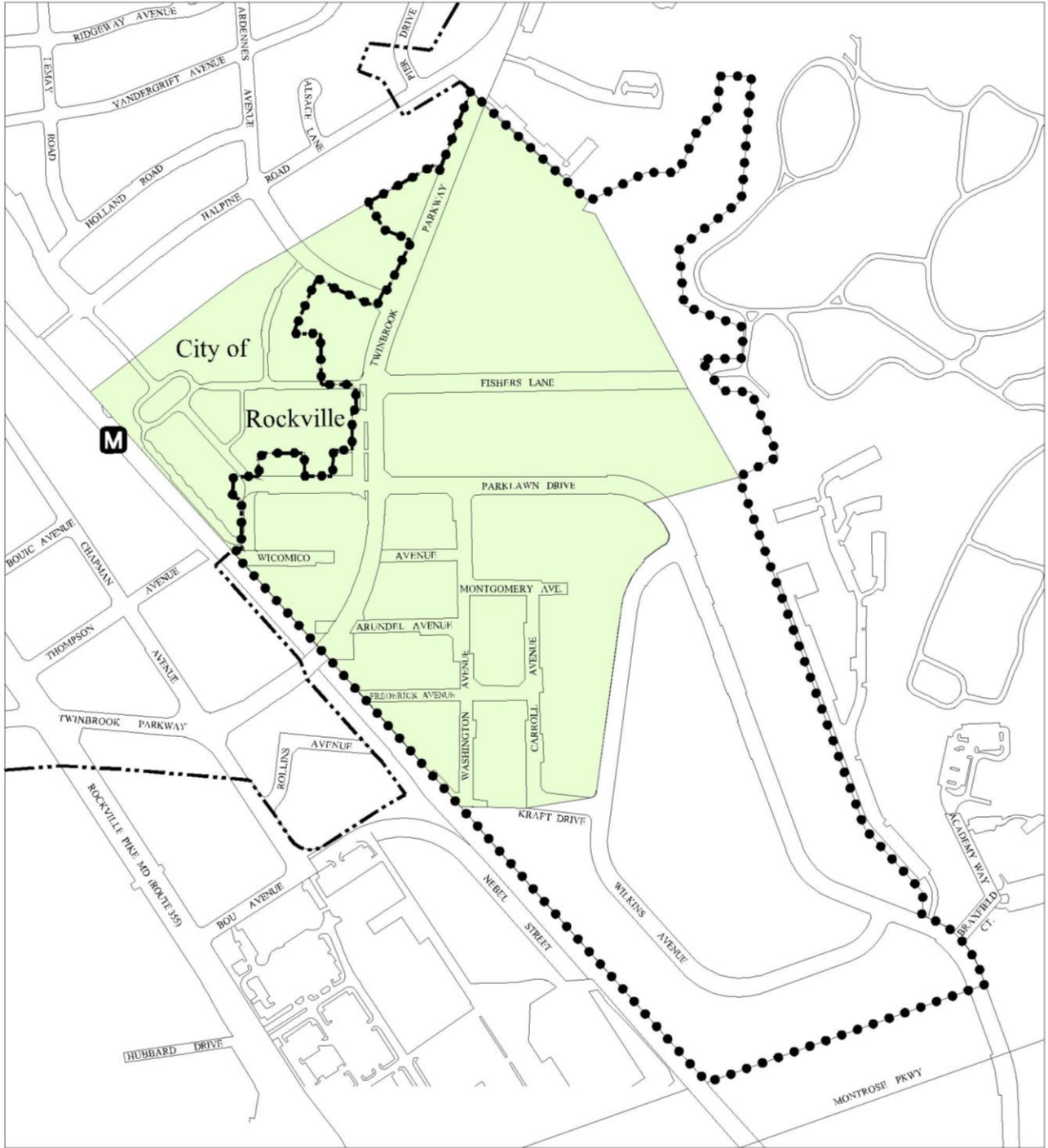
## Policy Highlights

Since the Plan was adopted in December 2008, the following policy decisions have been implemented:

- The adoption of the TMX-2 Zone to facilitate mixed-use development in the Metro Core Area and the Technology Employment Area.
  - The adoption of the amended I-4 Zone in Transit Station Development Areas to facilitate an urban environment, with standards appropriate to a transit-accessible area of light industrial uses.
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## Implementation Highlights

Since the adoption of the Sector Plan, development has been completed on the USP headquarters site, and the JBG Companies have submitted a Fishers Place amendment (I-1 zoning) and a project plan (TMX-2 zoning pending the adoption of the SMA) for a site along Washington and Montgomery Avenue.



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- M** Metro Station
- City of Rockville
- 1992 Sector Plan Boundary
- 2008 Sector Plan Boundary



**Table 1: Status of Twinbrook Sector Plan  
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
The Plan established and applied the TMX-2 Zone to facilitate mixed-use development in the Metro Core Area and the Technology Employment Area	☑	Council passed the TMX-2 Zone on November 18, 2008
The Plan amended the I-4 Zone in Transit Station Development Areas to facilitate an urban environment, with standards appropriate to a transit-accessible area of light industrial uses	☑	Council passed the I-4 amendments on November 18, 2008
Encourage a range of new housing near Metro and jobs to improve the balance of jobs and housing in the I-270 Corridor and enhancing the 1992 Plan's housing recommendations.		The Plan recommends housing in the Metro Core area.
Reduce the impact of development on the natural environment by proposing mixed-use development near the Metro station to create a walkable environment that encourages fewer vehicle trips. Redevelopment will require improved stormwater management techniques, an increase in the requirement for pervious surface, and substantial tree cover, which will transform an area of paved parking lots into an environmentally sensitive mix of public spaces and buildings.		Will be implemented through redevelopment in the Twinbrook Sector Plan area.
Create a connected road network through a grid street pattern with a range of route options will be created through redevelopment and will improve traffic flow and reduce impacts on intersections.		Will be implemented through transportation improvements from public and private projects.
Establish a development envelope balanced with infrastructure capacity - The mixed uses, road network, and community facilities proposed in this Plan maintain a balance while allowing for redevelopment that will make best use of the Metro system.		Will be implemented through transportation improvements from public and private projects.

**Table 2: Status of Twinbrook Sector Plan ENVIRONMENTAL PROJECTS**

Name of Project	BUILT/ COMPLETED	INCLUDE D IN CIP	COMMENTS
Parklawn Drive and Fishers Lane streetscape	Partial completion		Sidewalks, landscaping, amenities that serve design and environmental goals
Build Wilkins Avenue stormwater facility to protect the headwaters of the streams in the area.			The street treatment and other techniques would be the responsibility of public or private development
Reduce the impact of development on the natural environment by proposing mixed-use development near the Metro station to create a walkable environment that encourages fewer vehicle trips.			Redevelopment will require improved stormwater management techniques, an increase in the requirement for pervious surface, and substantial tree cover, which will transform an area of paved parking lots into an environmentally sensitive mix of public spaces and buildings.
Alternative fuel bus shuttle to connect residents and employees to the Metro station.			Responsibility of public or private development
Create public open spaces at the eastern end of Fishers Lane and along Parklawn Drive that contribute to a network of green spaces and pedestrian routes.			Responsibility of private developer

**Table 3: Status of Twinbrook Sector Plan  
TRANSPORTATION PROJECTS**

Name of Project	BUILT/ COMPLETED	INCLUDED IN CIP	COMMENTS
Twinbrook Parkway street crossings			Safe street crossings are vital to increase walking and transit use.
Fishers Lane/Parklawn Drive mid-block connections			Increase pedestrian access between two large blocks
Shared Use Path And Bicycle Link To Veirs Mill Road			Opportunity to make a trail link and preserve the forest
Pedestrian Connection under Twinbrook Parkway			
Bike Routes along Twinbrook Parkway, Parklawn Drive, Montrose Parkway, Fishers Lane and Ardennes			Recommended in the Bikeways Master Plan
Montrose Parkway interchange at Parklawn Drive			Include bike and pedestrian routes and landscape buffering
Wilkins Avenue Extended completed in three segments (north and south of Fishers Lane)			Pedestrian and vehicular connections; preserve the stream buffer

**Table 4: Status of Twinbrook Sector Plan  
PARKS AND RECREATION PROJECTS**

Name of Project	BUILT/ COMPLETED	INCLUDED IN CIP	COMMENTS
Fishers Lane Public Space			Located on the eastern end of Fishers Lane
Create and enhance pedestrian and bike routes that connect to parks and the Metro station			
Incorporate the open space of the Higgins Cemetery with the area's system of open space and pedestrian routes.			
Integrate urban design, parks, land use, and transportation recommendations with environmental improvements to create an urban form that promotes the function of healthy natural processes.			

Improve connections to public and private parks and open spaces.			
Secure new urban parks east of Twinbrook Parkway, along Parklawn Drive and at the eastern end of Fishers Lane.			
Establish pedestrian and bicycle routes through the Plan area's northeast corner connecting to the M-NCPPC park facilities, Rock Creek Park, and Veirs Mill Road, as well as a connection south to the planned Montrose Parkway shared use path.			

**Table 5: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports**

<b>Initiative</b>	<b>COMMENTS</b>
Montrose Parkway	Under construction on the west side, eastern portion (Parklawn Drive to Veirs Mill) was funded by County Council in 2006
Twinbrook Station (WMATA and JBG Companies project at the Twinbrook Metro Station)	Under construction
Rockville Pike Plan	On-going
Twinbrook Neighborhood Plan	Plan adoption is anticipated in April 2009



## SHADY GROVE SECTOR PLAN

Growth Policy Work Program Item F 11 (d):

*“Provide a summary of the staging in the Shady Grove Sector Plan and the status of implementation efforts”*

### Master Plan Guidance

The Shady Grove Sector Plan, adopted and approved in January 2006, recognized the challenges of relocating County service uses and established the following actions as part of the staging plan (page 112):

Within two years from the adoption of the Sector Plan:

- If some or all of the County Service Park relocates, final negotiations on relocations should be concluded. The schedule for funding the design and construction of any improvement to CSP facilities that may occur if these facilities are not relocated will be determined by the Council during its review of the Capital Improvements Program.
- If the County Service Park does not relocate in its entirety, the number of housing units will be adjusted as specified in this staging plan with a proportional reduction in housing units for each stage to be determined by the Planning Board.

The Sector Plan conveys the following recommendations for Stage 1 (page 113):

Stage 1—2,540 housing units and 1,570 jobs with the relocation of the CSP

The staging scenario for the relocation of the County Service Park is intended to allow for the development recommended for the CSP within Stage 1 and a small amount of additional housing elsewhere in the Plan. This represents approximately 40 percent of the housing units. Housing capacity of 2,480 units and 520 jobs (400 office and 120 retail jobs) will be held for development on Jeremiah Park and the Metro North Neighborhood, unless the Executive branch determines that a land exchange is not feasible or fails to enter into an agreement with a private developer to relocate CSP within two years of the adoption of the Plan. The remaining 1,050 new jobs may occur anywhere else in the Sector Plan and credit given for existing jobs being replaced.

If the County Service Park does not complete negotiations related to relocation within two years, then Stage 1 will consist of only 1,500 housing units and 1,570 jobs. If only some portions of the County Service Park relocate, then the Stage 1 ceiling will be proportionally adjusted to the amount of development proposed up to 2,540 units and 1,570 jobs.

## The County Executive's Smart Growth Initiative

County Executive Isiah Leggett recognized the County interest in relocating the County Service Park and began a property use study which included consideration of relocating the Public Service Training Academy within the Gaithersburg West master plan area.

The stated purpose of the Montgomery County Smart Growth Initiative is "implementing important policies for affordable housing, placement of development near transit, and advancing economic development. When I came into office, the County had numerous projects in its capital budget for major renovations of existing facilities at locations, that, as planned, would hinder realization of these important policy objectives. Additionally, tens of millions of dollars in aged facilities would naturally yield a shorter useful life than using those funds for new construction would produce" (letter to Rollin Stanley, March 24, 2009).

The CIP # 360902 which used to be Facility Planning for the Executive's Smart Growth Initiative has now been disaggregated to individual CIPs per the direction given by the County Council. The new CIPs are:

850900 = DLC Liquor Warehouse

500933 = Equipment Maintenance Operations Center (EMOC)

360903 = MCPS Bus Depot and Maintenance Relocation

360902 = Montgomery County Radio Shop Relocation

470905 = Public Safety Training Campus (part of the Gaithersburg West master plan area)

470906 = Public Safety Headquarters (part of the Gaithersburg West master plan area)

360900 = MCPS Food Distribution Facility

098709 = M-NCPPC Shady Grove Maintenance Facility Relocation

By resolution, the Council has committed over \$260 million toward land acquisition and planning, design of these facilities.

## Other Capital Projects to Implement the Sector Plan

The Sector Plan mentions other capital facilities needed for the build-out population including a park, an elementary school site, a future library and a fire/rescue facility.

The FY 09-14 Capital Budget includes site selection for:

500152=Facility Site Selection (candidate projects include Shady Grove Fire Station, Shady Grove Library)

### Pipeline of Approved Projects

Very few applications for development have been received since the Sector Plan adoption and approval of the Sectional map Amendment. The Pipeline of Approved Development (March 26, 2009) lists the following projects:

Project Number	Project Name	Date Approved	Amount of development
120070320A	Casey 6 & 7	October 2007	329,300 s.f. office
119881970	Redland	October 2008	6,000 s.f retail
120070320	Casey 6 & 7	December 2007	340 units consisting of 144 townhouses and 196 multi-family units
820060120A	Piedmont Crossing	October 2008	64 single family detached units
120070290	Baldwin Landing (formerly Derwood Bible Church)	May 2007	42 units consisting of 6 single family detached and 36 townhouses

### Conclusion

Implementing the Shady Grove Sector Plan has proceeded more slowly than anticipated when the Sector Plan was adopted in 2006. The threshold of development in Stage 1 is not expected for at least 5 years.

The Sector Plan directed the formation of an Implementation Advisory Committee which has met monthly since December 2006. This advisory committee has reviewed private sector proposals, the Smart Growth Initiative, and large transportation projects including the Inter-County Connector. The Advisory Committee has also weighed in on elements of the Smart Growth Initiative including opposition to relocating the County's Equipment Maintenance and Operations center (EMOC) to the Casey 6 & 7 site intended for technology uses along Shady Grove Road.

## Clarksburg Master Plan

Growth Policy Work Program Item F 11 (d):

*“An update on the staging recommended in the Clarksburg Master Plan and the progress toward buildout.”*

The 1994 Clarksburg Master Plan and Hyattstown Special Study Plan recognized that “staging of development is critical if Clarksburg is to coordinate the timing of development with the provision of public facilities, develop a strong sense of community, and protect environmentally fragile watersheds” (page 186).

Seven principles were used in the staging plan:

1. Wastewater treatment and conveyance limitations
2. Fiscal concerns
3. Coordination of land development and public infrastructure
4. Development of a strong community identity
5. Market responsiveness
6. Water quality protection
7. Responsiveness to the site location for the U.S. Food and Drug Administration

The most significant stages are Stage 3 and Stage 4. Stage 3 applies to all portions of Clarksburg located east of I-270 (but not in the Ten Mile Creek watershed) and the Cabin Branch Neighborhood west of I-270. This stage includes approximately 8,350 housing units and more than 2 million square feet of commercial, industrial, and office development.

Stage 4 applies to development in the Ten Mile Creek watershed which is primarily located to the west of I-270 (the headwaters of this watershed are located in the western portion of the Town Center District). This stage includes approximately 1,700 dwelling units and 1,270,000 s.f. of commercial, office, and industrial development.

Each stage required that development districts or alternative infrastructure financing mechanisms are in place and wastewater treatment and conveyance facilities sufficient to serve approved development are fully funded in the first four years of the Capital Improvement Program.

Additionally, due to the environmentally fragile nature of streams in this area and the Plan’s strong emphasis on community building, this staging triggers included:

- Baseline biological assessment of the aquatic ecosystems of the Little Seneca Creek and Ten Mile Creek watersheds has taken place a minimum of three years;
- At least 2,000 building permits have been issued for housing units in the Newcut Road and Town Center sub-areas of Clarksburg; and
- Eastside Best Management Practices (BMPs) for stormwater management have been evaluated in the first Annual Report on the Water Quality Review Process following the release of 2,000 building permits.

The 2,000<sup>th</sup> building permit was issued in August 2007. The 2007 Special Protection Area Report was issued in January 2009 by the Montgomery County Department of Environmental Protection. The Clarksburg Master Plan (page 199) states that “after conducting the assessments, the County Council may:

1. Grant water and sewer category changes, without placing limiting conditions upon property owners
2. Grant water and sewer category changes subject to property owners commitments to take additional water quality measures such as the staging of development to protect the environmentally fragile Ten Mile Creek watershed
3. Defer action on the Water and Sewer Plan category change pending further study or consideration as deemed necessary and appropriate by the Council
4. Consider other land use actions as deemed necessary.

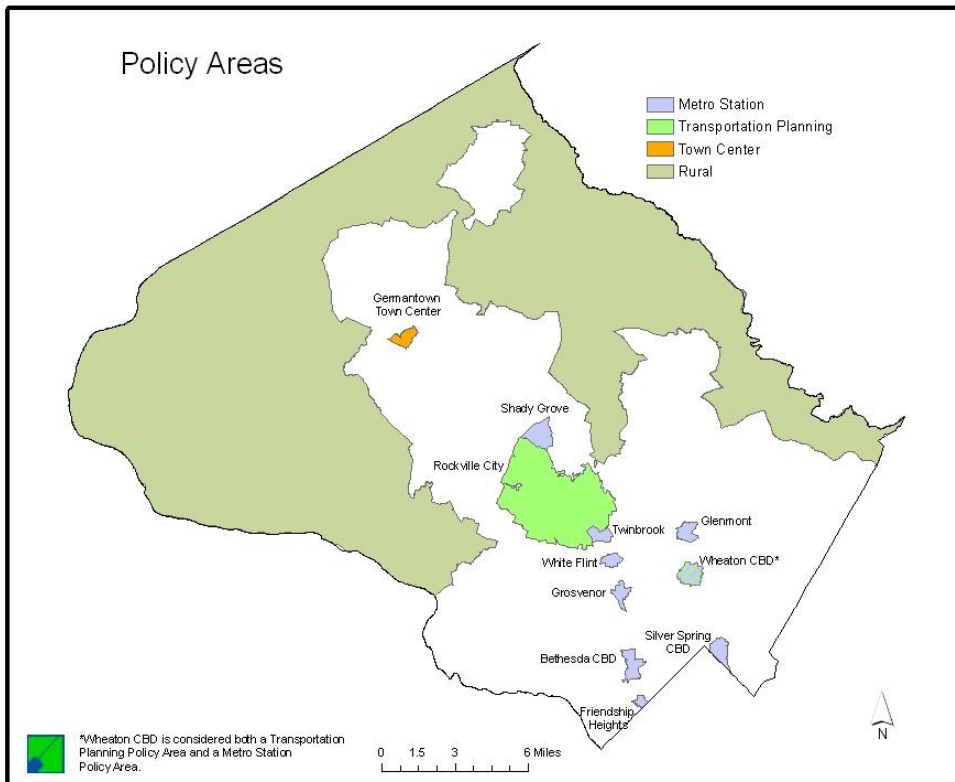
The tables below provide an accounting of the master plan recommended levels of residential and commercial development and how much development is approved or remaining.

### **RESIDENTIAL**

Stage	District	MP Amount	Approved	Remaining
STAGE 3	Town Center District	2,600	1,504	1,096
	Transit Corridor District	2,790	916	1,874
	Newcut Road Neighborhood	4,660	2,279	2,381
	Cabin Branch Neighborhood	1,950	2,812	(862)
STAGE 4	Ten Mile Creek Area	1,240	0	1,240

### **COMMERCIAL**

Stage	District	MP Amount	Approved	Remaining
STAGE 3	Town Center District	770,000	444,000	326,000
	Transit Corridor District	3.3-5.0 m	463,000	2.83-4.53 m
	Newcut Road Neighborhood	109,000	109,000	0
	Cabin Branch Neighborhood	2.42 m	2.42 m	0
STAGE 4	Ten Mile Creek Area	960,000	370,000	590,000



The following matrices identify in red those facilities located in Metro Station Policy Areas.

## Master Plan: Silver Spring CBD

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<i>Silver Spring CBD</i>				
<b>Schools</b>				
Expand Montgomery College - Takoma Park Campus	<b>C</b> (Fine arts pavillion)			The cultural arts center is under construction. A new garage was approved as mandatory referral in March 2009.
<b>Libraries</b>				
Relocated Silver Spring Library	<b>P and C</b> (up to fY10)			Construction in FY10
<b>Parks and Recreation</b>				
Expand Fenton Gateway Park				To date three lots have been acquired but two more still need to be purchased.
Replace Interim Skateboard Facility				No progress to date
<b>Other Community Facilities</b>				
Civic Building and Plaza	<b>C</b>			Under construction
Farmer's market or public market				Open on Saturdays on Ellsworth Drive.
Incorporate existing recycling and energy efficiency programs into new development and renovation projects				
<b>Roads</b>				
Coordinate road improvements with Montgomery College at Fenton street, Georgia Avenue, and Burlington Avenue				
Construct a median in East-West Highway between Colesville Rd and the Blair Shopping Center entrance				

## Master Plan: Silver Spring CBD

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
Extend Draper Lane between Colesville and Blair Mill				No progress to date. Extension of Draper Lane will depend on future development.
Extend Dixon Avenue				If the project is built then Dixon Avenue will be extended from Bonifant to Ripley. Extending Dixon south of Ripley depends upon future development.
<b>Bike/Ped</b>				
Implement Silver Spring Green Trail	<b>P</b> (FY10-FY11); <b>C</b> FY11 Wayne Ave from Fenton to Sligo Creek Parkway			Funding deferred to FY09 pending Purple Line alignment
Implement Capital Crescent/Metropolitan Branch Trail	<b>C</b>			Planning is in progress; Rock Creek trestle bridge complete
Design and construct local and regional bikeways				Regional trail through CBD awaits transit center construction and alignment decision.
Revise the Silver Spring Streetscape technical manual				Anticipated in fall 2009
Implement CBD streetscaping	<b>P and C</b>			Included in CIP, DHCA is streetscaping Fenton Village
Streetlight Enhancement on Fenton Street (Colesville to Cameron)	Planning and site improvement funds FY09&FY10			



## Master Plan: Silver Spring CBD

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<b>Transit Facilities</b>				
Design and construct Transit Center	<b>P and C</b> (County); <b>C</b> (state)			May be joint development; facility approved by the Planning Board in July 2007
Provide for the Georgetown Branch transit connection to Bethesda				Purple Line planning is in progress
Improve Wayne Avenue intersections				
Develop a way-finding system				Project cancelled
Purple Line	<b>P</b>			Pending alignment decision by the state
Implement on-street, off-peak parking along CBD arterials				Already built on Georgia and Colesville approved for construction on East West Highway
<b>Police</b>				
<b>Fire and Rescue</b>				

## Master Plan: North and West Silver Spring

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
<b>Schools</b>				
Consider relocating access to Woodlin Elementary school				MCPS began to address as a future Safe Routes to Schools Project; project being reconsidered due to possible reopening of McKenny Hills Elem. School
Consider educational uses for closed schools for declaring them to be surplus				Former Montgomery Hills Junior High leased to a private school
Silver Spring International/Sligo Creek Elementary				Only through FY07
<b>Libraries</b>				
<b>Parks and Recreation</b>				
Take advantage of opportunities to create/expand park facilities, including surplus public property. Create green spaces and identify location for improved street planting				Expand Ellsworth Urban Park when Silver Spring Library relocates.
Renovate existing facilities to serve the need of diverse communities				
Consider closing Sutton PI between Seminary Rd and Stratton Rd and installing a pocket park in this location if Seminary Rd is reconstructed between Georgia Ave and Sutton PI				Seminary Road phase 1 planning is complete but phase 2 is just beginning. Currently, no funding has been budgeted for this project. However, County Council could decide to expand phase 2 to include it.

## Master Plan: North and West Silver Spring

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
<b>Other Community Facilities</b>				
Use stormwater quality waivers to support off-site watershed restoration in Rock Creek and Sligo				
<b>Roads</b>				
Study alternative designs for the intersection of Georgia Ave and 16th Street	P (FY09); C (FY09-FY11)			Not programmed by SHA
Protect residential neighborhoods from the impacts of commercial and through traffic				DPWT initiated a traffic management study in North Woodside
Consider adding a separate right turn lane on westbound Dale drive at Colesville Rd. Consider the restriping and widening of westbound Sligo Creek Parkway at Colesville Rd	P (FY09); C (FY09-FY11)			The Planning Board opposed this mandatory review project but DOT is proceeding with it. DOT will do the westbound right turn but not the eastbound right turn.
Review Lyttonsville Road/Lyttonsville Place for possible traffic control measures				
Conduct a design and engineering study for Georgia Avenue				SHA has postponed this project
Reconstruct Georgia Avenue as a more pedestrian friendly street (120 ft right of way, reinstall median, sidewalk construction)				Relates to SHA project. SHA has postponed the Georgia Ave project.
Realign Seminary Road and add an eastbound right turn lane at Georgia Ave				Relates to SHA project. SHA has postponed the Georgia Ave project.
Adjust signal timing to permit safe pedestrian crossings of Georgia Ave				Ongoing MCDOT operation.

## Master Plan: North and West Silver Spring

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
Provide additional retail parking for the business in the commercial area; reconfigure public parking lots 12 and 48; provide perpendicular parking on Corwin Dr; Construct public and/or private parking on vacant lots along Columbia Boulevard				Unlikely to be programmed until SHA undertakes comprehensive study of Georgia Ave/Montgomery Hills
Relocate utilities underground				
Study the reconfiguration of 16th St/Georgia Ave intersection				Not programmed by SHA
Study access to local streets				
Analyze traffic management options to reduce cut-through traffic				
Study feasible alternatives to improve Selway Ln as an important two-way vehicular and pedestrian connections w/commercial center				Pending comprehensive study of Montgomery Hills
Design and reconstruct improvements to the intersection of Seminary Rd, Seminary Pl, and Second Ave				Facility planning began in '07 Mandatory Referral expected in January 2010
<b>Transit Facilities</b>				
Purple Line	P			Pending alignment decision by the State.
Implement the Georgetown Branch Transitway between Silver Spring and Bethesda and provide a direct continuous completion of the Capital Crescent trail through Silver Spring	P			Project planning continues as part of Purple line

## Master Plan: North and West Silver Spring

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
<b>Bike/ Ped</b>				
Construct Silver Spring Green Trail	P (FY10-FY11); C FY11			Delayed pending Purple Line alignment decision
Provide trail connections between Rock Creek and Sligo Creek bikeways				Silver Spring Green trail delayed pending Purple Line alignment decision
Enhance pedestrian circulation and safety along 16th street by providing sidewalks on both sides and safe pedestrian crossings				
Complete bicycle shoulder path project on Sligo Creek Parkway between Colesville Road and University Boulevard.				
Consider construction of a Colesville Road overpass for the Sligo Creek hiker-biker trail.				
Develop trailhead parking and support facilities for the Capital Crescent/Metropolitan Branch trail near Lyttonsville Place on Brookeville Road				
Evaluate the Walter Reed Army Medical Center property for possible trail connections				
Improve the streetscape and landscape along Brookville Road to the standards of the County approved road code.				

## Master Plan: North and West Silver Spring

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
Acquire a trail easement from East- West Highway to Rock Creek Park				
<b>Transit</b>				
Identify operational and minor capital improvements on US 29 that would enhance the access, speed, and reliability of bus transit				The Go Montgomery Program includes some improvements to US 29
<b>Police</b>				
<b>Fire and Rescue</b>				

<b>East Silver Spring Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comment</b>
<b>Schools</b>				
Address the need for security for the New Hampshire Estates Elementary School while improving neighborhood access to the park, market, and transit				
Montgomery Knolls Addition	FY09			
East Silver Spring ES Addition	Funding through FY10			CIP shows funding FY08-FY10
Roscoe Nix Elementary School (Brookview)				Built
<b>Libraries</b>				
Additional improvement to strengthen Long Branch Library's civic presence in the community (landscape plan, pedestrian and auto access, create a "civic plaza")	<b>C</b>			DHCA to provide improved pedestrian connection in FY08-10
<b>Parks and Recreation</b>				
Purchase properties if they become available to meet significant active recreation needs in the Silver Spring/Takoma Park area				Properties are not currently available for purchase
Renovate and maintain existing park facilities and provide new ones with recreation programs for a wide range of ages and backgrounds, and interests				Park renovations are nearly complete for Broad Acres Local Park
Acquire additional properties for Long Branch Stream Valley Park and provide improvements based on feasibility study				

<b>East Silver Spring Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comment</b>
Purchase parcels adjacent to existing parks and open space				
Examine the feasibility of an improved park entrance for Brookview Local Park				A major portion of Brookview Park has reverted to school use; some recreation facilities to be replaced at Broad Acres
Examine all parks to check consistency with CPTED				
Provide community connections between North Branch Trail and Sligo Creek Trail.				
Provide interpretive trail in stream valley parks.				
<b>Other Community Facilities</b>				
Conveniently locate services to meet the needs of the area residents				
Explore opportunities for joint watershed management planning and in-stream habitat projects				M-NCPPC include Stream Protection program
Provide stormwater management controls, as new Montgomery College development occurs to mitigate off-site impacts in the surrounding neighborhoods				
Expand voluntary business pollution prevention programs in commercial zones				



<b>East Silver Spring Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comment</b>
Incorporate recycling and energy efficient programs and standards in the design of new development and where possible renovations				
<b>Roads</b>				
Restore, maintain, and improve the infrastructure of older neighborhoods				County CIP: Neighborhood Traffic Calming and Street lightning
Implement neighborhood improvements listed recommended in 1998 Long Branch Bond Bill				sidewalks, trees, and light fixtures have been restored
Improvements to area sidewalks serving Columbia Union College and Montgomery College				Improvements to be considered in context of current expansion plans for each institution
Implement the improvements recommended in the Silver Spring/Takoma Park Transportation Circulation Report. (Piney Branch, NH Ave, Wayne Ave)				Piney Branch is completed; NH's construction began fall of '07; Improvement to Wayne Ave deferred pending Purple Line study.
University Blvd at MD 320 (Piney Branch) widen to provide right turn onto southbound MD 320 (PB)	<b>C</b>			
<b>Bike/Ped</b>				
Complete or bring up to standard the missing portions of the Pedestrian System				Annual Sidewalk Program, Countywide
Design and build the Metropolitan Branch Trail				Segments have been built
Complete or bring up to standard the Bikeway System Framework				

<b>East Silver Spring Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comment</b>
<b>Transit Facilities</b>				
Prepare a concept study for and implement the transit access along University Boulevard and the new NH Ave	<b>P</b>			Pending Purple Line and Takoma/Langley Crossroads plans
Improve transit accessibility for pedestrians and bicyclists by providing sidewalk connections, shelters, bike racks and related amenities.				Significant progress has been made. Countywide bus stop improvements program.
Complete the routes recommended in the Neighborhood Pedestrian Routes and Bikeways supplement, with neighborhood participation				
Provide good connections to the national American Discovery Trail				
Evaluate and upgrade bridges that are part of the Bicycle System framework				Wayne Ave bridge no. M-162 with 8' bike path.
<b>Police</b>				
Conveniently locate services to meet the needs of the area residents (includes police)				
<b>Fire and Rescue</b>				

## Master Plan: Takoma Park Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
<b>Schools</b>				
Make improvement to Montgomery College (pedestrian and bike bridge and student services building)	<b>P and C</b> (FY09-FY14)			Building additions have been through Mandatory Referral. Fenton Street was realigned. The last mandatory referral was for the garage in the CBD
Improving sidewalks serving Washington Adventist Hospital, Columbia Union College, Montgomery College				Improvements considered with expansion plans for each institution
<b>Libraries</b>				
New community center and rebuild Municipal Center and Library				Built, except for the gym.
<b>Parks and Recreation</b>				
Purchase properties for active recreation needs if they become available: Adventist properties, Orchard Ave property, WSSC property, Sligo Mill Townes, etc.				Adventist properties are not currently available for purchase. Orchard Ave, Sligo, and Poplar Mill have been purchased.
Develop property on Orchard Ave for playground, basketball court, and neighborhood use	Proposed in the FY09-14 CIP for facility planning in FY 11-12			On 5/15/09 the Parks Department will open a community garden in Sligo Overlook Park.
Renovate and maintain existing facilities and provide new ones with recreation programs for a wide range of ages, backgrounds, and interests. Renovate Silver Spring Intermediate Park	Playground renovated at Silver Spring Intermediate Park and at Takoma Urban Park			M-NCPPC includes: Lifecycle Asses Replacement, Resurface Roads and Bridges-Sligo Creek Park; Renovation of Sligo park in programmed

## Master Plan: Takoma Park Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
Acquire additional properties as needed to enhance public use of Long Branch Stream Valley Park	One lot purchased at Carroll Ave			
Purchase parcels adjacent to existing parks and public open space, as properties become available, to help meet the recreation needs identified in the PROS Plan and to expand existing green space				
Evaluate the feasibility of meeting neighborhood needs by use of the M-NCPPC park property at the corner of Maple Ave and Sligo Creek Parkway				
Examine all parks with CPTED principles				
<b>Other Community Facilities</b>				
New community center and rebuild Municipal Center and Library	<b>Completed</b>			Community center has been constructed except for the gym
Improving sidewalks serving Washington Adventist Hospital (WAH), Columbia Union College, Montgomery College				Hospital plans to relocate. Improvements considered with expansion plans for each institution
Conveniently locate services to meet the needs of area residents				Reuse of WAH site being planned.
Explore joint watershed opportunities				M-NCPPC Stream Valley protection program
<b>Roads</b>				

## Master Plan: Takoma Park Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comment
<b>Bike/Ped</b>				
Provide community connections between Long Branch Trail and Sligo Creek Trail including easy access to these trails from adjacent neighborhoods.				
Provide interpretive trails in stream valley parks				
Complete or bring the standard missing portions of the bikeway system framework				
Connect the Cherry and Colby Avenue area to the Sligo Creek Trail	P (FY09)			
Complete Long Branch Trail south of Carroll Ave				
Construct pedestrian path south along Mississippi Ave from Piney Branch to Sligo Creek Pkwy and implement traffic calming measures				
Provide connections to the national American Discovery Trails				
<b>Transit Facilities</b>				
Prepare and Implement Concept study for transit access along University Boulevard and New Hampshire Avenue	P (FY09) (Transit Center)			
Provide a major bus transit center at Takoma/Langley Crossroads	P (FY09)			Status: Preliminary Design stage. Land has not been acquired.

## Master Plan: Takoma Park Master Plan

<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comment</b>
Provide additional transit service in the east and west portion of Takoma Park				
Purple Line	<b>P</b>			Purple line awaiting state selection on mode and alignment
<b>Police</b>				
Conveniently locate services to meet the needs of area residents (including police)				CSAFE coordinates police services in the Crossroads and Long Branch areas.
<b>Fire and Rescue</b>				
Temporary fire station and reconstruct the Takoma Park Fire Station	<b>Completed</b>			Completed

### Master Plan: Four Corners (South of the Beltway)

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<b>Schools</b>				
Takoma Park ES Addition	FY09			Mandatory referral approved by Planning Board
<b>Libraries</b>				
<b>Parks and Recreation</b>				
<b>Other Community Facilities</b>				
<b>Roads</b>				
Traffic Mitigation projects for those neighborhoods with cut-through traffic problems	P (FY09-FY14)			Included in CIP as Countywide Neighborhood Traffic Calming Program
<b>Bike/Ped</b>				
9,000 linear feet of Class I bikeway				In the 2009 Master Plan Status report says that if completed there will be 5,000 ft if completed
40,000 linear feet of Class III bikeway				
<b>Transit Facilities</b>				
<b>Police</b>				
<b>Fire and Rescue</b>				

### Four Corners Master Plan, December 1996 (North of I-495)

Facility	1-6 yrs.	7-13 yrs.	14 + yrs.	COMMENTS
<b>Roads</b>				
US 29 Transitway/Busway				
<b>Park and Recreation</b>				
North Four Corners Local Park-facility planning for six-acre property at 315 University Boulevard for and active local park	P-C CIP			



<b>Bethesda Chevy Chase Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
<b>Schools</b>				
Westland ES Addition	FY 09			
Thomas Pyle MS Addition	FY 09			
<b>Roads</b>				
BRAC intersections improvements near Bethesda Naval Center	C FY 10-11			Design & construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate
River Road at Little Falls Parkway				Area will be evaluated with Westbard Sector Plan
Greentree Rd Sidewalk	P FY09 -11 C FY 11			
<b>Transit/Mobility Services</b>				
Provide up to 250 Park & Ride spaces at I-495 and Kensington Parkway				
Assessment of Transit Needs for Maryland Base Realignment & Closure	P FY10-14			Assess transit needs related proposed BRAC assignments & prepare proposals to address identified needs, Bethesda included in scope
<b>Bikes/Pedestrian</b>				
Recognize the 1990 Georgetown Branch Master Plan Amendment. Silver Spring to Bethesda CBD: light rail and trail use.				Purple Line awaiting State selection on mode and alignment, trail part of project
MacArthur Blvd Bikeway Improvements from I-495 to Oberlin Avenue	P & C FY 10-11			Pavement widen to provide 2-3 shoulders & spot improvements to MacArthur Blvd to enhance safety for pedestrians, cyclists and motorists

<b>Bethesda Chevy Chase Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
Expand pedestrian paths and bikeways to form a network linking residential neighborhoods with public facilities. Implement pedestrian safety improvements on major highways and arterials at selected locations.				The Annual Sidewalk program provides for planning, design, and construction of sidewalks and bus pads. Projects originate from DPWT staff and requests from public agencies, citizens associations, and private citizens. East Bethesda is among neighborhoods that have received new sidewalks.
Provide new pathway connections near Chevy Chase Lake at : along Coquelin Parkway r-o-w				Purple Line related if light rail chosen - unlikely; if BRT chosen may be possible
<b>Police</b>				
2nd District Police Station	P FY10- FY11			RFP awarded; site selection pending
<b>Other</b>				
Continue monitoring old sewer lines to identify and correct leaking sewer lines.				WSSC budgeted 45 million dollars for six years in the FY 200 CIP to rehabilitate older sewerage systems. This includes systems in the B-CC planning area, which are some of the oldest in the County. The rehab program should continue in future WSSC CIP's.
Fund more programs to provide riprapping or other stream improvement measures for stream sections with existing severe channel erosion problems				Recent CIP's included funds for design and construction if stream valley improvements in Little Falls Branch including riprap and biostabilization

## Friendship Heights CBD Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<b>Roads</b>				
Street Widening and Intersection Improvements				
Willard Avenue				

Items in red are within the Friendship Heights Metro Station Policy Area



<b>Bethesda CBD Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
Narrow (“neck down”) street pavement widths by expanding sidewalks at corners to provide safe & convenient pedestrian crossings · Intersections in Biker Friendly Areas				
Provide intersection improvements within Sector Plan boundary: -Arlington Rd & Wilson La at Old Georgetown Rd				
Provide intersection improvements beyond Sector Plan boundary: Connecticut Avenue & Bradley Lane				
Old Georgetown Road & Cedar La				SHA proposed intersections improvements; forthcoming per BRAC
Wisconsin Avenue at Woodmont Ave				SHA proposed intersections improvements; forthcoming per BRAC
Bradley Blvd at Huntington Pkwy				
Provide Streetscape Improvements Level One: Wisconsin Ave, Old Georgetown Rd, portions of East-West Highway, portions of Woodmont Avenue	P FY 09-10 C FY 09-10 P FY 13-14 C FY 13-14			Bethesda CBD streetscape With the exception of Old Georgetown Road; these improvements are in the CIP
Level Two: along portions East-West Highway	P FY13-14	6 + yrs		
Montgomery Avenue and Woodmont Ave	C FY 13-14	6 + yrs		
Level Four: along Montgomery Lane and Fairmont Avenue				Segments of Montgomery Lane have had streetscape installed through private development.
Level Five: along all other streets within the Sector Plan area				

<b>Bethesda CBD Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
Place public utilities underground				Conduit for under grounding the segments specified in Stage I is included in the CIP Project
<b>Transit Facilities</b>				
Expand Ride-On bus services as growth in demand justifies				
Program the Purple Line				
<b>Bike/Peds</b>				
Stage 1: Bicycle network Route C along Woodmont Avenue, Hampden Lane, and East Lane, connecting the Capital Crescent Trail to the Bethesda Metro Station.				
Stage 1: Bicycle network Route I along Wilson Lane, Clarendon Road, and Edgemoor Lane.				
Stage 1: Bicycle network Route I from Woodmont Avenue to Maryland Avenue/Pearl Street.  Stage 1: Biker Friendly Area and improvements in the Woodmont Triangle District.				Bike Improvements/Connections to CCT as part of development for the following projects: McDonald's and Air Rights Hotel  BUP is studying pedestrian and biker-friendly improvements in the Woodmont Triangle.
Stage 1: Battery Lane crossing at Battery Lane Park to accommodate cyclists and pedestrians between NIH and Bethesda CBD (Route D).				Crosswalk is in. Facility plan underway.
Stage 1: Pedestrian system improvement at Wisconsin Avenue and East-West Highway.				
Stage 1: Pedestrian system improvement at Wisconsin Avenue and Middleton Lane (mid-block crossing).				
Pedestrian system improvement at Woodmont Avenue and Bethesda Avenue.				

<b>Bethesda CBD Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
Stage 1: Streetscape improvement on Woodmont Avenue from Old Georgetown Road to Cheltenham Drive (Metro Core District).				
Stage 1: Streetscape improvement on East-West Highway from Waverly to Pearl Streets (Metro Core District).				
Complete Capital Crescent Trail class I Bikeway into & through Bethesda including: 46th Street to Pearl Street (Route J & A2) to be built in conjunction with the trolley				46th Street to Pearl St on hold till Lot 31 completed; DOT wants to review intersection functions before undertaking trail
Intersections where Capital Crescent Trail crosses Woodmont Avenue & Wisconsin Avenue Complete other trails in Bicycle Network Plan				Improvements through Woodmont East project
Route F (north-south route, west side)				
Route J (north-south route, east side)				
Route B, Bradley Boulevard				
Route C, remaining portions:				
Bethesda Avenue to Bradley Boulevard				
Route D, linking NIH to Woodmont Triangle				Crosswalk in at Battery Lane
Create Biker Friendly Areas (BFA)				
Area G, Metro and Capital Crescent BFA				
Pearl Street, two blocks				
<b>Parks</b>				
Expand Battery Lane Urban Park to Rugby Ave (feasibility depends on providing parking for existing residents)	P			Facility Study underway; it is being done by private consultant as condition of project plan

<b>Bethesda CBD Master Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
<b>Police Station</b>				
Option # 2: construct a new police station at some location within the police service area. Retain and renovate the existing building for government non-profit or other community-oriented services				RFP awarded; site selection pending
<b>Other</b>				
Provide mixed-income housing in conjunction with new structured parking on rebuilt Garage 35 in Woodmont Triangle District				

Items in red are within the Bethesda CBD Metro Station Policy Area



<b>Westbard Sector Plan</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
<b>Transportation</b>				
Improve access industrial properties north & south River Rd provide roadways along railroad r-o-w & new controlled intersection w/River Rd				Accomplished thru future development in Westbard commercial area
<b>Park</b>				
Establish new park north Westwood Shopping Center at Ridgefield Rd/Westbard Ave				

<b>Woodmont Triangle</b>				
<b>Facility</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14+ yrs.</b>	<b>Comments</b>
<b>Roads</b>				
Improve Intersection of Rugby Ave/Norfolk Ave				
Improve Ped Connections at Fairmont Ave to Auburn Avenue				
Modify intersection Woodmont Ave/Norfolk Ave at Veterans Park				
<b>Parks</b>				
Improve Battery Lane Park				Facility Study underway by parks

Items in Red are within Bethesda CBD Metro Station Policy Area

## North Bethesda-Garrett Park Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<b>Schools</b>				
Garrett Park ES Addition				Funding through FY07
Luxmanor ES Addition				Funding through FY09
Farmland ES Addition				Funding through FY 07
<b>Roads</b>				
Extend Chapman Avenue from Nicholson Lane to Old Georgetown Road (60'-70' ROW). Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW 2 lanes)	P FY 09-11			<b>Under construction</b>
	C FY 10-11			Western half of the ROW has been dedicated. Eastern half is in Facility Planning. May be completed by developer.
Construct Nebel St extended	P FY 10-11 C FY 10-11			Link employment to Metro
Montrose Pkwy - West	P FY 09 C FY 09			Western portion (tower Oaks to east Jefferson) under construction
MD 355, Rockville Pike	C FY10-11			Construct interchange at Randolph Rd/Montrose Pkwy; sidewalks included where appropriate, wide curb lanes to accommodate bicycles; hiker/biker path will be included
<b>Bikeways/Peds</b>				
Provide a Class III bikeway on Chapman Avenue/Huff Court from Executive Boulevard to Old Georgetown Road.				
Provide a Class II bikeway on Strathmore Ave. from Weymouth Street to Rockville Pike				Portion of Strathmore from Flanders Avenue to MD 355 is in planning

## North Bethesda-Garrett Park Master Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<p>Provide improved pedestrian and bicycle crossing at the following intersections:</p> <ul style="list-style-type: none"> <li>- Rockville Pike &amp; Marinelli Rd, Nicholson La,</li> <li>- Old Georgetown Road and Tuckerman Lane</li> </ul>				
- Twinbrook Parkway and Parklawn Drive,				
Fishers La & Ardennes Ave				
<p><b>Parks</b> New ball parks on state land with Tildenwood Dr</p>				
<p><b>Other</b></p>				
Preserve a continuous portion of the Montrose Parkway right-of-way as a greenway, with hiker-biker facilities				Design proceeding for the western portion of the Parkway between Montrose Road and Old Georgetown Rd
Preserve a significant portion of the Montrose Parkway right-of-way as a greenway				Under design and partially completed
Provide noise attenuation walls when the I-270 spurs are widened at locations where existing residences will be subjected to high noise levels.				Portion east of Old Georgetown Road is being funded by the State
Items in Red are within the White Flint Metro station policy area				

## Twinbrook Sector Plan

Facility	1-6 yrs.	7-13 yrs.	14+ yrs.	Comments
<b>Roads***</b>				
Twinbrook Parkway crossings Fishers Lane/Parklawn Drive mid-block crossing				Safe street crossings vital to increase walking & transit use increase pedestrian access between two large blocks
Montrose Parkway West	C			Under construction on the west side, fund plng of road segment from Parklawn to Veirs Mill
Montrose Pkwy East	P FY 09-14 C FY11-14			
Montrose Parkway interchange at Parklawn Dr (north and south) of Fishers Lane				Include bike and pedestrian routes and landscape buffering
Washington Ave streetscape/sidewalk improvements				Pedestrian connection to Metro
<b>Bike/Pedestrian</b> Shared use path & Bicycle link to Veirs Mill Rd				Opportunity to make a trail link and preserve the forest
Pedestrian connection under Twinbrook Parkway				
Bike Routes along Twinbrook Parkway, Parklawn Dr. Montrose Parkway, Fishers La & Ardennes Ave				

The \*\*\* items are noted in the Twinbrook Sector Plan (2008) as being constructed through joint public/and or private efforts  
Ardennes Ave annexed by City of Rockville

Items in Red are within Twinbrook Metro station policy area

<b>SHADY GROVE SECTOR PLAN (2006)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Schools</b>				
New elementary school		P & C		Required for Stage 2 to proceed.
<b>Roads</b>				
ICC and associated improvements (AT3761)	CTP			
I-270/US 15 Multi-modal Corridor Study (FR1921)	P-CIP			Through FY10.
Redland Road (Crabbs Branch Way to Baederwood Lane) (#500010)	P & C			Adding turn lanes, bike paths. To be completed in FY10.
East Gude Drive bridge # M-131-4 (#500901)	P & C			Through FY11.
East Gude Drive widening	P-CIP			Facility planning from Crabbs Branch Way to MD 28)
E. Deer Park Drive Bridge replacement (#509337)	P-CIP			Facility Planning resumed. Construction not programmed
Crabbs Branch Way	XXX			Developer provided; Preliminary Plan for Casey 6 and 7 will extend Crabbs Branch Way to Amity Drive.
Crabbs Branch Way (from Shady Grove Road to Redland Road)			XXX	Not programmed.
<b>Transit Facilities</b>				
Incorporate CCT and MARC stations into Shady Grove Metro Station (FR1921).		P & C		Timing and funding depend on CCT
<b>Bike/Pedestrians</b>				
Shady Grove Access Bike Path (#500600)	P&C			Through FY09.
<b>Libraries</b>				
New library (#500152)	P			Candidate project for site selection # 500152

<b>SHADY GROVE SECTOR PLAN (2006)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Park and Recreation</b>				
New local park		P & C		Jeremiah Park and Casey 6 required for Stage 2.
Stormwater management pond improvements				Timing and funding to be determined by DPS.
Community recreation center		XXX		Dept of Recreation to reassess need in 2010.
<b>Police</b>				
1 <sup>st</sup> District Police Station (#470703)	P			Site selection (may not ultimately be in this planning area) through FY12.
6 <sup>th</sup> District Police Station (#470701)	XXX			Site selected—Watkins Mill Town Center, City of Gaithersburg.
<b>Fire and Rescue</b>				
New fire station, if determined to be needed(#500152)				Candidate project for site selection
<b>Other Community Facilities</b>				
Equipment and Maintenance Operations Center (EMOC) Indoor Air Quality Improvements (#500716)	P & C			Completion expected FY09
Transfer Station Improvements (#500550)	P & C Operating budget - ongoing	Operating budget - ongoing	Operating budget - ongoing	Planning and construction through FY10.
Relocate facilities in the County Service Park: <ul style="list-style-type: none"> <li>• Dept of Liquor Control Warehouses (# 850900 and 850500)</li> <li>• DOT Equipment and</li> </ul>		P & C		Resolutions 16-861 and 16-862 adopted Feb 24, 2009.

<b>SHADY GROVE SECTOR PLAN (2006)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
Maintenance Operations Center (# 500933 and 500433) <ul style="list-style-type: none"> <li>• MCPS Bus Depot (# 360903)</li> <li>• County Radio Shop (# 360902)</li> </ul>				
Noise Abatement (#500338)	C			Construction programmed for FY 08 and FY 09. Shady Grove Road between I-370 and Briardale Road, east and west sides.
<b>Other</b>				
Develop Shady Grove Implementation Plan				Completed. Shady Grove Implementation Advisory Committee meets regularly.



<b>GAITHERSBURG VICINITY MASTER PLAN (1985)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Schools</b>				
None				
<b>Roads</b>				
ICC and associated improvements (AT3761)	CTP			
M-83 (Montgomery Village Avenue to plan boundary) (#509337)	P			Facility planning/study underway. Alternatives developed in 2008. Environmental assessment to be completed FY 10-12
Goshen Road (Girard Street to Warfield Road) (#500907)	P			Phase 2, preliminary design, through FY10.
Watkins Mill Road extended and interchange (#500724 and MO8391)	County funding through FY09.			Construction of extension by BP Realty Investments; required as a condition of development approval by the City of Gaithersburg.
MD 124, Woodfield Road – reconstruct, add sidewalks, on-road bike lanes (MO6322)	Engineering			Through FY11.
Snouffer School Road (Goshen Road to MD 124 – construct 4 lanes)				Facility planning complete. Not currently funded.
MD 117, Clopper Road – intersection capacity improvements (from Great Seneca Park to I-270)	Engineering			Planning complete. Through FY09
<b>Transit Facilities</b>				
I-270/US 15 Multi-modal Corridor Study (FR1921)	P			Plan called for retention of transit easement and a future transitway—alignment designated in 1996 Amendment. Through FY10.
<b>Bike/Pedestrians</b>				
None (see Shady Grove 2006 status)				

<b>GAITHERSBURG VICINITY MASTER PLAN (1985)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Libraries</b>				
Gaithersburg Library Renovation (#710300)	P & C			Through FY10.
<b>Park and Recreation</b>				
Gaithersburg Aquatic Center (#720703)	P			Site selection (may be in City of Gaithersburg) through FY09.
Orchard Neighborhood Park				Unimproved.
Fields Road Local Park				Eliminated as M-NCCP Local Park when annexed into City of Gaithersburg.
Green Farm Conservation Park (restoration of historic house)				Master plan completed.
<b>Police</b>				
Dept of Police, PSTA (#479909)				Defer FY09-10 funding to FY11-12 while considering CE recommendation to move PSTA. Resolution 16-862 adopted Feb 24, 2009.
1 <sup>st</sup> District Police Station (#470703)	P			Site selection (may not ultimately be in this planning area) through FY12.
6 <sup>th</sup> District Police Station (#470701)				Site selected—Watkins Mill Town Center, City of Gaithersburg.
<b>Fire and Rescue</b>				
None				
<b>Other Community Facilities</b>				
Montgomery County Airpark (#703909)	P & C			Through FY13. Funding is 95% federal, 2.5% state and 2.5% Revenue Authority.
Study needed for Countywide Heliport facility.				No activity.
<b>Other</b>				
None				

<b>SHADY GROVE STUDY AREA (1990)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Schools</b>				
Recommended school improvements completed				Four proposed school sites located in areas annexed into Rockville or Gaithersburg
<b>Roads</b>				
ICC and associated improvements (AT3761)	CTP			
I-270/US 15 Multi-modal Corridor Study (FR1921)	P			Through FY10.
Fields Road (Sam Eig Hwy to Omega Drive) – widen from 5 to 6 lanes				CCT on-road realignment requested by City of Gaithersburg for eastern segment of Fields Road.
Great Seneca Hwy (M-80) – widen from 4 to 6 lanes from Muddy Branch Road to Shady Grove Road.				Completed Muddy Branch Road to Sam Eig Hwy.
<b>Transit Facilities</b>				
Study CCT alignments and reserve ROW. (FR1921).		P & C		Updated station location and alignment recommendations appear in the Gaithersburg West Draft Plan.
<b>Bike/Pedestrians</b>				
See 2006 Shady Grove Sector Plan.				
<b>Libraries</b>				
Recommendation for Metro Station library kiosk superseded by 2006 recommendation for a new library near the Shady Grove Metro station	P			New library: Candidate project for site selection # 500152
<b>Park and Recreation</b>				
Fields Road Local Park				Crown Farm annexed into City of Gaithersburg.

<b>SHADY GROVE STUDY AREA (1990)</b>				
<b>Facility</b>	<b>1-6 years</b>	<b>7-13 years</b>	<b>14 + years</b>	<b>Comments</b>
<b>Police, Fire and Rescue</b>				
Dept of Police, PSTA (#479909)				Defer FY09-10 funding to FY11-12 while considering CE recommendation to move PSTA. Resolution 16-862 adopted Feb 24, 2009.
<b>Other Community Facilities</b>				
None				

<b>1989 Germantown Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Community Facilities</b>				
East Germantown Fire Station (#450101)	C – CIP			Under construction
West Germantown Fire Station (#450102)	C – CIP			Opened March 2009
5 <sup>th</sup> District Police Station expansion (#470900)	C-CIP			
Plumgar Neighborhood Rec Center (#720905)	C – CIP			
East Germantown Community Rec Center (#500152)	P – CIP			Candidate project for site selection
<b>Roads</b>				
I-270 widening project with high occupancy toll lanes and Corridor Cities Transitway		CTP		Corridor Cities Transitway element will be broken out for engineering and design
Mid-County Highway (M-83) #509337	C-CIP			Facility planning through FY 11
Father Hurley Boulevard Extended and bridge over CSX tracks (#500516)	C-CIP			
Germantown Observation Drive Reconstruction (#096604)	C-CIP			Part of Mont College Bioscience Center. Includes \$3.17 in Federal and state funding
Dorsey Mill Drive crossing I-270 #509337	P-CIP			Developer participation
Century Boulevard		XXX		Developer participation
<b>Schools</b>				
Ridgeview Middle School #016520	C-CIP			Access improvements
Seneca Valley High School modernization #926575	P-CIP			
Fox Chapel ES addition #096502	C-CIP			
<b>Montgomery College, Germantown</b>				
Bioscience Education Center #056603	C-CIP			Adds Germantown Access Project #076611
Germantown Observation Drive Reconstruction #096604				Design and construction of existing entrance road from MD 118

<b>1989 Germantown Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>M-NCPPC Parks</b>				
Germantown Town Center Urban Park (#078704)	C-CIP			Complete in FY 12
South Germantown Recreational park: Soccerplex (#998712)	C-CIP			
Kingsview Local Park		XX		Facility planning beyond current CIP
<b>Transit Facilities</b>				
Germantown Transit Station Improvements (#500926)	C-CIP			Provide restroom facilities for bus drivers

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction

**Bike/Pedestrians**

**Libraries**

**Park and Recreation**

**Police**

**Fire and Rescue**

**Community Facilities**

<b>1994 Clarksburg Master Plan and Hyattstown Special Study Area</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Community Facilities</b>				
Clarksburg Fire Station (#450300)	C – CIP			New site being considered. Includes a satellite Police station and Upcounty Regional Services office
8 <sup>th</sup> District Police Station (Future)		XXX		Not completed Program of Requirements
Clarksburg-Damascus Community Recreation Facility (#508768)	C-CIP			Candidate project for site selection and facility planning
Clarksburg Library (#710500)	C-CIP			Site within Clarksburg Town Center. Further discussion on site size, parking and funding since Development District funding eliminated
<b>Roads</b>				
Mid-county Arterial (A-305) between Stringtown Road and MD-27	XXX			Remaining segment will be built by developer as development occurs
Mid-County Arterial (A-305) from Ridge Road to Brink Road		XXX		Facility planning by MCDOT
Frederick Road (A-251)			XXX	MD 355 Bypass not programmed or assigned to developer
Observation Drive Extended (A-19) from Dorsey Mill Drive to Clarksburg Town center		XXX		Currently in facility planning by MCDOT
Foreman Blvd (A-306)		XXX		Extension of Foreman Blvd from Timber Creek Lane terminus to Mid-county Arterial (A-305) approved for construction by developer
Stringtown Road Extended (#500403)	C-CIP			Nearly complete from west of MD 355 to I-270
Stringtown Road (A-260) between MD 355 and Snowden Parkway	XXX			Developer sponsored
Proposed Road (A-304) paralleling west side of I-270		XXX		Two business district roads approved as part of the Cabin Branch development. Likely will not be completed until Adventist Health Care project moves forward.

<b>1994 Clarksburg Master Plan and Hyattstown Special Study Area</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
MD 121 interchange	CTP			Developer participation
Newcut Road interchange			XXX	Not programmed. Will require developer participation.
<b>Schools</b>				
Clarksburg/Damascus ES #8 (#056503)	C-CIP			Opening September 2009
Clarksburg/Damascus MS #3		XXX		Site selection currently underway
Newcut Road Neighborhood ES		XXX		Two ES sites dedicated. Not in current CIP
Cabin Branch Neighborhood ES		XXX		Site dedicated. Not in current CIP
<b>M-NCPPC Parks</b>				
Clarksburg Road Special		XXX		Site dedicated. Not in CIP
Newcut Village Local Park		XXX		Site dedicated. Not in CIP
Snowden Parkway Local Park	XXX			Park to be constructed as part of CTC mediation
Cabin Branch Local Park		XXX		Site dedicated. Not in CIP
<b>Transit Facilities</b>				
COMSAT CCT station			XXX	To be dedicated as part of future COMSAT property development
<b>Bike/Pedestrians</b>				
Greenway Network	XXX			Town Center and Newcut Neighborhood segments to be constructed by developers and dedicated to M-NCPPC
North-South Greenway (B-1)	XXX			Portion in Town Center to be built by developer
Mid-county Arterial (B-2)		XXX		To be completed by developer in Phase 2 and 3
Old Frederick Road in Clarksburg Town Center		XXX		On-road; signage needed
Shiloh Church Road (B-7)			XXX	Part of Stage 4
West Old Baltimore Road (B-8)			XXX	Part of Stage 3/Cabin Branch and Stage 4 development
Observation Drive bikeway (B-16)		XXX		To be completed as part of roadway project currently in facility planning



<b>1994 Clarksburg Master Plan and Hyattstown Special Study Area</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
East-West Greenway through Ovid Hazen Wells Park		XXX		Not in current CIP

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction

- Libraries**
- Park and Recreation**
- Police**
- Fire and Rescue**
- Community Facilities**

<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Bells Mill Elementary School	C – CIP			
Beverly Farms Elementary School	C – CIP			
Cabin John Middle School	C – CIP			
Carderock Springs Elementary School	C – CIP			
Herbert Hoover Middle School	C – CIP			
Seven Locks Elementary School	C – CIP			
Travilah Elementary School	C – CIP			
Wayside Elementary School	C – CIP			
Surplus and future school sites offer potential for fulfilling some for the recreation needs of the Potomac Subregion. All school sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including park land, if they are not declared as surplus.	Ongoing	Ongoing	Ongoing	
Re-use surplus school sites as parks.	Ongoing	Ongoing	Ongoing	
Should any private schools close, examine the feasibility of property acquisition to meet PROS needs for active recreation or other public uses.	Ongoing	Ongoing	Ongoing	
<b>Roads</b>				
I-495 Ramp over westbound Clara Barton Parkway; bridge deck replacement	C CTP			Under Construction
Travilah Road – No. 500101; This project provides for the design, land acquisition, and construction of the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The improvements will be constructed in two phases: Phase I: construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at	P & C CIP			

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<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
a point 400 feet west of Nolan Drive; widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; 8-foot paved bikeway along the northern side from Darnestown Road to Dufief Mill Road; 4-foot grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; street lighting along the southern side; landscaping along the northern side; and a right-turn lane into Piney Meetinghouse Road. Phase II improvements along the south side of the roadway include: 8-foot wide grass shoulder and drainage ditch from 400 feet west of Nolan Drive to Dufief Mill Road; relocation of utility poles; and landscaping.				
MD 190, River Road over Rock Run – drainage.	Completed - CTP			
Construct Potomac River Gorge storm water mitigation project	P CIP			Earmark \$500,000; CO Sponsor: National Park Service

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<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Transit Facilities</b>				
Establish two multi-modal transit centers at the western terminus of the planned North Bethesda Transitway near Montgomery Mall and at the Traville development.				See Project #500714 Completed Traville
Montgomery Mall Transit Center – No. 500714; This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.	P & C CIP			
Support continued study of paratransit options to expand or supplement the existing MetroAccess and Call'N'Ride programs to provide accessibility for all Subregion residents.	Ongoing	Ongoing	Ongoing	
Continue to develop and expand TMOs to reduce reliance on auto travel for both workers and residents in the Subregion.	Ongoing	Ongoing	Ongoing	
Tobytown paratransit study				DOT received a grant about a year ago through COG – part of the Job Access program funds – to expand the existing Call A Ride program. The Tobytown service began in Sept 2008 and will last 18 months. The Tobytown program is called “Link a Ride.” Eligible residents purchase coupon books for rides provided by

<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
				taxis.
<b>Bike/Pedestrians</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
Falls Road East Side Hiker/Biker Path – No. 500905; This project provides funds to develop final design plans and to acquire right-of-way for approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrian and cyclist safe access to communities along this project corridor and will provide connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).	P CIP			
Build a Class I bikeway along Tuckerman Lane from Falls Road to Seven Locks Road to connect with the existing bikeway adjacent to the Herbert Hoover Middle School and Winston Churchill High School.			P & C	
Construct a Class I bikeway along Montrose Road between Seven Locks and Falls Road.			P & C	The Bullis School project will construct a portion of this project.
Construct a Class I bikeway along River Road from Seneca Road to Seven Locks Road connecting existing bikeway segments.		P & C	P & C	
Construct a Class I bikeway along Persimmon Tree Road from Bradley Boulevard to I-495.				Completed
Construct a Class I bikeway from Darnestown Road to River Road, via Shady Grove Extended and Piney Meetinghouse Road.				Northern portion to Piney Meetinghouse Road completed
Construct a Class I or II bikeway along Quince		P & C		Horse Center Road to Dufief Road is

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<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
Orchard Road from Darnestown Road to Dufief Mill Road. Final classification should be determined during the facility planning phase based on the road's alignment. If part of the existing Quince Orchard Road is bypassed, the existing Quince Orchard Road should be used as a Class I bikeway.				not completed.
Construct a Class II bikeway along Seneca Road from Darnestown Road to River Road. Extending this bikeway past River Road should be considered in the future.		P & C	P & C	Ongoing through subdivision review
Extend the Class I bikeway along Darnestown Road from Main Street, Lakelands to Seneca Road.		P & C	P & C	Portions of Darnestown are completed with the bikeway such as Muddy Branch to Quince Orchard.
Complete a Class I/Class II bikeway along Seven Locks Road from Wootton Parkway to River Road.	P	C		
Complete the Class I bikeway along Falls Road from Wootton Parkway to MacArthur Boulevard.	C			
Watts Branch SVP – Remove Class I bike path designation currently shown on Approved and Adopted Potomac Master Plan (1980) from Watts Branch.				Completed
Cabin John SVP – Remove Class I bike path designation currently shown on Approved and Adopted Potomac Master Plan (1980) from Cabin John.				Completed
Muddy Branch SVP – Remove Class I bike path designation currently shown on Approved and Adopted Potomac Master Plan				Completed

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<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
(1980) from Muddy Branch.				
Designate Cabin John, Watts Branch, Muddy Branch, and Seneca Creek Parks as greenways for purposes of State and federal funding for park acquisition or natural surface trail construction.				
<b>Libraries</b>				
Davis Library Renovation – No. 710703; This project is for the design of the renovation of the Davis Library. The Davis Library located at 6400 Democracy Boulevard in Bethesda, is a two-level, 25,750 square feet structure and was built in 1963. The architectural and the mechanical/electrical systems in the building are 42 and 20 years old and have exhausted their economic life expectancies. The mechanical and electrical systems were renovated in 1984. These renovations will not only extend the life of the building significantly by replacement of old mechanical/electrical and other systems with state-of-the-art equipment and components will save energy and reduce operating costs. Mobile Services will be relocated from the Silver Spring Library to the Davis Library.	P CIP			
Potomac Library Renovation – No. 710701; The Potomac community has grown considerably since the library was built and circulation grows steadily at this library at a rate higher than most of the other libraries in the system. Potomac ranks sixth in circulation	P CIP	P CIP		

<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
per square foot, an indicator that the library is very busy for its size. The project provides for a 3,240 square foot addition and full interior renovation of the existing interior space. The renovation/addition includes HVAC replacement, bringing all building systems to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior light and storm water management improvements.				
Support an expanded Quince Orchard Library site as the location for the regional services center satellite office.				
<b>Park and Recreation</b>				
North Potomac Community Recreation Center – No. 720102; This project provides for the design and construction of a 33,000 net square foot community recreation center and associated site of approximately 17 acres. This building includes typical elements such as a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.	P & C CIP			All properties acquired with one exception. Latter is subject to condemnation procedures. Construction may begin in FY13.
Expand Scotland Community Center at its present location.	C			50% concept drawings at the beginning of DD with a public presentation being organized for mid-May. Funds for construction are not programmed until FY11,12,13.



<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
Facility planning for the Greenbriar Local Park on Glen Road is scheduled for design development in FY10-11 and construction in FY12.	P & C			
Darnestown Square Urban Park is recommended in the CIP for design development in FY09-10 and construction in FY10-11.	P & C			
Surplus and future school sites offer potential for fulfilling some for the recreation needs of the Potomac Subregion. All school sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including park land, if they are not declared as surplus.	Ongoing	Ongoing	Ongoing	
Re-use surplus school sites as parks.	Ongoing	Ongoing	Ongoing	
Should any private schools close, examine the feasibility of property acquisition to meet PROS needs for active recreation or other public uses.	Ongoing	Ongoing	Ongoing	
Examine all opportunities in the Subregion to create new parks, including part of the Hanson Farms site.	Ongoing	Ongoing	Ongoing	
Examine all parks in the Master Plan for potential refurbishment and possible physical modifications consistent with Crime Prevention Through Environmental Design (CTPED) principles.	Ongoing	Ongoing	Ongoing	
Explore opportunities for an improved network of trails in Cabin John Regional Park during the upcoming park master plan process.				

<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Police</b>				
Support a police satellite substation in the Subregion.				If warranted
<b>Fire and Rescue</b>				
Cabin John Fire Station #30 Addition/Renovation –No. 450500; This project provides for a major renovation and addition to the Cabin John Park Fire/Rescue Station #30. The addition includes the modernization of the living and support areas of the station. The renovation includes reallocation of existing space, improvements in all living and support areas of the station, and replacement of building systems. This project includes the cost of the vehicle exhaust system and HVAC replacement.	P CIP			
Build a new Class II fire-rescue station in the Travilah/North Potomac area, preferably in the vicinity of Darnestown Road and Shady Grove Road. The 52-acre Public Service Training Academy site should be explored for this facility. This area will continue to grow in population and will require a station in the vicinity to meet increasing demands for service.				See Gaithersburg West Master Plan and Public Service Training Academy Proposals.  To be located at the Public Service Training Academy site in the Gaithersburg Vicinity Planning Area.
<b>Community Facilities</b>				
Falls Road G.C. Improvements – No. 967432; This project provides for improvements at Falls Road Golf Course. The course was	P & C CIP			

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<b>Potomac Subregion Master Plan, April 2002</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
completely renovated in FY03. The improvements in FY09 and FY10 will be focused on the practice range and include the addition of lights and partial covering of the driving areas. A stream connection, which will address erosion and drainage issues on the course, is expected to be completed in FY11.				
Consider acquisition of the Lamari and Navelanko properties if expansion of community facilities adjacent to the Quince Orchard Library is warranted.				

<b>Boyds Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
None				
<b>Roads</b>				
Realign intersection at Barnesville, Clopper, and White Ground Roads to 90-degree intersection.			P & C	Never initiated and little support in the absence of a development project in the area.
Realign MD 121 (relocated by the construction of Little Seneca Lake.)			P & C	
Resurfacing: Rural/Residential Roads – No. 500511; This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 3885 lane miles of rural and residential roads. The department estimates that 2006 lane miles (52-percent) of rural/residential pavement requires significant levels of preventative maintenance to safeguard the infrastructure from incremental failure requiring more costly rehabilitative/reconstruction efforts. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. Rural and residential roads that have been rated as ‘fair condition’ (level 3) are ideal candidates for preventative maintenance.	P & C CIP			
Rural & Residential Road Rehabilitation – No. 500914; This project provides for the major rehabilitation of residential roadways in older	P & C CIP			

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction

<b>Boyds Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any. A recent sampling of residential roadway pavements indicates that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. Rural and residential roads that have been rated as “poor” (level 2) or “very poor” (level 1) conditions will be rehabilitated.				
<b>Transit Facilities</b>				
Improve the MARC commuter station – build platform and shelter to encourage pedestrian use.			P & C	Never initiated and little support in the absence of a development project in the area.
Rehabilitate the existing pedestrian underpass.			P & C	Never implemented; currently closed
Develop part of recommended commercial expansion site as a commuter parking lot and consolidate commercial and commuter parking.			P & C	Never implemented
Coordinate public transit programs for the area with those for the Germantown area.	Ongoing	Ongoing	Ongoing	Never implemented
<b>Bike/Pedestrians</b>				

<b>Boyds Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
Rehabilitate the existing pedestrian underpass.			P & C	Never implemented; currently closed
Relocate the existing bicycle path along Ten Mile Creek Road within the park roughly parallel to the edge of the lake, connecting to the bike path on West Old Baltimore Road.				10 Mile replacement planned.
Encourage recreational uses at Black Hill Regional Park in Boyds proximity.	Ongoing	Ongoing	Ongoing	Lewis property acquired. Adventure playground equipment and parking installed, trail bridge and trail head parking lot completed, some hard surface trails completed. Other hard surface trails programmed in CIP FY10-11.
<b>Libraries</b>				
None				
<b>Park and Recreation</b>				
Develop 11-acre local park near town center to serve approximately 2,000 people in the Lower Seneca Planning Area.				Included in CIP as a candidate project for Facility Planning.
Encourage recreational uses at Black Hill Regional Park in Boyds proximity.	Ongoing	Ongoing	Ongoing	Lewis property acquired. Adventure playground equipment and parking installed, trail bridge and trail head parking lot completed, some hard surface trails completed. Other hard surface trails programmed in CIP FY 09-14.
Relocate the existing bicycle path along Ten Mile Creek Road within the park roughly parallel to the edge of the lake, connecting to the bike path on West Old Baltimore Road.				10 Mile replacement planned.
<b>Police</b>				
None				
<b>Fire and Rescue</b>				
None				
<b>Other Community Facilities</b>				
None				
<b>Other</b>				

<b>Boyds Master Plan</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
There are specific recommendations that a quarry must meet if a quarry is developed. These recommendations include noise, dust, hydrologic impact, and transportation.				This will only be implemented if there is a quarry. This is now highly unlikely.

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
None				
<b>Roads</b>				
MD 109, Beallsville Road; MD 28 to the little Monocacy River – resurface	Completed - CTP			
MD 109, Old Hundred Road; over Little Bennett Creek; bridge deck replacement	CTP			
Brink Road Bridge (M-63) over Goshen Branch – No. 500503; This project provides for the replacement of the existing Brink Road Bridge over Goshen branch and reconstruction of the approach roadways (approximately 850 feet) to accommodate the new bridge. The new bridge will provide two 11-foot travel lanes with 4-foot shoulders on each side, for a total bridge width of 30 feet. The approach roadway work is needed to transition the new structure into the existing roadway. The road will remain open to traffic during construction. The proposed bridge alignment will be offset 15-20 feet to the east to avoid grading impacts to the adjacent Goshen Branch Stream Valley Park and to accommodate the wider bridge and a slight increase in the vertical profile elevation. The foundation will require drilled piles due to the layered rock at the site.	P & C CIP			
Clarksburg Road Bridge No. M-009B – No. 500900; This project provides for the replacement of the existing Clarksburg Road Bridge No. M-009B plus approximately 450 feet of approach roadway work. The replacement structure will provide two 11-foot travel lanes with a 4-foot wide shoulder on each side, for a total bridge width of 30 feet. This width will allow for the	P & C CIP			



<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
implementation of safe on-road bicycling, in accordance with the Master Plan. The approach roadway work is needed to tie the replaced structure to the existing roadway. The road will be maintained open to one-lane traffic during construction.				
Resurfacing: Rural/Residential Roads – No. 500511; This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 3885 lane miles of rural and residential roads. The department estimates that 2006 lane miles (52-percent) of rural/residential pavement requires significant levels of preventative maintenance to safeguard the infrastructure from incremental failure requiring more costly rehabilitative/reconstruction efforts. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. Rural and residential roads that have been rated as 'fair condition' (level 3) are ideal candidates for preventative maintenance.	P & C CIP			
Rural & Residential Road Rehabilitation – No. 500914; This project provides for the major rehabilitation of residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs	P & C CIP			

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any. A recent sampling of residential roadway pavements indicates that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. Rural and residential roads that have been rated as "poor" (level 2) or "very poor" (level 1) conditions will be rehabilitated.				
<b>Transit</b>				
None				
<b>Bike/Pedestrian</b>				
None				
<b>Libraries</b>				
None				
<b>Park and Recreation</b>				
None				
<b>Police</b>				
None				
<b>Fire and Rescue</b>				
None				
<b>Other Community Facilities</b>				
Little Bennett Golf Course – No. 093903; This project provides improvements to Little Bennett Golf Course. The improvements include upgrades	P & C CIP			

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
to the irrigation system and clubhouse.				
Poolesville Golf Course – No. 997458; This project provides for improvements to Poolesville Golf Course. Modification of the current golf shop building to include new food and beverage operations is scheduled for FY10. Long range planning includes a new irrigation system in FY13 and new parking lot in FY14.	P & C CIP			
Outdoor Firearms Training Center – No. 470701; This project provides for Phase I of improvements to the existing County Public Safety Outdoor Firearms Training Center located on a 317 acre sites at 16680 Elmer School Road near Poolesville. The existing site contains an administrative building, a 25-yard, 40 position pistol range, five-position rifle range, tire house, practice tower, skeet range, and a Police SWAT Team obstacle course. The basic facility is over 30 years old, although some improvements have been made over the years. Proposed improvements include: extend the existing pistol range from 25 to 50 yards; relocate and expand the existing rifle range from 5 to 20 positions; construct a new obstacle course; add a new storage facility; provide a 100-space gravel parking lot; modify the existing administrative building; and improve site security. Future Phase II and III may include a flex range classroom building, enhanced security systems, additional parking space, a “shoot” house, and a pursuit circuit course.	P CIP			
<b>Other</b>				
Ag Land Pres Easement – No. 788911; This project provides funds for the purchase of	P & Easement	Ongoing	Ongoing	

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<p>agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective May 26, 1988, for local participation in Maryland's agricultural and conservation programs. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not already protected by Transferable Development Rights (TDRs) easements of State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proposed voluntarily by the farmland owner. Project funding comes primarily from the Agricultural Land Transfer Tax, which is levied when farmland is sold and removed from the agricultural status. Montgomery County is a State-certified county under the provisions of State legislation which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. Beginning in FY09, a new Building Lot Termination (BLT) program will be initiated that represents a new and enhanced farmland preservation program tool to further protect land where development rights have been</p>	<p>Acquisition CIP</p>			

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
retained in the Rural Density Transfer Zone (RDT). This program will use Agricultural Transfer Tax revenue to purchase the development rights and corresponding TDRs retained on these properties.				
ALARF: MCG – No. 316222; The Advance Land Acquisition Revolving Fund (ALARF) was established to support the implementation of capital project and facility programs in the County. Acquisition of land in advance of actual construction saves money in the face of rising land process and enables suitable locations for libraries, fires stations, and similar facilities to be secured before development eliminates choice and forces acceptance of a less accessible or desirable site. The revolving fund works in the following way: the unencumbered revolving appropriation balance in the fund is used to purchase land for various public facilities which are either approved in the capital program or which appear in adopted area master plans. Later, the fund is reimbursed by appropriations to the specific facility project accounts; then, associated expenditures are transferred from the ALARF project to make the cost of the site clearly a part of the total cost of a specific project. Reimbursement also maintains the balance in the revolving fund. A number of such reimbursements are scheduled in this capital program. Cost estimates are not given for possible acquisitions since any estimates would be speculative. Immediately prior to initiating acquisition proceedings on any site, independent professional appraisals are prepared. When projected land costs appear to be	Ongoing CIP	Ongoing	Ongoing	See also BLT Program.

<b>Agriculture and Rural Open Space Master Plan (AROS)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
considerably greater than anticipated, consultation with the County Council is useful. In the event the County Executive proceeds with advance land acquisition in years before those shown on project description forms, consultation with Council is also advised. The cumulative appropriation is the amount of the revolving fund, as well as certain special appropriations to this project as described below. Cost shown for prior years include the land acquisition reimbursable to the fund and other charges incurred in the site selection, such as appraisal, legal costs, and other required actions. Also displayed are expenditures associated with special appropriations, not to be reimbursed. The nonreimbursable amounts are considered sunk costs. Expenditures portrayed above in FY09-14 are for fiscal planning purposes only and represent land acquisition not shown on applicable individual CIP project description forms in order to preserve confidentiality of estimates and negotiations with landowners. ALARF acquisitions are typically reimbursed by appropriations from projects with various revenue sources.				
BLT funding				ALARF funding recommended for use.
ZTAs Child Lots Maximum lot size in the RDT zone				Pending. Drafts have been reviewed by the Zoning Screening Committee, and are awaiting comment by the Agricultural Preservation Advisory Board and Agricultural Advisory Committee. Likely to be introduced in Summer 2009.
Sand Mounds				Discussion underway.

<b>Olney, April 2005</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
<b>Roads</b>				
Intercounty Connector	C-CIP			Under construction by SHA
Construct a grade-separated interchange at the intersection of Georgia Avenue and Norbeck Road.				SHA has completed a facility planning study; waiting for construction funding
Construct the Georgia Avenue Busway				
Brookeville Bypass by SHA.				Facility planning completed,
<b>Park and Recreation</b>				
Expand Olney Manor Recreational Park through acquisition of the Kimble property and all or part of the Graefe property.				To be done through dedication at the time of redevelopment of this property
Acquire the vacant WSSC property along Charley Forest Street to provide trail access to the Olney Boys and Girls Club site if it is not needed for WSSC use.				
Expand the development at East Norbeck Local Park to provide additional parking, a soccer field and total park renovation.	P-CIP			
Extend the Percheron Trail from the Agricultural History Farm Park to the trail network at the former Oaks Landfill through the use of trail easements.				
Acquire as parkland the forested area and stream buffers on the Mess property and confine houses to the open field area.				To be done through dedication at the time of redevelopment of this property
Use a portion of the proposed parkland on the Mess property for a trail connection from Sandy Spring to Dellabrooke.				
Provide a natural surface trail along the Patuxent River.				
Provide trail access from Olney Mill residences to the Olney Boys and Girls Club.				

**Olney, April 2005**

FACILITY	1-6 yrs.	7-13 yrs.	14 + yrs.	COMMENTS
<b>Bike/Pedestrians</b>				
Numerous bikeways	On-going	On-going	On-going	
<b>Community Facilities</b>				
If the Olney Library is relocated to another site, it should be within the Town Center, preferably in a combined civic center with other services and a town commons. Explore the feasibility of a joint development with the adjoining Olney Shopping center to create a civic center/town commons at this (library site) location.				No plans for relocations of the library at this time.

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction



<b>Upper Rock Creek Area Master Plan--2004</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Redland MS renovation	C			In FY 09-14 CIP for construction
<b>Roads</b>				
Redland Road sidewalks	C			In FY 09-14 CIP for construction
<b>Bicycle/Pedestrian</b>				
East Gude Shared Use bikepath		P		Not in FY 09-14 CIP
<b>Public Safety</b>				
Animal Shelter	P			In FY 09-14 CIP
<b>Parks and Recreation</b>				
<b>Other</b>				
Landfill Gas-to-Energy Facility at Gude Landfill	C			In FY 09-14 CIP

P—Planning C--Construction

**Capitol View Master Plan, September 1982**

<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Roads</b>				
Realign and widen Capitol View Avenue				

<b>Kensington-Wheaton Master Plan (1989) and Town of Kensington and Vicinity Sector Plan (1978)</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Weller Road ES addition	C			In FY 09-14 CIP
<b>Roads</b>				
Randolph Road—Rock Creek to Charles Road/reconstruction	C			In FY 09-14 CIP
<b>Parks</b>				
Kensington Community Recreation Center site selection	C			In FY 09-14 CIP
Evans Parkway Local Park—renovation and expansion	C			In FY 09-14 CIP
Warner Circle	C			In FY 09-14 CIP
P—Planning C--Construction				

<b>Wheaton Central Business District and Vicinity Sector Plan, September 1990</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Roads</b>				
Extend Windham Lane to Douglas Avenue				
Extend Comas Avenue to Douglas Avenue				
Reconstruct Windham Lane/Douglas Avenue intersection				
Add a left turn lane to northbound Georgia Avenue				
Realign Grandview Avenue				
Reconfigure Reedie Drive				
Add a right turn lane to northbound Veirs Mill Road				
Add a right turn lane to eastbound University Boulevard				
Westbound right turn lane on University @ Veirs Mill Road should be signed and striped as right-turn only				
Widened Kensington Boulevard between Veirs Mill Road and Wheaton Hills Road to include curb, gutter, and sidewalk				
Construct Blueridge Avenue between Amherst Avenue and Bucknell Drive				
Construct Blueridge Avenue between Narin Road and the existing section of Blueridge Avenue				

<b>Aspen Hill Master Plan, April 1994</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Roads</b>				
(P) Extend Montrose Parkway to Veirs Mill Road				
Reconstruct Layhill Road as 4-lane divided highway between Norbeck Road and south of ICC				
Widen Veirs Mill Road to six lanes through Aspen Hill				
<b>Bike/Pedestrian</b>				
Construct Class 1 bikeway on Muncaster Mill Road				
Connect Northwest Branch Stream Valley Park to Rock Creek				
System of park trails including Northwest Branch and Rockville Facility right-of-way				
Hiker/biker access to Lake Frank and Meadowside Nature Center				
Class 1 bikeway south side Muncaster Mill Road, Norbeck to North Branch Stream Valley Park				
Bikeway on Georgia Avenue from Norbeck Road to Glenmont Metro				
Bikeway on Norbeck Road between Georgia Avenue and Layhill Road				
<b>Park and Recreation</b>				
Develop Aquarius Park				
Develop Harmony Hills Neighborhood Park				
Develop Strathmore Local Park				
Develop Northwest Branch Park				
Provide park historic markers for Veirs Mill site and Norbeck Colored School				
Expand Bauer Drive Recreation Center Construct a recreation center east of Georgia Avenue				

<b>Forest Glen Sector Plan, July 1996</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Bike/Pedestrian</b>				
Construct bikeways on Forest Glen Road between Sligo Creek and Metro				
Construct bikeways on Sligo Creek Park to Dameron Drive				
Construct bikeways on Glen Avenue from Forest Glen Road to Sector Plan boundary				
Construct bikeways on Sligo Creek Parkway between Beltway and northern sector plan boundary				
Construct bikeways on Dameron Drive from Belvedere Boulevard to Forest Glen Road				
Construct bikeways on Forest Grove Drive from the northern sector plan boundary to Forest Glen Road				
Construct bikeways on Woodland Drive from Medical Park Drive to Forest Glen Road				
Construct bikeways on Belvedere Boulevard from Dameron Drive to Woodland Drive				
Construct bikeways on Belvedere Boulevard from Georgia Avenue to Greeley Avenue				
Construct bikeways on Forest Glen Road from Belvedere Place to Seminary Road				
Construct bikeways on Churchill Road from Greeley Avenue to McKenney Hills Park				
Construct bikeways on Greeley Avenue from Churchill Road to Arthur Avenue				
Construct bikeways on the north side of Forest Glen Road from Sligo Creek to Woodland Drive				
Construct bikeways on the south side of Forest Glen Road from Forest Glen Court to Seminary Road				

**Forest Glen Sector Plan, July 1996**

<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
Construct bikeways on the east side of Gardiner Avenue from Churchill Road to Kimball Place				

<b>Glenmont Master Plan, April 1997</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Glenmont Elementary School Reuse/Montgomery County Conservation Corps				
<b>Roads</b>				
(Extend Glenallan Avenue from Georgia Avenue to Flack Street				
Construct Denley Road extended				
(P) Build a grade separated intersection for Georgia/Randolph Road	P CIP			SHA Facility planning has been completed. Waiting for construction funding.
Construct a turn lane at Glenallan Avenue and Randolph Road				
Build the Georgia Avenue busway				



<b>Damascus Master Plan, June 2006</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Retain future school sites at Hawkins Creamery Road and Oak Drive.				Sites are vacant; retain until need for new facilities.
Retain future school site for Kingsbridge Middle School on Founders Way.				Site adjacent to Master Plan boundary, retain until need for school.
Re-use surplus school sites as parks.	Ongoing	Ongoing	Ongoing	
<b>Roads</b>				
I-270, Eisenhower Highway, and US 15, Frederick Freeway – Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).	P CTP		C CLRP	
Woodfield Road Extended – No. 500151; This project provides a 3,000-foot extension of Woodfield Road from 1,200 feet north of Main Street, (MD 108), to Ridge Road, (MD 27). The scope of the work includes the design, land acquisition, and construction of a 1,450 foot segment of Ridge Road from 450 feet south of the existing Ridge Road/Faith Lane intersection to 300 feet north of the Ridge Road/ Gue Road intersection. The roadway improvements include: extension of Woodfield Road as a 28-foot wide closed-section roadway with two 14-foot wide traffic lanes; provision of auxiliary left-turn lanes on Woodfield Road at Faith Lane and Ridge Road; realignment of Faith Lane to intersect Woodfield Road at a point 350 feet south of Ridge Road; construction of a separated 8-foot wide bikeway along the eastern side of Woodfield Road Extended from Main Street to Ridge Road; widening Ridge Road to provide two 12-foot wide travel lanes, two 4-foot wide paved shoulders, an	P & C CIP			

<b>Damascus Master Plan, June 2006</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
auxiliary left turn lane at the proposed intersection with Woodfield Road; street lighting; and landscaping. Woodfield Road Extended and Ridge Road improvements will be constructed within an 80-foot wide right-of-way.				
Resurfacing: Rural/Residential Roads – No. 500511; This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 3885 lane miles of rural and residential roads. The department estimates that 2006 lane miles (52-percent) of rural/residential pavement requires significant levels of preventative maintenance to safeguard the infrastructure from incremental failure requiring more costly rehabilitative/reconstruction efforts. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. Rural and residential roads that have been rated as 'fair condition' (level 3) are ideal candidates for preventative maintenance.	P & C CIP			
Rural & Residential Road Rehabilitation – No. 500914; This project provides for the major rehabilitation of residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs and gutters (if present). This project will not make	P & C CIP			

<b>Damascus Master Plan, June 2006</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
major changes to the location or size of existing drainage structures, if any. A recent sampling of residential roadway pavements indicates that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. Rural and residential roads that have been rated as "poor" (level 2) or "very poor" (level 1) conditions will be rehabilitated.				
Construct Damascus Lane (B-2) to connect to Ridge Road and Woodfield Road.	Ongoing	Ongoing	Ongoing	Replaced Damascus Boulevard of 1993 plan amendment; achieved as approvals for subdivisions occur.
Extend Woodfield Road (A-12) to Ridge Road to alleviate congestion.	P & C			Final design completed by DPWT, under permit process to SHA, MDE, and M-NCPPC. Projected operational date, May 2010.
Designate Howard Chapel, Drive, Annapolis Rock and Bethesda Church Roads as country roads.				Classified per 2006 Master Plan.
Realign northern intersection of Oak Drive and Ridge Road to meet Valley Park Drive.			P & C	Future facility planning for Oak Drive needed.
<b>Transit</b>				
Improve pedestrian access at existing Park and Ride lot at MD108/MD124.		P & C	P & C	Future study needed.
Construct new Park and Ride lot in vicinity of MD 27 and Woodfield Road intersection. This lot should be about two acres in size and have no fewer than 200 spaces.	P & C			Currently in conceptual design stage at DPWT.

<b>Damascus Master Plan, June 2006</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Bike/Pedestrian</b>				
Include a sidewalk or bike path along Valley Park Drive for east-west connection.				Completed
Extend Magruder Branch hiker biker trail from Valley Park Drive to Damascus Town Center.	P & C CIP			Facility planning approved by Planning Board 2007. Design & construction in FY13-15
Install sidewalks or shared use paths connections to key activity centers.	Ongoing	Ongoing	Ongoing	Implement as development occurs.
Build B-4 along Long Corner Road from Howard County Line to MD 108.			P & C	No action to date.
Improve pedestrian access at existing Park and Ride lot at MD108/MD124.		P & C	P & C	Future study needed.
Build bikeway SR-44 along MD 108 from Ridge Road to Hipsley Mill Road, Etchison.				No action to date.
Sidewalks at intersection of Ridge Road and Valley Park Drive.	Completed			
<b>Libraries</b>				
None				
<b>Park and Recreation</b>				
Create east-west natural surface trail to link Seneca Greenway (east) to Little Bennett Trail system (west).	Ongoing	Ongoing	Ongoing	Implement as development occurs.
Seneca Springs Local Park – Develop active Recreation facilities	P CIP			Acquired. Included in CIP as a candidate project for facility planning.
Woodfield L.P. – Provide large local park with several athletic fields, etc.	P CIP			Included in CIP as a candidate project for facility planning.
<b>Police</b>				
None				
<b>Fire and Rescue</b>				
Laytonsville Fire Station No. 17.		P & C		Renovate or relocate to nearby site. Future study needed.
<b>Other Community Facilities</b>				
None				

**Kemp Mill Master Plan, June 2001**

<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Bike/Pedestrian</b>				
Construct continuous sidewalks along University Boulevard				
Provide a connection between the Sligo Creek and Wheaton Regional Park trails				

<b>Fairland Master Plan, May 1997</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Paint Branch High School Modernization	P & C-CIP			
Fairland Elementary School Addition	P & C-CIP			
Galway Elementary School Addition	P & C-CIP			
<b>Roads</b>				
MD 198/ Burtonsville Rear Business Access Road, No. 500500, Design and construction of a new road way between MD 198 and the school access road. The new road will consist of 1,400 linear feet with two 12 foot lanes, an 8 foot parking lane, 5 foot sidewalks, and landscape and lighting.	P & C-CIP			
Intercounty Connector (Construction Phase)	C-CIP			Under construction by SHA
<b>Bike/Pedestrians</b>				
Friendlywood/Fairdale Sidewalks	P- CIP			
Greencastle Road from 29 to County Line		P-CIP		
US 29 Sidewalks	P-CIP			
Briggs Chaney Streetscape				
McKnew sidewalks				
<b>Fire and Rescue</b>				
Burtonsville Fire Station Addition, No. 450304; provides for a 2,400 square foot addition for expanded bunk facilities (10 beds) and a training room for station personnel.	P & C-CIP			
Burtonsville Community Revitalization, No. 760900, project with a focus on the commercial core that supports existing local business and new business opportunities after the realignment of US 29 and the widening of MD Rte 198.	P-CIP			

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction

<b>White Oak, March 1997</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Jackson Road Elementary School Addition	P & C – CIP			
<b>Transit Facilities</b>				
White Oak Transit Center, No. 500602; Provides bus shelters, vehicle and bus queuing areas along Lockwood Drive and New Hampshire Avenue. The costs include signing, pavement marking, streetlights and safe pedestrian crossings.	P & C-CIP			
<b>Roads</b>				
Vital Way Paving (planning and construction)				New paving and curbing for a two-lane road with on-street parking and streetscape improvements
<b>Bike/Pedestrians</b>				
US 29 sidewalks; No. 509997; provides for the design and construction of the missing segments of sidewalks along the east side of US 29 between University Boulevard and Prelude Drive as well as the east side of Lockwood Drive from US 29 to New Hampshire Avenue.	P & C-CIP			
US 29 sidewalks west; No. 500513; design of missing sidewalks between Burnt Mills and Southwood Avenue	P & C-CIP			
<b>Park and Recreation</b>				
White Oak Recreation Center, No. 720101; Design and construction of a 33,000 net square foot community recreation center which included a gymnasium, exercise room, social hall, senior/community lounge, game room, conference room, offices, computer lab, multi-use athletic court, and storage space.	P & C CIP			
April Stewart Lane Park				

<b>White Oak, March 1997</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Police</b>				
3 <sup>rd</sup> District Police Station, White Oak, No. 470302; Design and planning of a 32,844 square foot station to serve Silver Spring and vicinity. The prototype district design is a facility consisting of 2 floors and surface parking.	P & C-CIP			
<b>Fire and Rescue</b>				
Hillendale Station 12, No. 458629; Roof replacement in FY 13	P & C CIP			
<b>Community Facilities</b>				
Watershed Restoration, No. 809342; Design and construction or SWM retrofit and stream restoration project. It will provide improvements to local water quality to segments of Sligo Creek, the Northeast Branch, Paint Branch, and the Little Paint Branch.	P & C CIP			

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan; P – Planning; C - Construction



<b>Cloverly Master Plan, July 1997</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Roads</b>				
Intercounty Connector	C-CIP			Under construction by SHA
Thompson Road Connection, No. 500912; design and construction of a 300 foot section of Rainbow Drive. Will connect Rainbow Drive with Thompson Road.	P & C-CIP			
Spencerville Road Widening				
<b>Bike/Pedestrians</b>				
Sidewalks along Notley Road	P & C			
Sidewalk Improvement- Cape May Road				
Class I Bikeway along Patuxent Trail from Ednor Road to eastern planning area boundary.		P & C		
<b>Park and Recreation</b>				
Northwest Branch Stream Valley park acquisition.				Ongoing
Left and right fork of the Paint Branch Stream Valley park acquisition.				Ongoing
Patuxent Conservation park acquisition				Ongoing
Examine all opportunities in the Master Plan area to create new parks.				Ongoing
<b>Community Facilities</b>				
Village Green at the Commercial Center				

CTP – Consolidated Transportation Program; CIP – County Improvement Program; CLRP – Constrained Long-Range Transportation Plan;  
P – Planning; C - Construction

<b>Sandy Spring-Ashton Master Plan 1998</b>				
<b>FACILITY</b>	<b>1-6 yrs.</b>	<b>7-13 yrs.</b>	<b>14 + yrs.</b>	<b>COMMENTS</b>
<b>Schools</b>				
Sherwood ES addition	C			In FY 09-14 CIP
Sherwood HS addition	C			In FY 09-14 CIP
<b>Roads</b>				
Creation of new cross section for MD 108		P		Not in CIP; implementation strategy is unclear
<b>Other</b>				
Feasibility study for public sewer service in Brooke Road/Chandlee Mill Road community		P		Not in CIP; requires interagency cooperation

P—Planning C--Construction