



APRIL 2008

MASTER PLAN STATUS REPORT

A COMPENDIUM OF MASTER PLAN RECOMMENDATIONS



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MASTER PLAN STATUS REPORT

A COMPENDIUM OF MASTER PLAN RECOMMENDATIONS

April 2008

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**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

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INTRODUCTION

MASTER PLAN STATUS REPORT
April 2008

Introduction

The Master Plan Status Report objectively displays the policy and implementation highlights which have taken place since the adoption of each plan. The Status Report also outlines the transportation, environmental and public facility projects recommended in the plans, and identify their status in capital improvement budgets. Ongoing state, county, municipal, and federal initiatives as well as policy direction to implement recommendations of adopted master plans are also noted.

- The **County Council**, especially newly elected Council members, will be informed of the issues and conditions encountered in master plan recommendations;
- The **County Executive staff** will use the Master Plan Status Report in establishing funding priorities and sequencing through the Capital Improvement budget so as to complement the master plan recommendations;
- Information contained in the Master Plan Status Report will assist **Planning Board members** in evaluating work programs and Capital Improvement Project priorities;
- **Citizens** will use the Master Plan Status Report to track progress of projects and policies with a high priority of civic interest that contribute to neighborhood livability; and
- **Montgomery County Planning Department** will use the Status Report in reviewing proposed community planning and park projects and in tracking completion of environmental, transportation, and community facility infrastructure and policy necessary to realize the master plan vision.

This updated Master Plan Status Report is assembled by geographic area. Community-Based Planning teams prepared this report for the first time in 1998 in an effort to comprehensively frame master plan recommendations.

Purpose of the Status Report

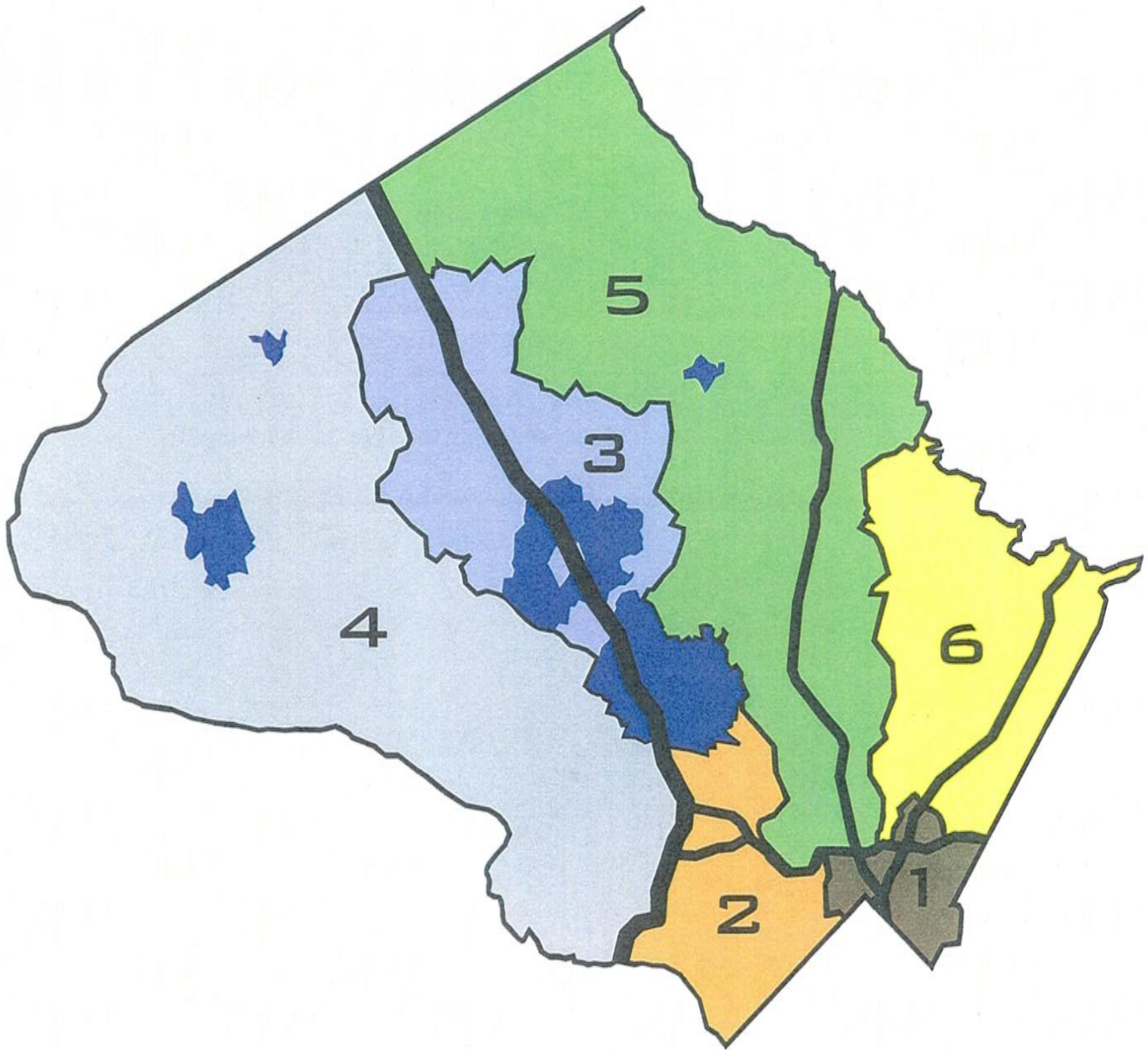
The Master Plan Status Report reflects the heightened interest of the Planning Board and County Council in facilitating the accomplishment of the vision for the community articulated in Montgomery County's master plans.

The Master Plan Status Report is prepared by the Community-Based Planning Division and is presented to the Planning Board and the County Council for their review and comment. This Report provides a brief overview of the positive steps that have been taken to implement master plan recommendations, since master plan adoptions. It highlights those areas where there has been a lack of progress or where significant community concerns still remain, and highlights those high-priority short-term measures still needed.


The findings from this Report help the County Council, Planning Board, and the Montgomery County Planning Department develop future work programs and CIP guidance to address the outstanding master planning concerns. By monitoring the actual implementation of master plan recommendations, Community-Based Planning staff and the community develop a better understanding of why recommendations are not always implemented (e.g., they are unrealistic, conditions have changed, there is inadequate funding, plan recommendations conflict with agency policies, or agencies are unaware of their mandates). Once the impediments to implementation are identified, the necessary steps can be taken to make the master plan vision a reality.

Additional copies of this Report are available at the Montgomery Regional Office at 8787 Georgia Avenue in Silver Spring, Maryland. For more information, please call the Community-Based Planning Division at 301-495-4555.

COMMUNITY-BASED PLANNING DIVISION GEOGRAPHIC AREAS



GEOGRAPHIC AREAS

- 1 SILVER SPRING/TAKOMA PARK
 - 2 BETHESDA-CHEVY CHASE/NORTH BETHESDA
 - 3 I-270 CORRIDOR
 - 4 POTOMAC/RURAL AREA WEST
 - 5 GEORGIA AVENUE CORRIDOR/RURAL AREA EAST
 - 6 EASTERN COUNTY
-  MUNICIPALITIES

Need Information?

For park and planning information in Montgomery County, please visit The Maryland-National Capital Park and Planning Commission at 8787 Georgia Avenue, Silver Spring, Maryland, or call:

Community Based Planning Division – 301-495-4555

Silver Spring/Takoma Park Team - Bill Barron, Acting Team Leader, 301-495-4556
(Silver Spring Central Business District, Takoma Park, Four Corners, North, East, and West Silver Spring)

Bethesda-Chevy Chase/North Bethesda Team - Judy Daniel, Team Leader, 301-495-4559
(Bethesda Central Business District, Friendship Heights CBD, North Bethesda, and Chevy Chase)

I-270 Corridor Team - Sue Edwards, Team Leader, 301-495-4518
(Rockville, Shady Grove, Germantown, Gaithersburg, and Clarksburg)

Potomac/Rural Area West Team - Callum Murray, Team Leader, 301-495-4733
(Darnestown, Travilah, Potomac, Cabin John, Poolesville, and the area west of I-270)

Georgia Avenue/Rural Area East Team - Khalid Afzal, Team Leader, 301-495-4650
(Forest Glen, Glenmont, Aspen Hill, Wheaton CBD, Olney, Upper Rock Creek, Kensington, and the area east of I-270)

Eastern Montgomery County Team - Bill Barron, Team Leader, 301-495-4556
(Kemp Mill, White Oak, Cloverly, Fairland, and Sandy Spring)

Community Outreach and Media Relations Office

301-495-4600, TTY 301-495-1331, or Maryland Relay Service 1-800-735-2258

Montgomery County Planning Department, Director's Office, 301-495-4500

Historic Preservation, 301-563-3400

Research and Technology Center

Demographic and Population Statistics, Housing Trends, Annual Growth Policy, etc.
301-495-4700

Development Review

Zoning, Maps, Master Plans, Record Plats, and Publications, 301-495-4595

Park Permits and Park Information – 9500 Brunett Avenue, Silver Spring
Reserving Community Centers, Picnic Shelters, Ballfields, 301-495-2525, or Maryland Relay Service 1-800-735-2258

Volunteer Services Office – 9500 Brunett Avenue, Silver Spring, 301-495-2504

Web Site Address: <http://www.mc-mncppc.org>

SECTION A

SILVER SPRING/ TAKOMA PARK PLANNING AREA (TEAM 1)

MASTER PLAN STATUS REPORT

April 2008

Silver Spring CBD Sector Plan	A-3
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Silver Spring CBD Sector Plan

Approved and Adopted February 2000

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Silver Spring CBD Sector Plan

VISION STATEMENT

The Plan envisions Silver Spring as the local downtown for the surrounding residential communities and the eastern part of the County—the community’s principal market center offering a variety of goods and services. It will also be the entertainment and cultural hub of the community. Its public facilities and parks will be the expression of the community’s dynamic character and of individual civic pride. The Central Business District is a symbolic as well as a functional element in the urban scene and is an important contributor to the total economic health and social vitality of Silver Spring.

The downtown districts will offer a variety of services and employment options to local and regional residents, and the Core will reemerge as the center of community with shops, restaurants, and civic uses arranged along landscaped, pedestrian-friendly streets.

All of the downtown districts will be enriched with amenities and redefined with new development opportunities stimulated by flexible zoning and strategic public investment. The strengths and opportunities of each downtown neighborhood will be built upon to regenerate vital housing, office, recreation, and civic uses and activities.

Policy Highlights

The CBD Sector Plan’s themes articulate the shared goals and vision for the CBD. These themes developed from discussions with community members and will serve as guides to evaluate development proposals and future work program efforts and are reflected in the Plan’s text and recommendations.

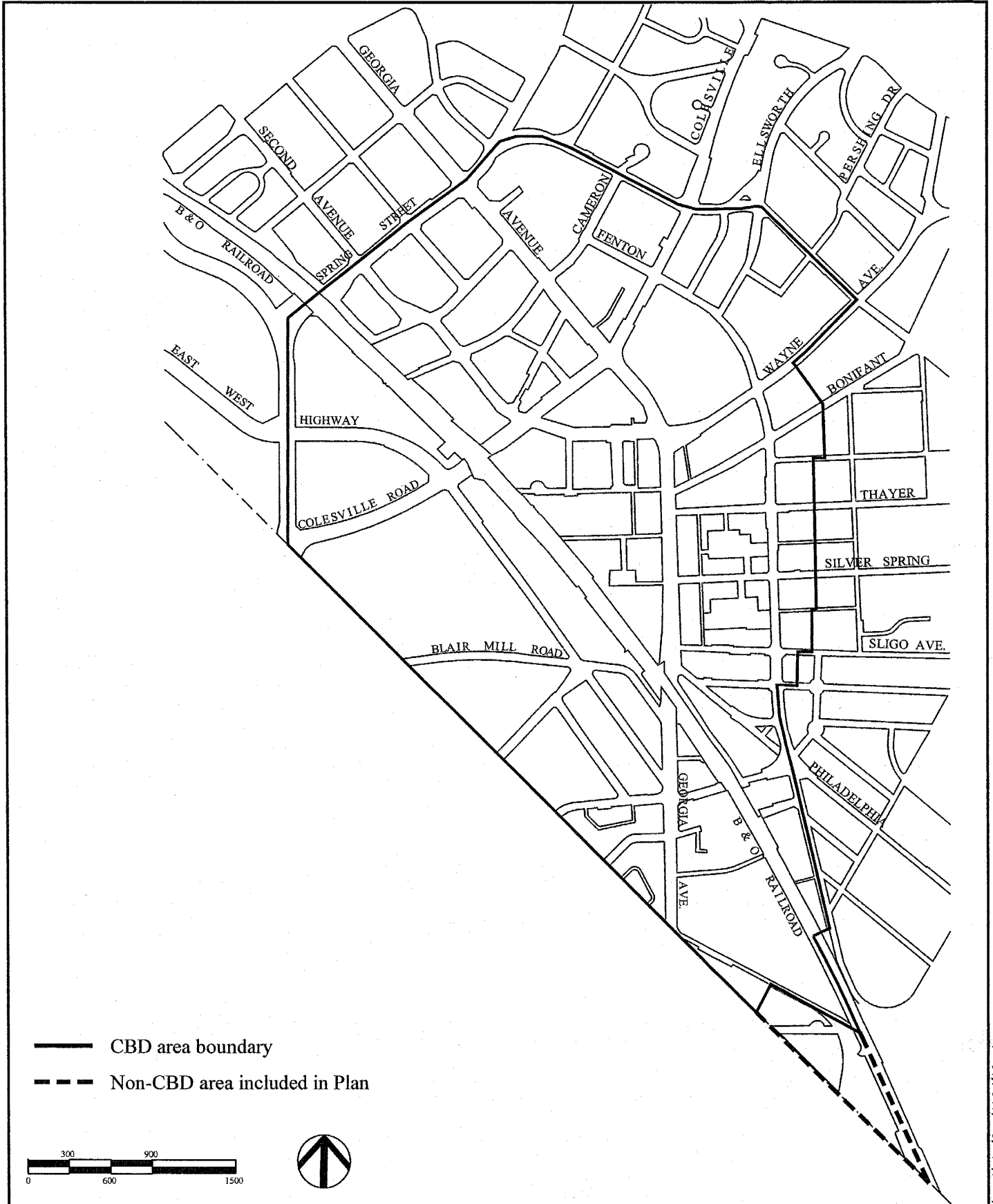
Transit-Oriented Downtown

The Plan’s land use and development recommendations strive to balance the needs of commuter and local traffic, of walkers and drivers and to maximize the investment in Silver Spring’s transit infrastructure, including the proposed intermodal Transit Center.

Commercial Downtown

Silver Spring’s location, infrastructure, and position in the metropolitan area market will continue its role as an employment center. New retail development will serve the local community with a mix of chain and independent businesses offering convenience and specialty shopping, restaurant, and entertainment. New hotels will provide accommodations for visitors to Silver Spring.

Silver Spring CBD Sector Plan Area



Residential Downtown

This Plan seeks to create a mix of housing choices including low-rise, high-density apartment and townhouses, supported by parks, shopping, cultural, civic, and employment uses with transit and Beltway access to make a convenient and thriving community.

Civic Downtown

This Plan views civic facilities as partners in economic revitalization. New and regenerated facilities will draw people downtown, returning it to the center of community life, and creating opportunities for economic and social connections.

Green Downtown

This Plan envisions shaded, tree-lined streets and well-placed green parks and plazas, creating a comprehensive system of open spaces that provide economic, environmental, and aesthetic benefits throughout downtown.

Pedestrian-Friendly Downtown

This Plan encourages the development of active streets and sidewalks, busy with people walking to shop, commute, and for pleasure. They will become downtown's defining feature, and they will support activity creating the setting for community.

Implementation Highlights

The five initiatives identified below are the critical elements needed to ensure the complete revitalization of Downtown Silver Spring. These measures will attract new uses, jobs and residents to Silver Spring, and improve the overall image and marketability of the downtown. Together, these initiatives will create the critical mass of change needed to reposition Silver Spring as a viable Central Business District. Some of these initiatives have been implemented in full. Others are approved or partially implemented.

- **Construct key Core projects, ensuring that they contribute to the Plan's vision for downtown.**
 - Downtown Silver Spring project
 - American Film Institute (complete)
 - New civic building and veterans plaza
 - Discovery Communications office headquarters with park and open space (complete)
 - Inter-modal transit center

- **Build key downtown civic and cultural facilities, linking them with a connected open space and trail system for active and passive recreation.**
 - Montgomery College expansion
 - District Court (complete)
 - Fire and Rescue Station (complete)

- **Initiate the construction of park and trail systems**
 - Jesup Blair Park renovation (complete)
 - Fenton Gateway Park
 - Silver Spring Green Trail
 - Capital Crescent/Metropolitan Branch Trail

- **Improve Circulation and access to facilitate new development and make improvements to street character**
 - Georgia Avenue and Colesville Road
 - Dixon Avenue
 - Fenton Street Streetscaping (complete)
 - Silver Spring Green Trail
 - Capital Crescent/Metropolitan Branch Trail

**Table 1: Status of Silver Spring Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Housing: Convert surplus, publicly owned surface parking lots to housing.	–	Cameron Hill is the only residential redevelopment of a public parking lot to date but Lots 3 and 16 may be redeveloped residentially with new public parking.
Historic Preservation: <ul style="list-style-type: none"> • Evaluate sites for designation on the <i>Master Plan for Historic Preservation</i> and the <i>Locational Atlas</i>. • Renovate and reuse the Silver Theatre, the Silver Spring Train Station, and Fire Station #1. • Move the Tastee Diner to its new location. 	–	Silver Spring Historic Sites survey was completed. The Falklands and Dry Cleaners Institute placed on <i>Locational Atlas</i> . The Silver Theatre and Train Station were renovated and are now occupied. The Tastee Diner was relocated.
Community Facilities: Program public events to complement and support private cultural and entertainment facilities.	–	On-going. Examples include the holiday parade, lunch-time concerts, and summer evening concerts.
Environment: Expand voluntary business pollution prevention programs in the CBD.	–	–
Transportation: <ul style="list-style-type: none"> • Assess CBD parking needs • Improve pedestrian circulation and safety • Create incentives for mass transit use and HOVs 	–	Parking Study by DPWT was completed. DHCA has initiated plans for a network of pedestrian pathways in South Silver Spring; Phase 1 is now open.

**Table 2: Status of Silver Spring CBD Sector Plan
PUBLIC FACILITIES PROJECTS**

Community and Cultural Facilities will be strategically sited and programmed to encourage revitalization, provide needed services, and recreate downtown as the center of community life.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Expand Montgomery College-Takoma Park Campus.	Health Sciences Building, pedestrian bridge, Cafritz Arts Center, and Student Services Center are complete	✓	The Cultural Arts Center is under construction. A new garage is in planning.
Renovate Jesup Blair Park and install a pedestrian and bicycle bridge over the CSX tracks.	✓	✓	Park renovation completed in summer of 2005.
Locate and construct a new district court house in the CBD.	✓	✓	Facility is complete and occupied.
Re-locate and construct Fire Station #1 in the CBD.	✓	-	New station is occupied.
Expand Fenton Gateway Park.	-	-	One lot acquired to date. Other property is for sale but costly.
Replace the interim skateboard facility.	-	-	No progress to date.
Civic building and plaza.	-	✓	Part of Urban Renewal project; has site plan approval.
Other Actions			
Relocate the Silver Spring library into the CBD.	-	Construction in FY10.	RFP to be issued for library and mixed use project after the County controls all the property.
Assess the viability of an expanded farmer's market or public market.	-	-	-

Table 3: Status of Silver Spring Sector Plan ENVIRONMENTAL PROJECTS

Environmental policies allow development to move forward while still protecting the quality of the area's natural resources.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Use stormwater quality waivers to support off-site watershed restoration in Rock Creek and Sligo Creek.	-	-	Ongoing part of project design and regulatory review
Other Actions			
Incorporate existing recycling and energy efficiency programs into new development and renovation projects.	-	-	-
Explore opportunities to create linear stormwater ponds/wetlands.	-	-	Ongoing part of project design and regulatory review
Improve the permeability of surface parking areas with green space.	-	-	Ongoing part of project design and regulatory review

**Table 4: Status of Silver Spring CBD Sector Plan
TRANSPORTATION PROJECTS**

Circulation System improvements will support revitalization by creating an efficient system of transportation options, including local and regional road and mass transit connections, sidewalks and bikeways.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Design and construct the Transit Center.	-	✓	May be joint development; facility approved by the Planning Board in July 2007.
Provide for the Georgetown Branch transit connection to Bethesda.	-	-	Planning for the Purple Line is in process.
Implement Capital Crescent/Metropolitan Branch Trail CC/MB.	-	-	Planning is in process; Rock Creek trestle bridge complete.
Improve Wayne Avenue's intersections with Georgia Avenue, Cedar Street, and Fenton Street.	-	-	Implemented through development plans.
Coordinate road improvements with Montgomery College at Fenton Street, Georgia Avenue, and Burlington Avenue.	-	Fenton realignment only	Realigned Fenton is open to traffic.
Construct a median in East-West Highway between Colesville Road and the Blair Shopping Center entrance.	-	-	-
Extend Dixon Avenue.	-	-	Portions to be implemented through private development.
Develop a way-finding system.	-	-	Discontinued.
Implement Silver Spring Green Trail.	-	✓	Funding deferred to FY09 pending Purple Line alignment.
Other Actions			
Design and construct local and regional bikeways.	-	-	Regional trail through CBD awaits Purple Line alignment decision.
Extend Draper Lane between Colesville Road and Blair Mill Road.	-	-	May be a private street
Revise the <i>Silver Spring</i> Streetscape technical manual.	-	-	Research underway
Implement CBD streetscaping.	-	✓	Ongoing CBD-wide through optional method process. DHCA streetscaping Fenton Village.
Implement on-street, off-peak parking along CBD arterials.	Installed on Georgia Avenue and Colesville Road	-	Approved at Canada Dry on East-West Highway.

**Table 5: Status of Other Silver Spring CBD Sector Plan Amendments
RECOMMENDATIONS MADE AFTER SECTOR PLAN ADOPTION**

Recommendations	Comments
No Master Plan Amendments	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Recommendations	Comments
Purple Line Study	Project planning continues by MTA.
Art and Entertainment District	Expanded to entire CBD.
Silver Spring Parking Study	Methodology raises concerns.
Renovate/demolish existing vacant office buildings (e.g., Gramax).	Gramax has been converted to housing. Williams and Wilste buildings are being converted to housing (the Aurora). Eastern Village Co-Housing is complete and occupied.

North and West Silver Spring Master Plan

Approved and Adopted August 2000

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

North and West Silver Spring Master Plan

VISION STATEMENT

The North and West Silver Spring Master Plan seeks to preserve existing residential character and reinforce the many desirable features of this area. The Plan's challenge is to preserve those livable qualities – stability, cohesiveness, scale, convenience, and natural resources – while addressing deficiencies and planning for change that is beneficial to the community.

The neighborhoods of North and West Silver Spring are mature and compactly developed with an established appearance and density of development. They are predominantly residential in character with active community life that is supported by a variety of local services including convenience retail, transit, public facilities, and natural resources. It is an area where activities and urban lifestyles merge; where housing choices include both single family homes and high-rise apartment homes; where access to commercial centers is very convenient; where residents are not completely auto dependent.

The Plan envisions that the Silver Spring Central Business District, which is undergoing revitalization, will serve as the local downtown for the surrounding residential neighborhoods of North and West Silver Spring. However, the smaller commercial centers in the area should be upgraded and repositioned to serve the local market. These commercial centers, as well as the light industrial area, should be sustained through upgraded streetscaping, and improved buffering to protect the residential neighborhoods. In addition, enhanced pedestrian, bicycle, and vehicular connections in North and West Silver Spring should provide easier access to the shopping and entertainment activities in downtown Silver Spring as well as to nearby transit, parks, and community facilities.

Policy Highlights

The *North and West Silver Spring Master Plan* establishes four area-wide planning themes and makes recommendations designed to enhance the stable residential neighborhoods in North and West Silver Spring. The planning themes include:

Commercial Centers – Character and Vitality: addresses local businesses as well as the Walter Reed Army Medical Center and the National Park Seminary Historic District

Community Preservation, Stability, and Character: addresses the residential neighborhoods and historic resources

Neighborhood-Friendly Circulation Systems: identifies circulation improvements that will accommodate both local and regional traffic and provides for non-motorized forms of travel, including pedestrian and bikeway recommendations

Neighborhood-Friendly Circulation Systems: identifies circulation improvements that will accommodate both local and regional traffic and provides for non-motorized forms of travel, including pedestrian and bikeway recommendations

Parks, Community Facilities, and Environmental Resources: provides recommendations on these valuable elements of community life.

In addition to these broad planning themes, the Master Plan provides specific recommendations to improve Georgia Avenue in Montgomery Hills. The Montgomery Hills Proposed Concept seeks to improve the visual appearance, pedestrian environment, and business viability of this commercial center by redesigning the highway into a landscaped urban boulevard. The Proposed Concept is an ambitious plan that recognizes that this portion of Georgia Avenue will continue to service regional vehicular traffic, but it is also an important neighborhood center and gateway to the revitalized Silver Spring Central Business District.

Implementation Highlights

The Master Plan Recommends Five Key Actions to Implement the North and West Silver Spring Master Plan:

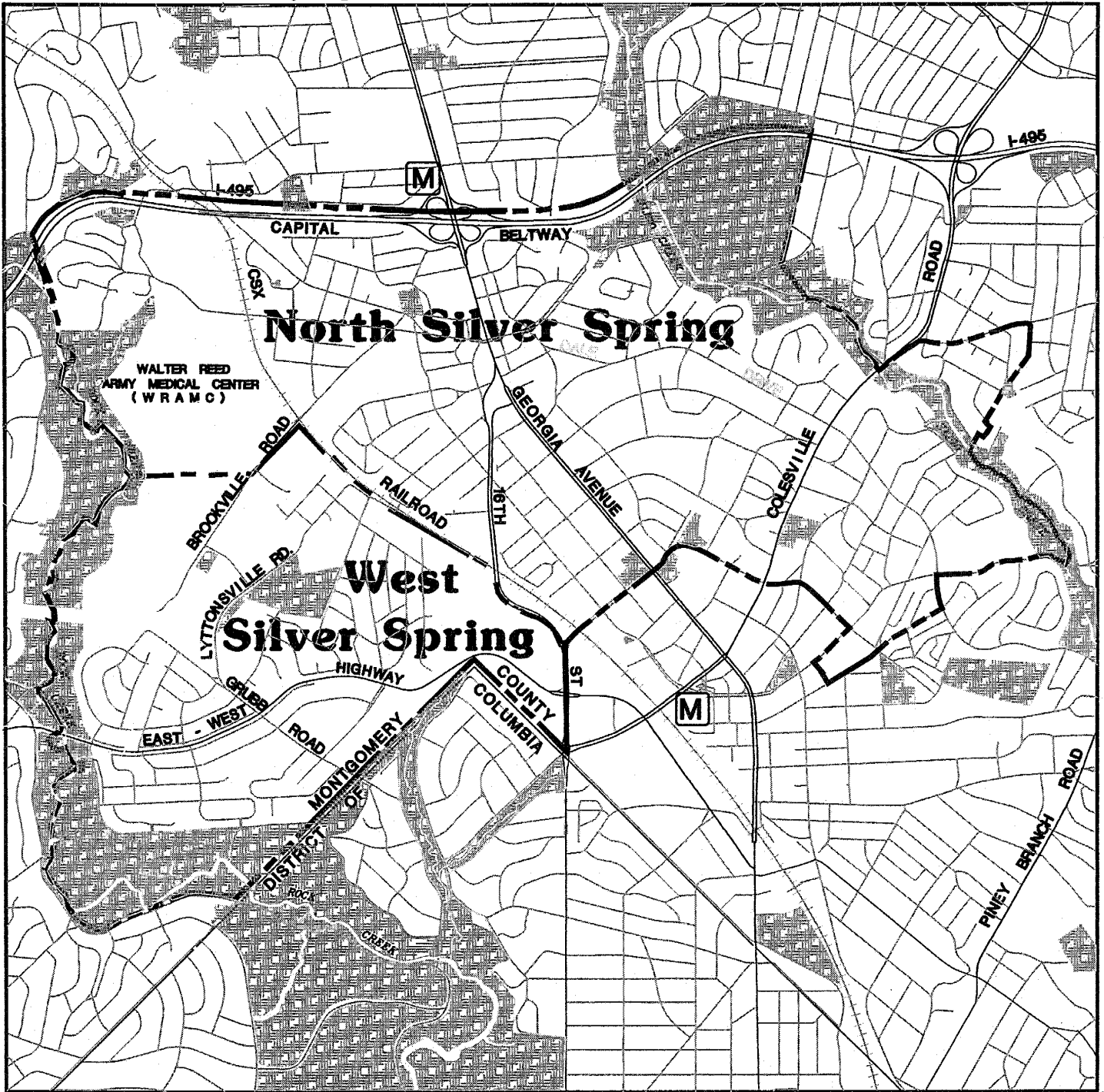
- Conduct a State Highway Administration project planning study with detailed engineering of the Proposed Concept for Georgia Avenue in Montgomery Hills and seek funding for its implementation.
 - Initiate a Commercial Revitalization project in Montgomery Hills after the Georgia Avenue improvements have been completed.
 - Implement related Montgomery Hills recommendations, including local circulation and parking improvements.
 - Study alternatives for the Georgia Avenue/Capital Beltway interchange.
 - Study access to local streets such as Hanover and Grace Church in North Woodside/Montgomery Hills.
 - Study improvements to the Georgia Avenue and 16th Street intersection.
- Upgrade existing non-residential land uses through streetscaping, buffering, and other efforts to make local centers compatible with the surrounding residential neighborhoods.
 - Brookeville Road Industrial Area
 - Walter Reed Army Medical Center
 - National Park Seminary Historic District
 - Rock Creek Center

- Improve circulation and access to transit, neighborhoods, bikeways, commercial centers, parks, and community facilities.
 - Forest Glen Pedestrian/Bicycle Bridge
 - Silver Spring Green Trail
 - Capital Crescent Trail
 - Linden Lane
 - Rock Creek Bikeway
 - Sligo Creek Bikeway
 - Georgetown Branch Transitway

- Preserve and restore neighborhood infrastructure through County programs encouraging maintenance and code enforcement.
 - Neighborhoods Alive
 - Renew Montgomery
 - Single-Family Home Improvement Loan Program
 - Replacement Home Loan Program

- Preserve historic resources to provide a sense of the County's beginnings and evolution for present and future generations, with a special focus on appropriate reuse of the following resources:
 - National Park Seminary Historic District
 - Riggs-Thompson House

North and West Silver Spring Master Plan Area



--- Master Plan Boundary

 Parkland

 Metro Station

0 575 1150 2300 Feet



**Table 1: Status of North and West Silver Spring Master Plan
POLICY RECOMMENDATIONS**

Recommendation	Completed	Comments
Land Use		
Implement the recommended zoning.	✓	–
Limit commercial/industrial development to existing centers.	–	On-going
Increase scrutiny of Special Exception Applications.	–	On-going
Prepare a minor Master Plan amendment if the proposed re-use of the National Park Seminary requires a different zone.	–	Rezoning implemented through application of a floating zone (PD). Construction underway.
Montgomery Hills		
Include a Montgomery Hills Commercial Revitalization project in the CIP.	Projected in late 2007	Under construction.
Establish a working group in Montgomery Hills when SHA begins the project planning study of Georgia Avenue.	–	To be initiated when SHA commences the project.
Establish a Montgomery Hills merchants association.	–	–
Rock Creek Center		
Enhance the use of the Rock Creek Center (on Grubb Road) as a neighborhood-oriented retail area and encourage owners to explore the assistance programs available through the County Department of Economic Development.	–	No public improvements planned. A Zoning Text Amendment was approved to permit health clubs in C-1. Improvements have been made by the property owner.
Walter Reed Army Medical Center Annex		
Continue coordination efforts among the Army, Neighborhoods, and Montgomery County to implement the Memo of Understanding (MOU) for Walter Reed Army Institute for Research (WRAIR).	–	The Army will propose a new master plan and transportation management plan for the Forest Glen Annex in 2008.
Encourage economically viable, neighborhood-compatible reuses of the National Park Seminary Historic District by: <ul style="list-style-type: none"> • Assisting GSA with marketing efforts • Exploring and analyzing reuse options • Preparing a minor master plan amendment to rezone the property, if necessary 	✓	The site was transferred to a private owner, rezoned and redevelopment plans approved. Construction is underway.
Historic Resources		
Designate the recommended historic resources on the <i>Master Plan for Historic Preservation</i> : Riggs – Thompson House, Wilbur House, and Dr. Condict House/Grey Rocks	✓	–
Evaluate the Woodside neighborhood for potential designation on the <i>Master Plan for Historic Preservation</i> .	–	Evaluation deferred due to staffing constraints. HPC approved modifications for the Woodside Courts project.

**Table 1: Status of North and West Silver Spring Master Plan
POLICY RECOMMENDATIONS**

Recommendation	Completed	Comments
Neighborhood Conservation		
Encourage maintenance and preservation of housing through code enforcement and neighborhood improvement programs.	–	–
Continue to restore neighborhood infrastructure through the “Neighborhoods Alive” program.	–	–
Other Actions		
Continue the use of the County’s Single-Family Home Improvement Loan Program and Replacement Home Loan Program, where needed.	–	–
Support the efforts of DHCA and the Cooperative to address the capital repair needs at the Rosemary Village Cooperative.	–	Fairfield Residential rehabilitated the entire property, now known as the Barrington Apartments.

**Table 2: Status of North and West Silver Spring Master Plan Capital Projects
PUBLIC FACILITIES PROJECTS**

Parks, Community Facilities, and Environmental Resources are essential elements of community life that establish neighborhood identity, and provide valuable services and programs.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Take advantage of opportunities to create/expand park facilities, including surplus public property. Enhance the natural environment by creating green spaces and identifying locations for improved street planting. Consider expansion of Ellsworth Urban Park.	–	–	Park could be expanded when the library relocates.
Renovate existing facilities to serve the needs of diverse communities.	–	–	–
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 Elementary School.
Consider educational uses for closed schools for declaring them to be surplus.	–	–	Former Montgomery Hills Junior High leased to private schools.
Acquire a trail easement from East-West Highway to Rock Creek Park.	–	–	–
Complete Rosemary Hills – Lyttonsville Recreation Center and Local Park reconstruction.	✓	–	–

Table 3: Status of North and West Silver Spring Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included in CIP	Comments
Use stormwater quality waivers to support off-site watershed restoration in Rock Creek and Sligo Creek.	-	-	Ongoing part of project design and regulatory review.
Explore opportunities to create linear stormwater ponds/wetlands.	-	-	Ongoing part of project design and regulatory review.
Promote the use of areas designed to increase infiltration within required open or green space such as: <ul style="list-style-type: none"> • alternative pavers • soil amendments and conditioning • small bio retention areas • rooftop gardens • disconnection of impervious cover • other landscaping techniques 	-	-	Ongoing part of project design and regulatory review.
Improve the permeability of surface parking areas with green space.	-	-	Ongoing part of project design and regulatory review.
Expand voluntary business pollution prevention programs within the industrial and commercial zones.	-	-	-

**Table 4: Status of North and West Silver Spring Master Plan
TRANSPORTATION PROJECTS**

Neighborhood-Friendly Circulation Systems seek a balance that accommodates local and regional traffic, yet provides safe pedestrian access and protects neighborhoods from intrusive vehicular traffic.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Implement the Georgetown Branch Transit way between Silver Spring and Bethesda and provide a direct, continuous completion of the Capital Crescent Trail through Silver Spring.	-	-	Project Planning continues as part of Purple Line.
Implement pedestrian improvements to the Georgia Avenue/Capital Beltway interchange (Forest Glen Pedestrian/Bicycle Bridge).	✓	-	Completion in 2005; safety concern.
Construct the Silver Spring Green Trail to provide east-west connections to Sligo Creek Park, the Silver Spring Transit Center, and the Capital Crescent Trail.	-	-	Green Trail planning 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.
Study alternative designs for the intersection of Georgia Avenue and 16 th Street to improve traffic efficiency, accommodate future traffic demands, create a gateway and enhance pedestrian safety.	-	-	Not programmed by SHA.
Other Actions			
Protect residential neighborhoods from the impacts of commercial and through traffic.	-	-	DPWT initiated a traffic management study in North Woodside.
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.
Consider adding a separate right-turn lane on westbound Dale Drive at Colesville Road. Consider the restriping and widening of westbound Sligo Creek Parkway at Colesville Road.	-	✓	Facility Planning now underway; construction in FY09.
Enhance pedestrian circulation and safety along 16 th Street by providing sidewalks on both sides and safe pedestrian crossings.	-	-	Improvements were implemented in area of the 16 th Street bridge over the railroad tracks.
Review Lyttonsville Road/Lyttonsville Place for possible traffic control measures.	-	-	-
Retain Talbott Avenue bridge.	N/A	N/A	-

**Table 4: Status of North and West Silver Spring Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Complete the bicycle shoulder path project on Sligo Creek Parkway between Colesville Road and University Boulevard.	–	–	Improvements have been made to slow traffic on Sligo Creek Parkway.
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 Brookville Road.	–	–	–
Evaluate the Walter Reed Army Medical Center property for possible trail connections.	–	–	Ongoing discussions with the Army.
Improve the streetscape and landscape along Brookville Road to the standards of the County approved road code.	–	–	–

**Table 5: Status of North and West Silver Spring Master Plan
MONTGOMERY HILLS PROPOSED CONCEPT**

Seeks to improve the appearance, pedestrian environment and business viability of this important gateway commercial center.

Name of Project	Built/ Completed	Included in CIP	Comments
Priority Actions			
Conduct a design and engineering study for Georgia Avenue.	–	–	–
Reconstruct Georgia Avenue as a more pedestrian-friendly street. <ul style="list-style-type: none"> • Ensure a consistent 120' right-of-way between 16th Street and the Capital Beltway. • Remove the reversible lane and reinstall the median. • Construct wide sidewalks. • Provide streetscape elements. 	–	–	Not yet programmed by the State.
Realign Seminary Road and add an eastbound right turn lane at the Georgia Avenue intersection. <ul style="list-style-type: none"> • Modify Public Parking Lot #12. • Consider closing Sutton Place between Seminary Road and Stratton Road. 	–	–	Not yet programmed by the State.
Adjust signal timing to permit safe pedestrian crossings of Georgia Avenue.	–	–	–

**Table 5: Status of North and West Silver Spring Master Plan
MONTGOMERY HILLS PROPOSED CONCEPT**

Name of Project	Built/ Completed	Included in CIP	Comments
Other Actions			
<ul style="list-style-type: none"> • Provide additional retail parking for the businesses in the commercial area. • Reconfigure Public Parking Lots 12 and 48. • Provide perpendicular parking on Corwin Drive. • Construct public and/or private parking on vacant lots along Columbia Boulevard. 	-	-	Unlikely to be programmed until SHA undertakes comprehensive study of Georgia Avenue/Montgomery Hills.
Relocate utilities underground.	-	-	-
Study alternatives for the Georgia Avenue/Capital Beltway interchange that would improve vehicular operations and make the area more pedestrian friendly.	✓	-	Reconfiguration of ramps and the pedestrian bridge over ramps are complete.
Study the reconfiguration of 16 th Street/Georgia Avenue intersection.	-	-	Not programmed by SHA.
Study access to local streets.	-	-	-
Analyze traffic management options to reduce cut-through traffic.	-	-	Analysis by DPWT is under way for North Woodside.
Study feasible alternatives to improve Selway Lane as an important two-way vehicular and pedestrian connection within the commercial center.	-	-	Pending comprehensive study of Montgomery Hills.
Consider closing Sutton Place between Seminary Road and Stratton Road and installing a pocket park in this location if the above recommendation to reconstruct Seminary Road between Sutton Place and Georgia Avenue is implemented.	-	-	-
Design and construct improvements to the intersection of Seminary Road, Seminary Place, and Second Avenue.	-	-	Facility Planning began in 2007.

**Table 6: Status of North and West Silver Spring Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
No amendments have been made subsequent to adoption of the Master Plan.	-

Table 7: Status of Ongoing State, County, Municipal and Federal Initiatives and Other Reports

Initiative	Comments
Walter Reed Army Medical Center, Forest Glen Annex	GSA disposed of National Park Seminary Historic District. Mandatory Referral is completed for relocated fire station, perimeter security fence and security gates. A proposed Master Plan for the WRAMC (Forest Glen Annex) began going through Mandatory Referral but was withdrawn.
Montgomery Hills Junior High School (MHJHS)	Proposed reuse by Yeshiva went through Mandatory Referral.

East Silver Spring Master Plan

Approved and Adopted December 2000

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

EAST SILVER SPRING MASTER PLAN

VISION STATEMENT

The vision for the future of the East Silver Spring community is to achieve stable residential neighborhoods with linkages to public facilities and revitalized commercial centers. The Master Plan recognizes the residential nature of the area and the community orientation of its local commercial centers. The Plan envisions that residential neighborhoods will be sustained and enhanced. Commercial centers will be sustained and revitalized. Community facilities will be provided to serve the area. Park and environmental features will be enhanced. A neighborhood-friendly circulation system will accommodate pedestrians, bicyclists, transit, and local and regional traffic.

Policy Highlights

Community Preservation, Stability, and Character

The Master Plan seeks to preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout East Silver Spring. The Plan's challenge is to preserve livable qualities, such as stability, cohesiveness, scale, convenience, mature trees, and nearby natural resources. The Plan generally reaffirms the existing residential land use and zoning patterns throughout the area.

Commercial Centers

The Master Plan seeks to improve commercial centers to better serve the needs of local and area residents and people passing through the area. Revitalization strategies addressing both image and function must be undertaken to ensure a healthy future role for these centers. The Plan recognizes that the land uses in existing commercial areas are appropriate with limited modifications as recommended by this Plan.

Community Facilities, Parks, and Environmental Resources

The Master Plan supports community facilities and parks, and protection of the environmental resources that establish community identity and provide valuable services and programs. The Plan emphasizes renovation of existing facilities and parks, and acquisition of property when the opportunity arises. Restoration and protection of existing environmental resources is encouraged.

Neighborhood-Friendly Circulation

The Master Plan seeks to provide safe, pleasant and convenient pedestrian access to places people want to go while accommodating local and regional traffic. The Plan supports a comprehensive system of pedestrian and bicycle paths. The Plan addresses traffic congestion and an expansion of mass transit services.

Implementation Highlights

Community Preservation, Stability, and Character

The East Silver Spring communities are almost totally built out, with an established character and development density, and little vacant land. The focus of the Master Plan is on preserving and enhancing the existing neighborhoods to ensure a good quality of life for area citizens and businesses. This Plan:

- Preserves the residential character of East Silver Spring neighborhoods by confirming the existing residential zoning.
- Allows apartment areas to continue at the current density through amendments to the Zoning Ordinance.
- Encourages maintenance and preservation of housing through code enforcement and other improvement programs.
- Addresses the full range of issues and solutions affecting apartments in the area by formation of a community-based task force.
- Meets the needs of area residents by recommending facilities for social service organizations.

Commercial Centers

The East Silver Spring Plan recognizes that healthy centers are the heart of healthy communities. Commercial businesses in the area are concentrated in various centers that provide a wide variety of convenience goods and services, many of them catering to the large number of immigrants living in the area. This Plan:

- Seeks to ensure that the commercial centers of East Silver Spring are safe, community-serving, successful, convenient, and attractive by revitalizing them in coordination with various business and community organizations.
- Supports provision of a diverse range of commercial services in East Silver Spring such as basic shopping services to nearby neighborhoods, highway commercial services, and regionally serving businesses.
- Provides for site plan review and flexibility in parking standards in the Flower Village and Clifton Park Crossroads commercial centers by recommending adoption of a Commercial Revitalization Overlay Zone.
- Coordinates commercial revitalization and other improvements with the City of Takoma Park and Prince George's County through support of an inter-jurisdictional task force.

Community Facilities, Parks, and Environmental Resources

The East Silver Spring Plan recognizes that the location, condition, and accessibility of community facilities contribute to the quality of life and provide a tangible measure of a community's character. Much of the appeal and attractiveness of these neighborhoods is derived from their proximity to natural resources, particularly the stream valley parks and recreational facilities. The Plan:

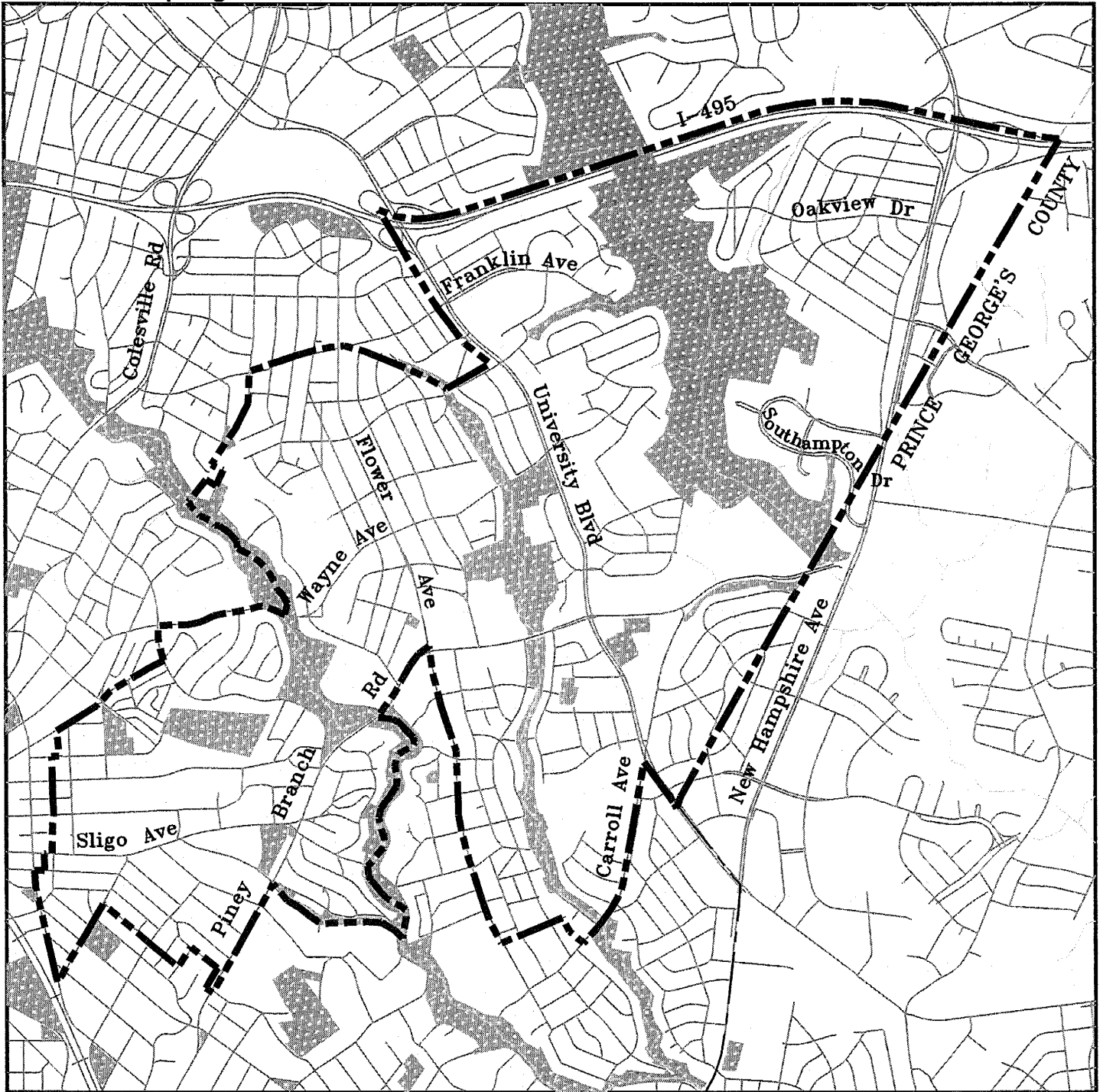
- Recommends provision of ballfields and other public uses at the Takoma Academy site if it becomes available for public acquisition.
- Recommends development of a future park at 8726 Piney Branch Road through acquisition of the property.
- Recommends facilities and recreational programs for a wide range of ages, backgrounds, and interests through provision of new or renovation of existing facilities.
- Supports conservation of woodlands and trees through application of an urban forestry concept.

Neighborhood-Friendly Circulation

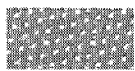
The East Silver Spring Plan provides for adequate roads for vehicular traffic, while emphasizing pleasant pedestrian and bicycle access within the community. The Plan also recognizes the reliance of area residents on transit services. The Plan:

- Recommends possible future improvements to area roads and intersections including areas along Piney Branch Road and New Hampshire Avenue.
- Supports a hierarchy of sidewalks, paths, and bikeways connecting to parks, schools, shops, and other public facilities.
- Supports completing the County-wide trail system including building the Metropolitan Branch Trail, and closing the gap in the Long Branch trail.
- Supports improvements to transit service, including possible rail transit stops along University Boulevard.

East Silver Spring Master Plan Area



East Silver Spring Master Plan Boundary



Parks



County Line



0 600 2400 Feet



**Table 1: Status of East Silver Spring Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Priority – Community			
Reconfirm most of the existing residential zoning, to retain the existing single-family detached character.	✓	–	–
Amend the Zoning Ordinance to allow low and medium density apartment properties to continue.	✓	–	–
Encourage maintenance, preservation, remodeling, and rehabilitation of housing through code enforcement, owner and tenant education, home or neighborhood improvement programs, and other appropriate techniques.	–	✓ Both DHCA and HOC	DHCA does annual apartment inspections and uses the Housing Initiatives Fund to renovate existing multifamily housing.
Form a task force to address the full range of issues and solutions affecting the apartments in the area.	✓ Long Branch Task Force completed its job; it was succeeded by an advisory committee.	–	Provided direction for the commercial and residential redevelopment of the Long Branch neighborhood.
Priority - Commercial			
Form task forces with Prince George's County to address cooperatively the revitalization of commercial areas through streetscaping, improving police services, and housing.	–	–	Continue to meet with Prince George's and Takoma Park staff to coordinate projects as needed. A bi-county Sector Plan effort has begun for the Takoma/Langley Crossroads area.
Create a new Commercial Revitalization Overlay Zone and apply it to selected areas.	✓	–	–
Establish an "Administrative Review" process for minor site changes on commercial properties.	✓	–	–

**Table 1: Status of East Silver Spring Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Provide streetscape improvements in commercial areas, including: <ul style="list-style-type: none"> • Streetscape and pedestrian crossings along Arliss Street • Pedestrian improvements along University Boulevard and Piney Branch Road. 	-	-	A crosswalk and neck-down was installed on Arliss Street at the Library entrance. The Long Branch Task Force suggested other improvements.
Prepare a concept study for and implement streetscape and pedestrian improvements along University Boulevard and New Hampshire Avenue.	✓ University Blvd.	-	The State Highway Administration completed a concept study for University Boulevard (reviewed by Planning Board). Improvements at University Boulevard/New Hampshire Avenue are under construction. Consultant study also performed with COG grant.
Other Projects			
Address the capital repair needs of deteriorated multi-family buildings.	-	✓	DHCA provides housing rehabilitation and production, including loan program.
Undertake research to develop a historical context for 20 th century historic resources such as the Flower Theater.	-	-	-
Evaluate the potential designation of the Davis Warner House on the Master Plan for Historic Preservation.	✓	-	-
Coordinate joint marketing of businesses along University Boulevard and Piney Branch Road.	-	-	DCHA working with new merchants association.
Evaluate and, if appropriate, establish a parking district in Flower Village.	-	-	-
Revise Master Plan if the proposed "Inner Purple Line" transit alignment is approved along University Boulevard.	-	-	The State's Purple Line study continues. A functional master plan effort is underway to set the Purple Line alignment and station locations. A bi-county Sector Plan for the Takoma/Langlely Crossroads is also programmed.

**Table 2: Status of East Silver Spring Master Plan
PUBLIC FACILITY PROJECTS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Priority – General			
Restore, maintain, and improve the infrastructure of older neighborhoods.	–	✓	County CIP: Neighborhood Traffic Calming and Street lighting.
Implement the following neighborhood improvements recommended in the 1998 Long Branch Bond Bill: <ul style="list-style-type: none"> • gateway features for Flower Village • better lighting • traffic signals at Flower and Arliss Avenue • traffic signals at Piney Branch Road and Garland Avenue • building unification through a common design theme • parking lot unification by coordinated circulation and landscaping 	Existing sidewalks, trees, and light fixtures have been restored to good quality.	–	–
Provide improvements to area sidewalks serving: <ul style="list-style-type: none"> • Columbia Union College • Montgomery College 	–	–	Improvements to be considered in context of current expansion plans for each institution.
Priority – School and Library			
Address the need for security for the New Hampshire Estates Elementary School while improving neighborhood access to the park, market, and transit.	–	–	–
Implement additional improvements to strengthen the Long Branch Library's civic presence in the community, including: <ul style="list-style-type: none"> • Landscape plan • Pedestrian and auto access • Create a "civic plaza" 	–	–	DHCA to provide improved pedestrian connections in FY08-10, including between the library and the recreational center via a new bridge. The facility plan for the bridge was approved.
Priority – Parks			
Purchase properties if they become available to meet significant active recreation needs in the Silver Spring/Takoma Park area: <ul style="list-style-type: none"> • Sligo Adventist Elementary School • Potomac Adventist Book and Health Food Store • Takoma Academy • Other closed schools and public facilities 	–	–	Properties are not currently available for purchase.

**Table 2: Status of East Silver Spring Master Plan
PUBLIC FACILITY PROJECTS**

Recommendation/ Policy	Completed	Included in CIP	Comments
Renovate and maintain existing park facilities and provide new ones with recreation programs for a wide range of ages, backgrounds, and interests.	-	✓	M-NCPPC includes: <ul style="list-style-type: none"> • Lifecycle Asset Replacement • Resurface Roads and Bridges, i.e. Sligo Creek Parkway Park renovations are planned for Broad Acres Local Park but not yet under construction.
Acquire additional properties as needed to enhance public use of Long Branch Stream Valley Park and provide improvements based on a feasibility study.	-	-	-
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.	-	-	-
Convert the soccer field at Broad Acres Local Park into two softball fields to help meet PROS needs for ball fields, replace the former basketball court, and relocate and expand the playground.	✓ Soccer fields were converted.	-	Further renovation of the park is being implemented in coordination with the school expansion.
Other Projects			
Conveniently locate services to meet the needs of the area residents: <ul style="list-style-type: none"> • social services • employment services • health facilities • police services 	-	-	-
Examine the feasibility of an improved park entrance for Brookview Local Park to encourage and promote patronage.	-	-	A major portion of Brookview Park has reverted to school use; some recreation facilities replaced at Broad Acres.
Examine all parks to provide improvements consistent with CPTED principles.	-	-	-
Provide community connections between Northwest Branch Trail and Sligo Creek Trail, including easy access to these trails from adjacent neighborhoods.	-	✓	M-NCPPC includes: hard surface trails and renovations.
Improve the path and provide a signed, nature trail from Long Branch Local Park to Long Branch Wayne – Local Park.	-	-	-
Provide interpretive trails in stream valley parks.	-	-	-

Table 3: Status of East Silver Spring Master Plan ENVIRONMENTAL PROJECTS

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
Priority			
Enhance the natural environment by: <ul style="list-style-type: none"> • creating new green spaces • planting and maintaining street trees 	–	–	Ongoing. Part of project design, facility maintenance, and regulatory review.
Encourage the application of urban forestry principles to landscaping projects and to stream valley parks, addressing: <ul style="list-style-type: none"> • use of native plant species • mix over and under story • control invasive species 	–	–	Ongoing. Part of project design, facility maintenance, regulatory review.
Explore opportunities for joint watershed management planning and in-stream habitat projects.	–	✓	M-NCPPC include Stream Protection program.
Other Projects			
Support expanded regional and local programs to reduce air pollution emissions.	–	–	Ongoing. Local government initiatives.
Provide stormwater management controls, as new Montgomery College development occurs to mitigate off-site impacts in the surrounding neighborhoods.	–	–	Ongoing. Part of project design and regulatory review.
Explore and promote innovative stormwater management options, such as: <ul style="list-style-type: none"> • Linear pond/wetlands • Infiltration in open spaces • Permeable parking areas • Stormwater quantity waiver fees 	–	–	Ongoing. Part of project design, facility maintenance, and regulatory review.
Expand voluntary business pollution prevention programs in commercial zones.	–	–	–
Incorporate recycling and energy efficient programs and standards in the design of new development and, where possible, into renovations.	–	–	–

**Table 4: Status of East Silver Spring Master Plan
TRANSPORTATION PROJECTS**

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
<p>Priority</p> <p>Implement road improvements recommended in the <i>Silver Spring/Takoma Park Transportation and Circulation Report</i> which can be made without unacceptable community impacts, including:</p> <ol style="list-style-type: none"> 1. Piney Branch Road south of Sligo Creek Parkway as a three-lane section 2. Piney Branch Road, exclusive right turn lanes onto University Blvd. 3. New Hampshire Avenue additional through and turn lanes at Oakview Drive 4. Wayne Avenue, from Silver Spring CBD to Sligo Creek Parkway as three-lanes and right turn at Dale Drive 	<p style="text-align: center;">✓</p> <ol style="list-style-type: none"> 1. Piney Branch Road completed. 	<p style="text-align: center;">✓</p> <ol style="list-style-type: none"> 3. Construction to begin fall 2007 	<ol style="list-style-type: none"> 4. Improvement to Wayne Avenue (and Green Trail) deferred pending Purple Line study.
<p>Complete or bring up to standard the missing portions of the Pedestrian System Framework, with priorities given to providing safe pedestrian access to schools.</p>	<p style="text-align: center;">-</p>	<p style="text-align: center;">✓</p>	<p>Annual Sidewalk Program, Countywide</p>
<p>Improve the pedestrian environment and transit access along:</p> <ul style="list-style-type: none"> • Piney Branch Road • Carroll Avenue • East Wayne Avenue • Franklin Avenue • Oakview Drive • Fenton Street • Flower Avenue • Arliss Street 	<p style="text-align: center;">✓</p> <ul style="list-style-type: none"> • Piney Branch Road, south of Sligo Creek Parkway is complete. • Upper Carroll Avenue complete. • A traffic diverter was installed on Flower Avenue at Arliss Street and a new sidewalk along the north side of Flower Avenue. Sidewalks at Flower/Arliss to be improved by proposed medical center. • A crosswalk was installed on Arliss Street at the Library. 	<p style="text-align: center;">-</p>	<p style="text-align: center;">-</p>
<p>Design and build the Metropolitan Branch Trail.</p>	<p style="text-align: center;">-</p>	<p style="text-align: center;">-</p>	<p>Segments have been built.</p>

Table 4: Status of East Silver Spring Master Plan TRANSPORTATION PROJECTS

Recommendation/Policy	Completed	Included in CIP	Comments
Complete or bring up to standard the missing portions of the Bikeway System Framework.	–	–	–
Prepare a concept study for and implement transit access along University Boulevard; and New Hampshire Avenue.	–	–	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.	✓	Countywide Bus Stop Improvements program.
Complete the routes recommended in the Neighborhood Pedestrian Routes and Bikeways supplement, with neighborhood participation.	–	✓	–
Other Projects			
Provide good connections to the national American Discovery Trail.	–	–	–
Evaluate and upgrade, where needed, all bridges that are part of the Bicycle System Framework.	–	✓	Wayne Avenue Bridge No. M-162, with 8' bike path.

Table 5: Status of Other East Silver Spring Master Plan RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION

Recommendation	Comments
None	–

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Recommendation/Policy	Completed	Included in CIP	Comments
Commission on Crossroads Development (extends to some areas of East Silver Spring)	–	–	No meetings in 2007.
University Boulevard Corridor Strategic Planning Study	–	–	Draft Proposed Study to define the vision and future strategies for areas in East Silver Spring and Takoma Park.
Long Branch Community Legacy Area	–	–	Provides façade improvements, sidewalks, and a small community center.
Safe Routes to School – Rolling Terrace Elementary School	Study completed spring of 2002	–	A pilot project to improve the safety and comfort of children walking and bicycling to school; no evidence of implementation.
Purple Line – Silver Spring to New Carrollton segment trolley; with stations at Silver Spring CBD and Takoma/Langley Crossroads	–	–	Study includes preliminary alternatives analysis (alignment and grade), and potential for transit-oriented development. Possible additional stations to be studied include: <ul style="list-style-type: none"> • Carroll Avenue • Piney Branch Road
Proposed FDA/White Oak Branch Line – along New Hampshire Avenue	–	–	No active study underway. The Council requested in February 2007 that the state add it to the D&E program for transit projects.
Montgomery County Public Schools	–	✓	MCPS includes: <ul style="list-style-type: none"> • Facility Planning • Modernizations • Replacements MCPS projects at: <ul style="list-style-type: none"> • Broad Acres Elementary School • Eastern Middle School • Oak View Elementary School

Takoma Park Master Plan

Approved and Adopted December 2000

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

TAKOMA PARK MASTER PLAN

VISION STATEMENT

The vision for the future of Takoma Park is to achieve stable residential neighborhoods with linkages to public facilities and revitalized commercial centers. The Master Plan recognizes the residential nature of the area and the community orientation of its local commercial centers. The Plan envisions that residential neighborhoods will be sustained and enhanced. Commercial centers will be sustained and revitalized. Community facilities will be provided to serve the area. Park and environmental features will be enhanced. A neighborhood-family circulation system will accommodate pedestrians, bicyclists, transit, and local and regional traffic.

Policy Highlights

Community Preservation, Stability, and Character

The Master Plan seeks to preserve existing residential character, encourage neighborhood reinvestment, and enhance the quality of life throughout Takoma Park. The Plan's challenge is to preserve livable qualities, such as stability, cohesiveness, scale, convenience, mature trees, and nearby natural resources. The Plan generally reaffirms the existing residential land use and zoning patterns throughout the area.

Commercial Centers

The Master Plan seeks to improve commercial centers to better serve the needs of local and area residents and people passing through the area. Revitalization strategies addressing both image and function must be undertaken to ensure a healthy future role for these centers. The Plan recognizes that the land uses in existing commercial areas are appropriate with limited modifications as recommended by this Plan.

Community Facilities, Parks, and Environmental Resources

The Master Plan supports community facilities and parks, and protection of the environmental resources that establish community identity and provide valuable services and programs. The Plan emphasizes renovation of existing facilities and parks and acquisition of property when the opportunity arises. Restoration and protection of existing environmental resources is encouraged.

Neighborhood-Friendly Circulation

The Master Plan seeks to provide safe, pleasant, and convenient pedestrian access to places people want to go while accommodating local and regional traffic. The Plan supports a comprehensive system of pedestrian and bicycle paths. The Plan addresses traffic congestion and an expansion of mass transit services.

Implementation Highlights

Community Preservation, Stability, and Character

Takoma Park is almost totally built out with an established character and development density and little vacant land. The focus of the Master Plan is on preserving and enhancing the existing neighborhoods to ensure a good quality of life for area citizens and businesses. This Plan:

- Preserves the residential character of Takoma Park neighborhoods by confirming the existing residential zoning.
- Allows apartment areas to continue at the current density through amendments to Zoning Ordinance.
- Encourages maintenance and preservation of housing through code enforcement and other improvement programs.
- Addresses the full range of issues and solutions affecting apartments in the area by formation of a community-based task force.
- Meets the needs of area residents by recommending facilities for social service organizations.
- Supports continued protection of historic resources within the Takoma Park Historic District.

Commercial Centers

The Takoma Park Plan recognizes that healthy centers are the heart of healthy communities. Commercial businesses in the area are concentrated in various centers that provide a wide variety of convenience goods and services, serving both immediate neighborhoods and the large number of immigrants living in the areas. This Plan:

- Seeks to ensure that the commercial centers of Takoma Park are safe, community serving, successful, convenient, and attractive by revitalizing them in coordination with various business and community organizations.
- Supports provision of a diverse range of commercial services in Takoma Park such as basic shopping services to nearby neighborhoods, highway commercial services, and regionally serving businesses.
- Provides for site plan review and flexibility in parking standards in the commercial centers by recommending adoption of a Commercial Revitalization Overlay Zone.
- Enhances the small town character of the Takoma Junction through the Takoma Old Town to the Takoma Metro Station areas by providing improved streetscaping.
- Coordinates commercial revitalization and other improvements with the City of Takoma Park and Prince George's County through support of an inter-jurisdictional task force.
- Encourages a few, new neighborhood shops to serve the residents of the Maple Avenue apartment area by adopting a new neighborhood Retail Overlay Zone.

- Supports enhancement of Adventist services (hospital, college, and church) primarily on the existing campus along Flower Avenue.

Community Facilities, Parks, and Environmental Resources

The Takoma Park Plan recognizes that the location, condition, and accessibility of community facilities contribute to the quality of life and provide a tangible measure of a community's character. Much of the appeal and attractiveness of these neighborhoods is derived from their proximity to natural resources, particularly the stream valley parks and recreational facilities. The Plan:

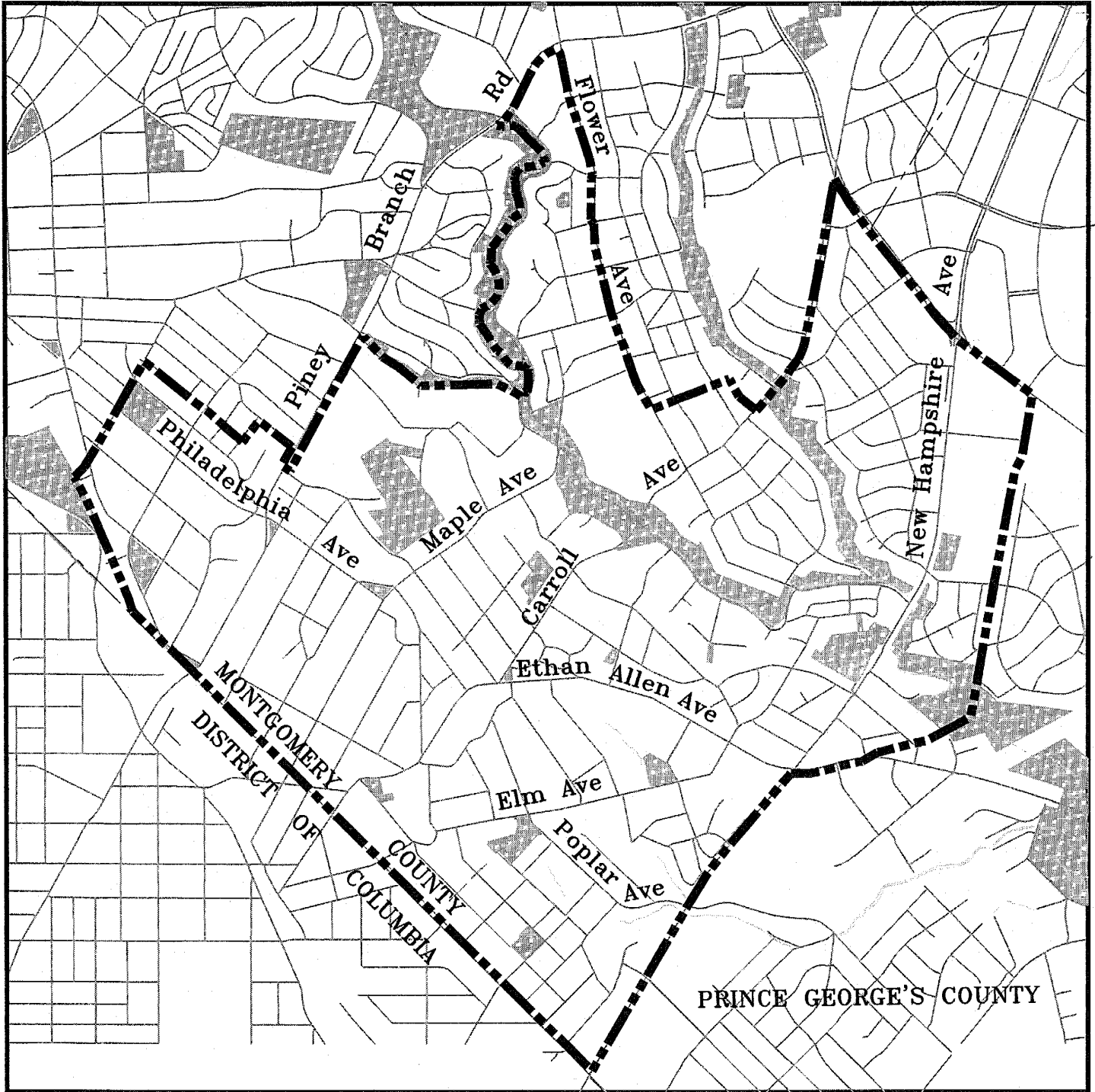
- Recommends provision of ballfields and other public uses at the Takoma Academy site in East Silver Spring if it becomes available for public acquisition.
- Supports provision of new public buildings at the Municipal Center as well as streetscape improvements along Maple Avenue, and a community park between Maple Avenue and Piney Branch Road.
- Recommends development of a future park in the Pinecrest/Circle Woods area through acquisition of property.
- Recommends facilities and recreational programs for a wide range of ages, backgrounds, and interests through provision of new or renovation of existing facilities.
- Supports conservation of woodlands and trees through application of an urban forestry concept.

Neighborhood-Friendly Circulation

The Takoma Park Plan provides for adequate roads for vehicular traffic while emphasizing pleasant pedestrian and bicycle access within the community. The Plan also recognizes the reliance of area residents on transit services. The Plan:

- Recommends possible future improvements to area roads and intersections including areas along Piney Branch Road and Philadelphia Avenue.
- Supports a hierarchy of sidewalks, paths, and bikeways connecting to parks, schools, shops, and other public facilities.
- Supports completion of County-wide trail system including building the Metropolitan Branch Trail and closing the gap in the Long Branch Trail.
- Supports improvements to transit service including possible rail transit stops along University Boulevard.

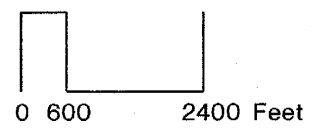
Takoma Park Master Plan Area



----- Takoma Park Master Plan Boundary

▨ Parks

----- County Line



**Table 1: Status of Takoma Park Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Priority - Community			
Reconfirm most of the existing residential zoning to retain the existing single-family detached character.	✓	-	-
Amend the Zoning Ordinance to allow low and medium density apartment properties to continue.	✓	-	-
Amend the Zoning Ordinance to maintain the existing development rights within the R-60 zoned portion of the Unification Area; confirm the "grand fathered" use provisions and existing special exception conditions of approval in the Unification Area.	✓	-	-
Encourage maintenance, preservation, remodeling, and rehabilitation of housing through code enforcement, owner and tenant education, home or neighborhood improvement programs, and other appropriate techniques.	-	-	DHCA programs include: <ul style="list-style-type: none"> • Affordable Housing Acquisition • Housing Rehabilitation and Production • Neighborhood Revitalization Strategies • Multifamily code enforcement HOC Programs include: <ul style="list-style-type: none"> • Property Acquisition Fund • Public Housing Improvements • Opportunity Housing Development Fund Issues also addressed by ongoing programs of the City of Takoma Park, which is doing a survey to identify rehabilitation needs. The City also revised their rent stabilization program.
Reevaluate the Takoma Park Historic District boundaries and revise the Historic District to reflect the City's current Façade Ordinance.	✓ Façade Ordinance adopted	-	-
Form a task force to address the full range of issues and solutions affecting the apartments in the area.	✓	-	Provides direction for commercial and residential redevelopment of the Long Branch neighborhood, include the Flower Avenue area in Takoma Park.
Priority - Commercial			
Create a new Commercial Revitalization Overlay Zone, with site plan review and apply it to all commercial areas.	✓	-	-
Implement a Memorandum of Understanding with the City. Use the building permit process to review minor site changes on commercial properties.	✓ MOU signed.	-	Implemented by ongoing coordination between the City, Permitting Services, and Park and Planning.

**Table 1: Status of Takoma Park Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Form task forces with Prince George's County and the District of Columbia to address cooperatively the revitalization of commercial areas through streetscaping, improving police services, and housing.	-	-	Continue to meet with Prince George's and Takoma Park staff to coordinate projects. CSAFE coordinates improved police services.
Prepare concept studies to guide revitalization of commercial areas: <ul style="list-style-type: none"> • Takoma Old Town & Junction Centers • Takoma Park Municipal Center/Community Park • Takoma-Langley Crossroads • Ethan Allen/Maryland Gateway 		-	The City sponsored a charrette to address redevelopment opportunities in the New Hampshire Avenue corridor, including the Maryland Gateway. M-NCPPC staff participated.
Prepare a plan for any expansion of the Adventist hospital, college, and church; and address shared parking.	-	-	The hospital plans to relocate it. M-NCPPC will work with the City on reuse of the site.
Provide streetscape improvements in commercial areas to improve the pedestrian environment in certain commercial areas: <ul style="list-style-type: none"> • Completion projected in FY08 • Takoma Old Town to Takoma Junction Centers • Ethan Allen and Maryland Gateways • Unfunded in SHA Community Safety Enhancement Program. 	-	-	Selected improvements have been implemented on Laurel Avenue and Carroll Avenue.
Encourage commercial property improvement, such as better lighting, customer safety, and gateway enhancements in the Ethan Allen and Maryland Gateway Centers.	-	-	The City has a façade grant program.
Create and apply a Neighborhood Retail Overlay Zone, to allow for added shops and services along Maple Avenue.	✓	-	-

**Table 1: Status of Takoma Park Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Prepare a concept study for and implement streetscape and pedestrian improvements and transit access along: <ul style="list-style-type: none"> • University Boulevard • New Hampshire Avenue. 	✓ University Boulevard	–	The State Highway Administration completed a concept study for University Boulevard; the Planning Board reviewed the concept plan. Some improvements are under construction. Other improvements will be recommended in the Takoma/Langley Sector Plan or associated with the Purple Line.
Other Projects			
Address the capital repair needs of deteriorated multi-family buildings.	–	✓	DHCA provides housing rehabilitation and production.
Coordinate joint marketing of businesses along University Boulevard.	–	–	Takoma Langley CDA markets the Montgomery County side of the Crossroads. The City markets restaurants in Takoma Park and is exploring other marketing options.
Apply Historic Preservation Commission procedures for review of development in the Historic District, including Takoma Old Town and Takoma Junction.	✓	–	Ongoing by the City of Takoma Park.
Upgrade the appearance and pedestrian environment of the existing commercial center on Maple Avenue at Sherman Avenue.	✓	–	Trees and ground cover were added.
Redesign Maple Avenue as Takoma Park's civic street.	Programmed in FY08	–	The New City of Takoma Park Community Center began this effort. Streetscaping has been implemented.
Evaluate and, if appropriate, establish a parking district in Flower Village.	–	–	–
Revise Master Plan if the proposed "Inner Purple Line" transit alignment is approved along University Boulevard.	–	–	A functional master plan has begun to establish the Purple Line alignment and station locations. A sector plan for the Takoma/Langley transit station area is also underway.

**Table 2: Status of Takoma Park Master Plan
PUBLIC FACILITY PROJECTS**

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
Priority – General			
Restore, maintain, and improve the infrastructure of older neighborhoods.	Ongoing.	–	The City has a stormwater management fund to upgrade facilities and funding for streetlighting in neighborhoods. It also maintains City streets and sidewalks.
Build a new Takoma Park Community Center, and rebuild the Municipal Center and Library.	–	–	Community Center has been constructed except for the gym.
Build a temporary fire station and reconstruct the Takoma Park Fire Station.	–	✓	Building permit is pending.
Provide improvements to Montgomery College including: student service building, and the pedestrian and bicycle bridge.	–	–	Building additions have been through Mandatory Referral. Fenton Street was realigned. Next mandatory referral will be the garage in the CBD.
Provide improvements to area sidewalks serving: <ul style="list-style-type: none"> • Washington Adventist Hospital • Columbia Union College • Montgomery College 	–	–	Improvements to be considered in context of current expansion plans for each institution.
Priority – Parks			
Purchase properties if they become available to meet significant active recreation needs in the Silver Spring/Takoma Park area: <ul style="list-style-type: none"> • Takoma Academy and other Adventist properties • Orchard Avenue property • WSSC property on Cockerille Avenue • Sligo Mill Townes property • Other closed schools and public facilities • Washington Adventist Hospital 	✓ Orchard Avenue property has been purchased; Sligo Mill Townes was purchased; and Poplar Mill site (in same area) was purchased.	–	Adventist properties are not currently available for purchase.
Develop property on Orchard Avenue for playground, basketball court, and neighborhood use.	–	–	Proposed in the FY09-14 CIP for facility planning in FY11-12.
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: <ul style="list-style-type: none"> • Lifecycle Asset Replacement • Resurface Roads and Bridges - Sligo Creek Park Renovation of Takoma Piney Park is programmed.
Acquire additional properties as needed to enhance public use of Long Branch Stream Valley Park and provide improvements based on a feasibility study.	✓ One lot was purchased at Carroll Avenue	–	Purchase completes ownership along Long Branch Park except for Agro property.

**Table 2: Status of Takoma Park Master Plan
PUBLIC FACILITY PROJECTS**

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
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.	-	-	-
Other Projects			
Conveniently locate services to meet the needs of area residents: <ul style="list-style-type: none"> • social services • employment services • health facilities • police services 	-	-	City of Takoma Park is renting a location for day laborers, but a permanent site is anticipated in 2008. CSAFE coordinates police services in the Crossroads and Long Branch areas.
Examine all parks to provide improvements consistent with CPTED principles.	-	-	-
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.	-	-	-
Evaluate the feasibility of meeting neighborhood recreation needs by use of the M-NCPPC park property at the corner of Maple Avenue and Sligo Creek Parkway.	-	-	Part of Maple Avenue study in FY08.

Table 3: Status of Takoma Park Master Plan ENVIRONMENTAL PROJECTS

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
Priority Projects			
Enhance the natural environment by: <ul style="list-style-type: none"> • creating new green spaces • planting and maintaining street trees. 	–	–	Ongoing part of project design, facility maintenance, and regulatory review.
Encourage the application of urban forestry principles to landscaping projects and to stream valley parks, addressing: <ul style="list-style-type: none"> • use of native plant species • mix over and under story • control invasive species 	–	–	Ongoing part of project design, facility maintenance, and regulatory review.
Explore opportunities for joint watershed management planning and in-stream habitat projects.	–	✓	M-NCPPC include Stream Protection program.
Other Projects			
Support expanded regional and local programs to reduce air pollution emission.	–	–	Ongoing local government initiatives.
Provide stormwater management controls as new Montgomery College development occurs to mitigate off-site impacts in the surrounding neighborhoods.	–	–	Ongoing part of project design and regulatory review.
Explore and promote innovative stormwater management options, such as: <ul style="list-style-type: none"> • Linear pond/wetlands • Infiltration in open spaces • Permeable parking areas • Stormwater quantity waiver fees 	–	–	Ongoing part of project design, facility maintenance, and regulatory review.
Expand voluntary business pollution prevention programs in commercial zones.	–	–	Ongoing discussions regarding adding the City to the County recycling program.
Incorporate recycling, energy efficient programs, and standards in the design of new development and, where possible, into renovations.	–	–	City of Takoma Park has sustainable building guidelines and sponsored a Green Building day.

**Table 4: Status of Takoma Park Master Plan
TRANSPORTATION PROJECTS**

Recommendation/ Policy	Built/ Completed	Included in CIP	Comments
Priority Projects			
Implement road improvements recommended in the <i>Silver Spring/Takoma Park Transportation and Circulation Report</i> which can be made without unacceptable community impacts, including: <ol style="list-style-type: none"> 1. Reconstruct Piney Branch Road as a three-lane section; 2. Add a left turn lane to Philadelphia Avenue at Maple Avenue and remove the dedicated signal phasing. 	✓ 1. Piney Branch Road completed.	-	-
Consider safety improvements at Carroll Avenue entrance to Washington Adventist Hospital	-	-	Hospital plans to relocate.
Complete or bring up to standard the missing portions of the Pedestrian System Framework, with priority given to providing safe pedestrian access to schools.	Safe Routes to Schools effort is ongoing.	✓ ADA study programmed in FY08.	-
Improve the pedestrian environment and transit access along: <ol style="list-style-type: none"> 2. Piney Branch Road 3. Carroll Avenue 4. Fenton Street 5. Flower Avenue 6. Maple Avenue 	✓ Piney Branch Road, south of Sligo Creek Parkway is complete.	-	Upper Carroll Avenue project implemented. SHA eliminated Lower Carroll Avenue Neighborhood Conservation Program project(s) due to budget limits.
Design and build the Metropolitan Branch Trail.	Within the City.	✓ In the City of Takoma Park section.	The portion in the Silver Spring CBD has not been built; DPWT is revising the alignment.
Realign Fenton Street and provide pedestrian and bikeway connections as part of Montgomery College expansion.	✓ Fenton Street realignment is open.	-	-
Complete or bring up to standard the missing portions of the Bikeway System Framework.	-	-	-

**Table 4: Status of Takoma Park Master Plan
TRANSPORTATION PROJECTS**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Prepare a concept study for and implement transit access along University Boulevard and New Hampshire Avenue.	–	–	
Provide a major bus layover center at Takoma/Langley Crossroads.	–	–	Approved but delayed by litigation.
Provide additional transit service in the east and south portion of Takoma Park.	–	–	–
Complete the routes recommended in the Neighborhood Pedestrian Routes and Bikeways supplement with neighborhood participation.	–	✓	Annual Bikeway Program.
Connect the Cherry and Colby Avenue area to the Sligo Creek Trail.	–	✓	M-NCPPC - design to start in FY09.
Other Projects			
Complete the remaining segments of the Long Branch Park Trail south of Carroll Avenue.	–	–	–
Construct a pedestrian path along Mississippi Avenue from Piney Branch Road to Sligo Creek Parkway and implement traffic calming measures.	–	–	–
Provide good connections to the national American Discovery Trails.	–	–	–
Evaluate and upgrade, where needed, all bridges that are part of the Bicycle System Framework.	Carroll Avenue in Long Branch completed in FY06	Maple Avenue bridge programmed in FY08	–

**Table 5: Status of Other Takoma Park Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None	

**Table 6: Status of Takoma Park Master Plan
ONGOING STATE, COUNTY, MUNICIPAL and FEDERAL INITIATIVES**

Recommendation/Policy	Built/ Completed	Included in CIP	Comments
Commission on Crossroads Development (includes a portion of Takoma Park)	–	–	No meetings in 2007.
International Corridor Community Legacy Area Planning Study (includes area of Takoma Park)	✓	–	–
Long Branch Task Force – Revitalization (Flower Avenue area)	✓	–	Provided direction for the commercial and residential redevelopment of the Long Branch neighborhood.
Potential Enterprise Zone (includes portion of Takoma Park)	✓	–	–
Gateway Site Planning	–	–	Installation in FY08-10.
Takoma Park Community Legacy Focus Area, Flower Avenue and Takoma Old Town	–	–	–
University Boulevard Corridor Strategic Planning Study	–	–	–
Safe Routes to School – Rolling Terrace Elementary School (includes Flower Avenue area of Takoma Park)	✓ Study completed Spring of 2002	–	A pilot project to improve the safety and comfort of children walking and bicycling to school.
Purple Line – Silver Spring to New Carrollton segment trolley with stations at Silver Spring CBD and Takoma/Langley Crossroads	–	–	The State's Purple Line study continues. A functional Master Plan for the Purple Line in Montgomery County and a Takoma/Langley Crossroads Sector Plan are underway.
Proposed FDA/White Oak Branch Line – along New Hampshire Avenue	–	–	The Planning Board recommended study of the alignment as part of Inner Purple Line study.
Montgomery County Public Schools	–	✓	MCPS includes: <ul style="list-style-type: none"> • Facility Planning • Modernizations • Replacements • Expansion of Takoma Elementary School in FY08 for design; construction in FY10.

Four Corners Master Plan

Approved and Adopted 1996

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Four Corners Master Plan

VISION STATEMENT

The vision for the future of the Four Corners community is not elaborate or grandiose or complex. Simply stated, the vision for Four Corners, and the challenge for this Master Plan, is to maintain the positive qualities and to enhance the areas that need improvement. The vision is more a refinement of what Four Corners has to offer, rather than a grand redesign of what is there. In this vision, the Four Corners residential neighborhoods are stable, enduring, appealing, and livable. In this vision, the planned public projects have been successfully implemented and the Four Corners commercial district is an attractive, vibrant, multi-purpose center.

Policy Highlights

Community and Center

This Master Plan supports and reinforces Four Corners as a community of neighborhoods. The Plan seeks to strengthen the community's center by providing guidelines for the planned public projects in Four Corners. All future projects must be carefully integrated into the existing community and designed to enhance Four Corners' image, appearance, sense of place, and pedestrian safety.

Transportation Network

This Master Plan balances the transportation needs of regional traffic and local traffic by recommending a road improvement at the main intersection, neighborhood protection from cut-through traffic, and an enhanced system of sidewalks and bikeways to create an environment that is more conducive to walking, biking, and transit use.

Community Facilities and Linkages

Community facilities must meet the recreational, social, educational, and human service needs of area residents. This Plan recommends that the physical connections between the community's resources and the residents be strengthened and improved.

Environment

This Plan recommends protection and enhancement of the natural resources in the Four Corners Master Plan area for the enjoyment of residents and to sustain a stable and healthy environment for native plant and animal populations.

Implementation Highlights

Communities and Centers

The Four Corners community of neighborhoods is made up of mature, close-in, residential neighborhoods; local convenience shopping; schools; and parks. This Plan:

- Retains existing residential zoning to protect and reinforce the neighborhoods as the foundation of the community.
- Retains the existing commercial district boundaries and encourages clear delineation between residential and non-residential areas through landscaping or other physical barriers.
- Provides guidelines for the public projects planned in Four Corners -- Blair High School and the State Highway Administration (SHA) intersection improvement at Colesville Road and University Boulevard -- with the goal of improving the function and appearance of the commercial district.
- Recommends improvements to the entire commercial district through a public-private partnership between local owners and the County's commercial revitalization program.

Transportation

This Plan recognizes the challenge and burden that Four Corners faces in trying to accommodate large volumes of regional through-traffic while striving to preserve and enhance the character and integrity of this community of neighborhoods. Pedestrian safety and community character are jeopardized when non-local traffic cuts through residential streets. This Plan:

- Supports the improvements planned for the intersection of Colesville Road and University Boulevard, including the pedestrian and streetscape amenities, and encourages continued cooperative implementation of the project and coordination with merchants and residents before and during the roadway construction.
- Recommends traffic management plans be developed cooperatively between the County and the neighborhoods to reduce cut-through traffic on local streets.
- Recommends enhanced pedestrian circulation by constructing sidewalks that will connect Four Corners neighborhoods to shops, parks, schools, community facilities, and transit stops.
- Expands the existing bikeway network to support the local and regional systems and to enhance its value as an alternative means of travel.
- Encourages increased use of transit as an alternative to the car with bus service that connects Four Corners with Metro stations at Silver Spring and Forest Glen.

Community Facilities and Linkages

This Plan recognizes that public facilities and services are the building blocks of a community. These facilities and services provide a tangible measure of a community's character and value. This Plan:

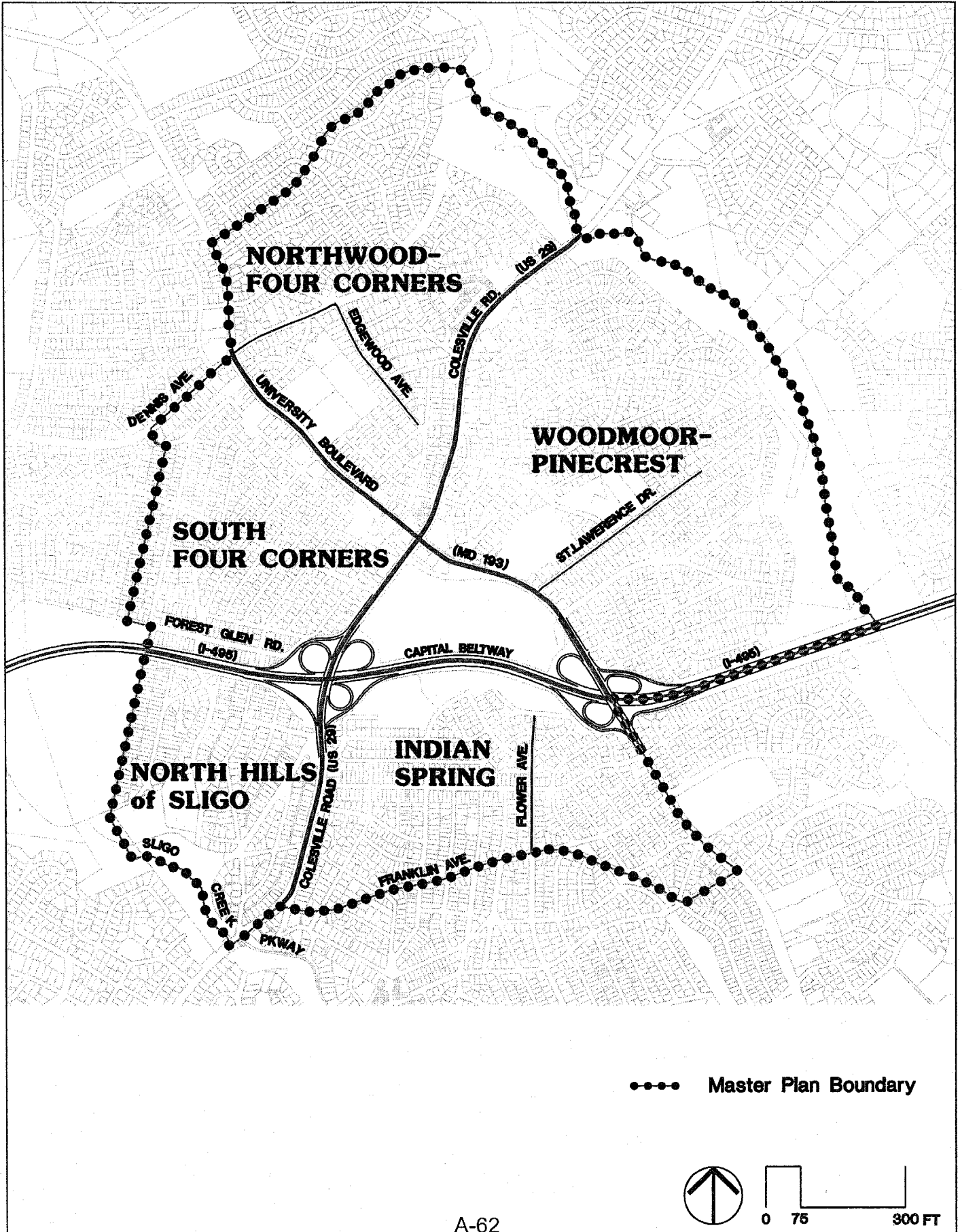
- Recommends that the physical connections -- sidewalks and bikeways -- between the community's resources and the residents be strengthened and improved.

- Recommends acquisition of the six-acre property at 315 University Boulevard for parkland.
- Recommends that a portion of the new Blair High School site be developed for community use.
- Recommends that all existing parkland be preserved and maintained and that the special scenic features of the Northwest Branch be recognized as a valuable County resource.
- Establishes greenways in the Northwest Branch, Sligo Creek, and Long Branch stream valley parks to protect scenic features and natural habitats, and to provide continuous north-south corridors for humans and wildlife.

Environment

- This Plan identifies Four Corners as an environmental restoration area, which will require a long-term improvement program in order to correct existing degradation in areas which developed prior to adequate environmental controls. This Plan:
- Recommends continued cooperation among government agencies in the restoration of Sligo Creek and Northwest Branch.
- Recommends that stream bank erosion problems along the edge of Northwest Branch Park be addressed through a combined effort of County agencies and citizens.
- Encourages community participation of Montgomery County Parks and County government programs to eliminate dumping, vandalism, encroachment, and misuse of parkland.
- Recommends that consideration be given to meeting part of the requirements for reforestation of the Blair High School site within the Four Corners Master Plan area, including the medians, Beltway loops, parkland, and possibly the Hastings Neighborhood Conservation area.

Neighborhoods of Four Corners



**Table 1: Status of Four Corners Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Built/ Completed	Comments
Communities and Center	✓	US 29/University Blvd. "Jug Handles" included a "Main Street" treatment for the business area.
Transportation	✓	Residential parking restrictions (permit parking) were put in place when Blair High School opened in 1998.
Community Facilities and Linkages	✓	Community playing fields (3) were constructed in conjunction with Blair High School. (School teams have priority use.) Various County agencies are monitoring pedestrian access to and from the school site.
Environment	✓	No specific projects recommended.

**Table 2: Status of Four Corners Master Plan
PUBLIC FACILITIES PROJECT*
Capital Projects**

Name of Project	Built/ Completed	Included in CIP	Comments
County-funded commercial revitalization project*	Complete	✓	-
Community recreation facility as part of the construction of Blair High School.*	-	-	Project has not been included in CIP.
Acquisition of the six-acre property at 315 University Boulevard for parkland.*	-	✓	Property has been purchased and facility planning continues.

* Master Plan proposed CIP Projects

**Table 3: Status of Four Corners Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
No environmental projects recommended.	-	-	-

**Table 4: Status of Four Corners Master Plan
TRANSPORTATION PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Traffic Mitigation projects for those neighborhoods with cut-through traffic problems*	—	✓	Included in CIP as Countywide Neighborhood Traffic Calming Program.
Construction of 28,950 linear feet of sidewalks*	✓	✓	Most were constructed. The sidewalk planned for the west side of US 29 was changed to an off road bikeway in the bikeways master plan; it will need to go through facility planning.
9,000 linear feet of Class I bikeway*	5000 if completed	—	—
40,000 linear feet of Class III bikeway*	—	—	—

*Master Plan proposed CIP Projects

**Table 5: Status of Other Four Corners Master Plan
OTHER MASTER PLAN RECOMMENDATIONS**

Recommendations	Comments
Construct Blair High School on the Kay Tract.	The new Blair High school was opened for classes in September 1998
US 29/University Boulevard. "Jug Handles."	SHA's study of grade-separating US 29 intersections began in 1982. The 1986 Four Corners Sector Plan recommended the SHA study "Jug Handles" rather than a grade separation at US 29/University Blvd. SHA ultimately decided to build the "Jug Handles" which opened to traffic in 1997.
Improve Four Corners commercial district.	A commercial revitalization program has been funded in Four Corners. The Woodmoor Shopping Center, the largest commercial center in the business area, was purchased by new owners. The new owners reinvested in the older center, with new lighting, signs, repaved parking and upgraded landscaping. A proposal for a fast food Special Exception was withdrawn; a Special Exception for a bank was subsequently approved.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
US 29 Transitway	A US 29 Transitway has been under study by various agencies for the last 10 years. Any realistic solution must address the problem of how to get the Transitway through Four Corners and into downtown Silver Spring (no right-of-way without taking houses and businesses). The proposed Go Montgomery Program identifies other improvements to US 29.
Blair High School	Pedestrian access from areas south of the Beltway will be monitored by Board of Education and DPWT staff. SHA re-decked the US 29 bridge over the Beltway.

SECTION B

BETHESDA-CHEVY CHASE/NORTH BETHESDA PLANNING AREA (TEAM 2)

MASTER PLAN STATUS REPORT

April 2008

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Bethesda-Chevy Chase Master Plan

Approved and Adopted 1990

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Bethesda-Chevy Chase Master Plan

VISION STATEMENT

The vision for Bethesda-Chevy Chase embodied in the B-CC Master Plan is as an area that continues to have a high quality of life. The level of future employment should be in balance with that goal and the area's transportation capacity, and the future housing supply should allow persons of varying income levels, ages, backgrounds, and household characteristics to find suitable housing. Goals include protecting the residential communities, achieving a significant shift from auto use to transit and other alternative modes, protecting the natural resources and environmental quality of the planning area, and reinforcing the strong sense of community.

Policy Highlights

Since the adoption of the Plan, the following have been implemented:

- Adopted the Bethesda CBD and Friendship Heights Sector Plans.
- Adopted the National Institutes of Health Master Plan, with capacity for an additional 1,700 jobs.
- Protected the environment in the Palisades area through stringent application of steep slope guidelines.
- Increased transit services and provided bikeways and sidewalks as alternatives to single-occupant auto use.
- Initiated a moderate level of highway improvements.

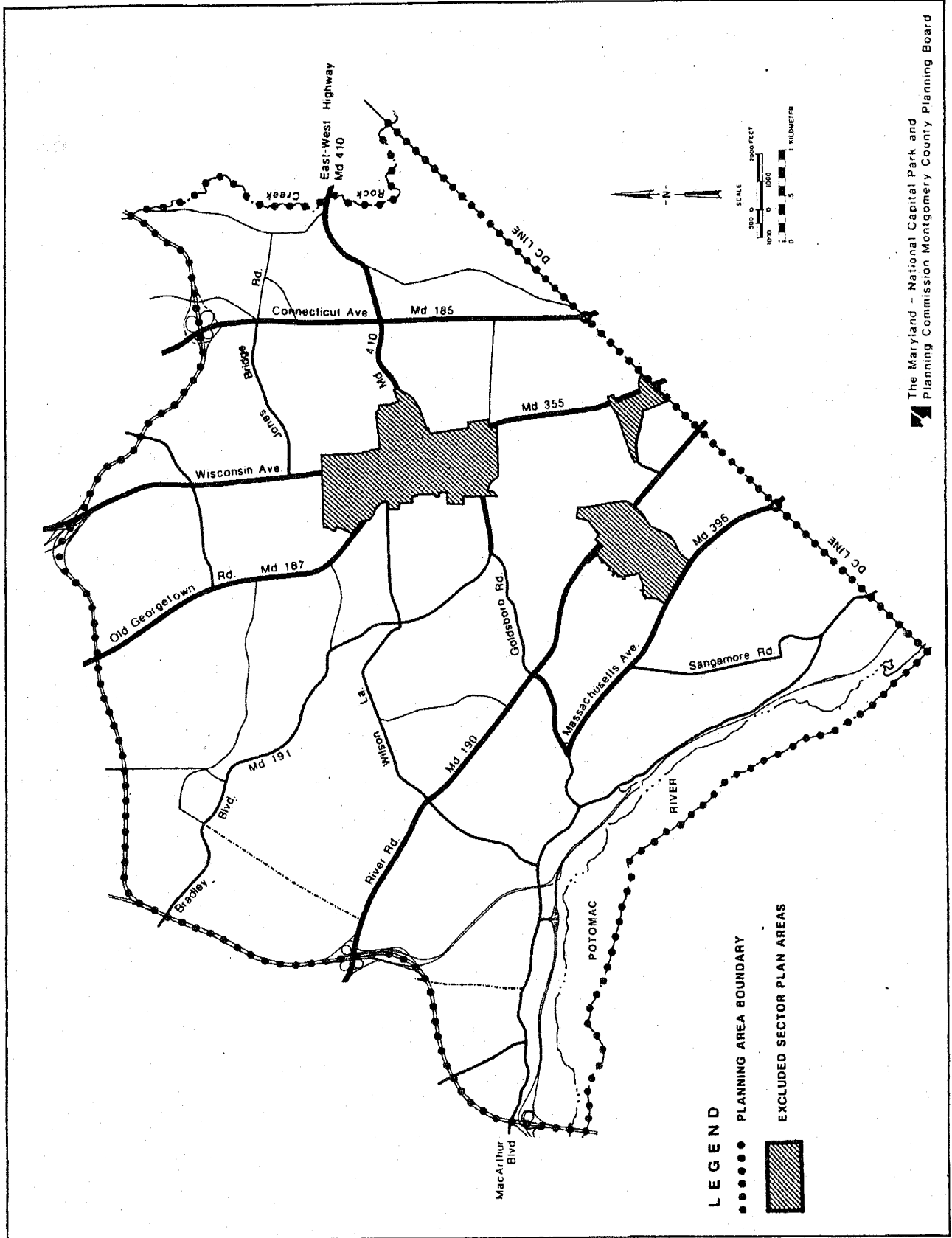
Implementation Highlights

The Bethesda-Chevy Chase Master Plan was approved and adopted in 1990. Since adoption of the Master Plan, several key recommendations have been implemented:

- Supported County economic development goals at the Howard Hughes Medical Institute while preserving the site's wooded character through approval of an institutional special exception use on 22.5 acres at Connecticut Avenue and Jones Bridge Road.
- Retained a residential use rather than allowing a special exception for a large office employer (deemed unsuitable by the Master Plan) on 18.5 acres at Connecticut Avenue and Jones Bridge Road.

- Provided higher density single-family attached housing near the NIH and the Bethesda CBD (at Wisconsin Avenue and Jones Bridge Road) while implementing the County agricultural preservation policy through use of Transfer of Development Rights (TDR's).
- Preserved historic resources by placing structures in the B-CC area on the Master Plan of Historic Preservation.
- Provided commuter alternatives to the automobile and expanded recreational resources by opening the Capital Crescent Trail, the Georgetown Branch interim trail, and the Bethesda Trolley Trail. The Georgetown Branch Trail trestle bridge over Rock Creek Park is under construction.
- Developed an approach that will allow continued use of Glen Echo Park as a regional and community cultural, educational, and recreational resource.
- Strengthened the Bethesda-Chevy Chase community through the activities and programs available in the Bethesda CBD.
- Increased the supply of housing for the elderly by approving the Marriott Senior Living application for approximately 280 units and skilled nursing facilities.
- Acquired an important open space area through the Legacy Open Space Fund, called the Wohlfarth property.

Bethesda-Chevy Chase Master Plan Boundary



The Maryland - National Capital Park and Planning Commission
Montgomery County Planning Board

**Table 1: Status of Bethesda-Chevy Chase Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
The Plan endorses a moderate level of future development for the planning area. This level assumes that most new development for jobs or housing will be located in the three sector plan areas or in the three federal employment centers.	-	Ongoing policy.
The Bethesda CBD should remain the largest center of job capacity in B-CC.	✓	The 1994 Bethesda CBD Sector Plan could add 16,400 jobs by 2010. 5,000 jobs were allocated in Stage 1.
The Bethesda CBD should share any future traffic capacity for new development with NIH and Naval Medical. More capacity could be achieved through a program of traffic reduction measures.	✓	The 1995 NIH Master Plan assumed an additional 1,700 jobs by 2015. Both NIH and Naval Medical employ traffic reduction measures.
In Friendship Heights CBD, proposals to allow additional development must be evaluated through a new Sector Plan in light of the recommended level of development for the [B-CC] planning area, compatibility with a stability of nearby residential areas, area transportation constraints, transit serviceability, and new development in DC.	✓	The Friendship Heights Sector Plan, adopted in March 1998, assumed approximately 5,700 additional jobs and 635 dwelling units by 2020. Approximately 1,065 jobs were added and no dwellings have been constructed.
Assume a small amount of job development will occur at Defense Mapping Agency, through existing zoning in Westbard, Little Falls Mall, and Chevy Chase Lake.	✓	The Primary job growth has been small projects in Westbard.
Recognize the importance of employment in the biomedical, medically related, and high technology areas.	✓	The NIH Master Plan responds to increasing employment in the biomedical, medically related and high technology areas. A Master Plan update for NIH has been adopted.
The Plan endorses the County housing policy to provide for a balanced housing supply so that persons of varying income levels, age, backgrounds, and household characteristics may find suitable housing. The Plan endorses a moderate level of housing development.	✓	Of the 4,100 dwelling units assumed in the B-CC Plan for the planning area, 2,700 are assumed to be developed in Bethesda CBD and 635 in Friendship Heights.

**Table 1: Status of Bethesda-Chevy Chase Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
The Plan encourages a wider variety of housing types.	✓	In-fill housing in B-CC included townhouses. Multi-family housing options are primarily within the Bethesda CBD, Friendship Heights Sector Plan, and Westbard areas.
The Plan supports measures to provide affordable housing in the planning area.	✓	The Housing Opportunities Commission has pursued projects in B-CC including building the Metropolitan in Bethesda CBD.
The Plan endorses a policy of maintenance and enhancement of Green Corridors along the major highways to maintain residential character.	–	Ongoing policy.
Discourage concentrations of office-related special exceptions while supporting those related to child and elder services, and other community-serving uses.	–	Ongoing policy.
Support the current use of large land users, but endorse housing as the primary alternative use if they are ever redeveloped.	–	The existing uses have continued on the sites identified in the Plan as large land users.
Maintain a moderate scale, mixed-use residential and commercial environment in the Chevy Chase Lake area.	✓	Single-family detached houses have been constructed at Connecticut Avenue and Jones Bridge Road, and a smaller number of town houses on Manor Road.
Discourage special exception approvals along Old Georgetown Road, except those that are community serving.	✓	–
Protect the environment, character, and cultural resources of the Palisades area. Apply the criteria established in the Staff Guidelines for the Protection of Slopes and Stream Valleys in review of preliminary plans of subdivision and in the issuing of building permits in the Palisades area.	✓	Environmental guidelines are stringently applied everywhere in the County. The language of the B-CC Master Plan regarding the steep slopes in the Palisades area is used as a reference to reinforce the guidelines.
Base additional transportation service in B-CC primarily on an expanded and vigorous program of transit and other mobility services.	✓	A variety of efforts are ongoing to increase the use of transit and other alternatives to single-occupant automobile use, including the establishment of TMD's in the Bethesda CBD and the Friendship Heights CBD.
Implement a moderate level of highway improvements during the life of the Plan.	✓	Where feasible, improvements have been made to portions of I-495, Wisconsin Avenue and other sites.

**Table 2: Status of Bethesda-Chevy Chase Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Develop scenic overlook on parcel P11 to highlight vistas of the Potomac River.	✓	-	-
Complete Willard Avenue Neighborhood Park.	✓	-	-
Complete Wyngate Woods Neighborhood Park.	✓	-	-
Wohlfarth Property	-	✓	Acquired through Legacy Open Space Program.
Human Services			
Provide additional senior centers in the B-CC planning area.	✓	-	Bethesda Senior Source, a public/private cooperative effort, opened a health education and wellness center for seniors in the B-CC Services Center building at The Metropolitan in the Bethesda CBD.

**Table 3: Status of Bethesda-Chevy Chase Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Continue monitoring old sewer lines to identify and correct leaking sewer lines.	-	✓	WSSC budgeted 45 million dollars for six years in the FY2000 CIP to rehabilitate older sewerage systems. This will include systems in the B-CC planning area, which are some of the oldest in the County. The rehab program should continue in future WSSC CIPs.
Fund more programs to provide riprapping or other stream improvement measures for stream sections with existing severe channel erosion problems.	-	✓	Recent CIPs included funds for design and construction of stream valley improvements in Little Falls Branch including riprap and biostabilization.
Implement noise mitigation projects for residences abutting I-495, where practical.	✓	-	SHA has built several noise walls adjacent to I-495 including three projects in the B-CC service area for 20% local funding within the State Highway Noise Abatement Projects.
Complete alternative studies and if necessary construct a new 60-inch water line to interconnect the Dalecarlia Filtration Plant with an existing water main in the planning area.	-	-	A 60-inch water connection from Dalecarlia Reservoir to the B-CC planning area was studied and found not to be cost effective. No other plans for connection to the Dalecarlia system have been pursued.

**Table 4: Status of Bethesda-Chevy Chase Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Expanded Transit and Mobility Services			
Increase feeder bus service to Metro stations, including increases in service frequency.	✓	–	Express bus service has been initiated from the Bethesda CBD and Medical Center Metro stations up I-270 to Germantown.
1. Provide up to 250 Park and Ride spaces at I-495 and Kensington Parkway. 2. Provide 500 Park and Ride spaces at River Road and I-495 in the Potomac Planning Area.	–	–	1. Not built. 2. Not built.
Provide comprehensive rideshare programs, serving both employment and residential centers.	✓	–	Commuter Services (DPWT Transit Services Division) runs ride-share programs that are available to any employee who lives or works in the County.
Require new development to participate in traffic reduction programs.	ongoing	–	New developments are required to participate in traffic reduction programs.
Recognize the 1990 Germantown Branch Master Plan Amendment.			
1. Silver Spring to Bethesda CBD: light rail and trail use.	–	✓	1. The State has completed Facility Planning for a double track light rail.
2. Bethesda CBD to DC line: continuous hiking/biking trail route.	✓	✓	2. The Capital Crescent Trail provides a continuous hiker/biker trail and commuter bicycle route between Bethesda CBD and Georgetown.
3. Bethesda CBD to DC line: Also continue consideration of historic excursion train as recreational use.	–	–	3. The tracks have been removed, precluding the historic excursion train concept.
Conduct a vigorous program to implement the Master Plan of Bikeways within the planning area.	✓	–	The Capital Crescent Trail, the Georgetown Branch Trail between Bethesda CBD and Jones Mill Road, and the Bethesda Trolley Trail are major additions to the bikeway network. Jones Mill Road bridge over Rock Creek has been widened to include an eight to nine foot sidewalk on one side that will facilitate bicycle travel on this vital link in the Rock Creek bike trail.
Complete the bikeway system on Federal campuses as shown in the Master Plan of Bikeways.	✓	–	Bikeways are part of the NIH Master Plan.

**Table 4: Status of Bethesda-Chevy Chase Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
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.
<p>Provide new pathway connections near Chevy Chase Lake at two locations:</p> <ol style="list-style-type: none"> 1. Along the Coquelin Parkway right-of-way 2. Along Jones Mill Road 	<p>-</p> <p>✓</p>	<p>-</p> <p>-</p>	<ol style="list-style-type: none"> 1. Not accomplished. 2. DPWT has paved an asphalt biker/pedestrian path along Jones Mill Road between East-West Highway and Jones Bridge Road.
Moderate Level of Highway Improvements			
<p>Complete programmed highway improvements:</p> <ol style="list-style-type: none"> 1. I-495: Upgrade to an 8-lane freeway from American Legion Bridge to north of River Road. 2. MacArthur Boulevard/Sangamore Road Intersection Reconstruction. 3. East-West Highway/Jones Mill Road Intersection Reconstruction. 4. MacArthur Boulevard (at George Washington Parkway Ramp) highway spot improvement. 5. Sidewalk and new turn lane on Greentree Road at Old Georgetown Road for transit access. 6. Relocate access to I-495 from Kensington Parkway to Connecticut Avenue. Expand turn lane capacity at Jones Bridge Road. 7. Wisconsin Avenue: geometric improvements from East-West Highway to Bradley Boulevard. 	<p>✓</p> <p>✓</p> <p>✓</p> <p>-</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>The TPR recommends HOV lanes from American Legion Bridge to the I-270 spur; a Master Plan Amendment is pending.</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>

**Table 4: Status of Bethesda-Chevy Chase Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
<p>Endorse projects needed to ensure the safety of highway users and pedestrians:</p> <ol style="list-style-type: none"> 1. East-West Highway, Rock Creek Park to Montgomery Avenue. 2. Connecticut Avenue at Chevy Chase Circle: traffic safety study. 	<p>✓</p> <p>✓</p>	<p>✓</p> <p>✓</p>	<ol style="list-style-type: none"> 1. A median was added for a segment near Curtis Street. Temporary bollards have been installed between Montgomery Avenue and Meadow Lane. 2. B-CC Master Plan noted the importance of the traffic circle and trees as an entrance to Montgomery County. A private group financed the re-landscaping of the circle and fountain restoration.
<p>Endorse the redesign and improvement of intersections currently operating at high levels of congestion, as well as future congested locations</p> <ol style="list-style-type: none"> 1. East-West Highway and Connecticut Avenue: implement at-grade improvements for capacity and safety. 2. Connecticut and Manor Road intersection: increase capacity and safety 3. Wisconsin Avenue at Pooks Hill Road: intersection improvement study 4. Wisconsin Avenue at Cedar Lane: intersection improvement study 5. Wisconsin Avenue at Jones Bridge Road: right turn lane on north-bound Wisconsin Avenue 	<p>✓</p> <p>✓</p> <p>—</p> <p>—</p> <p>—</p>	<p>✓</p> <p>✓</p> <p>—</p> <p>—</p> <p>—</p>	<ol style="list-style-type: none"> 1. Recommended in Bethesda CBD Sector Plan for Stage 1. Project has been through Mandatory Referral and public meetings are being held on the design. 2. A lane was added on the west side when the Howard Hughes conference center site developed. 3. SHA is studying all the intersections between the Beltway and Cedar Lane. Once that study is complete, the existing neighborhood protection measures will be reviewed. The BRAC study will bring further study and adjustments. 4. The Bethesda CBD Sector Plan recommends an intersection improvement if significant growth occurs at NIH. Will be influenced by BRAC. 5. The CIP includes further reconstruction at this intersection for congestion mitigation. Anticipated improvements include construction of additional turning lanes and widening the westbound portion of Jones Bridge Road. BRAC will bring further study and adjustments.

**Table 4: Status of Bethesda-Chevy Chase Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
6. River Road at Wilson Lane Intersection improvements	✓	✓	6. Completed
7. River Road at Whittier Boulevard: intersection Improvements	✓	✓	7. Completed
8. River Road at Little Falls Parkway.	-	-	8. The Friendship Heights Sector Plan recommends improvements which became conditions of the development approvals for the major parcels in Friendship heights. Area will be evaluated with Westbard Sector Plan.
Implement measures to reduce Through traffic on secondary Residential streets, as well as on selected primary streets during peak traffic periods.	Ongoing	✓	Citizens associations and other neighborhood organizations initiate requests for neighborhood traffic calming measures. Publicly funded projects include Huntington Parkway and renovation of streets near Bethesda Elementary School. Protection measures for East Bethesda will be funded privately.
Designate MacArthur Boulevard as a State of Maryland Scenic Route.	-	-	Completed.

**Table 5: Status of Other Bethesda-Chevy Chase Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendation	Comments
No specific projects recommended.	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Glen Echo Park	A Glen Echo Task Force proposed to the National Park Service an approach to retain Glen Echo Park for a variety of community cultural, educational, and recreational uses. The County has rehabilitated the existing structures under a program that shares funding between the Federal Government (1/3), the State (1/3), and the County (1/3). The National Park Service has released a draft Management Plan.
National Institutes of Health Master Plan	NIH has constructed several projects recommended by the Master Plan including the Matcher Office Building, an addition to building 30, a new laboratory building 49, and consolidated laboratory building 50, the Mark O. Hatfield Clinical Research Center, the East Childcare Center, the Firehouse, Family Lodge, and the expansion of the Children's Inn. Strong attention is paid to transportation management and community participation in implementing the Master Plan.
Bethesda Naval Medical Center BRAC consolidation with Walter Reed Army Hospital.	BRAC recommendation led to EIS and Mandatory Referral. Project mandated for completion by 2011. Extensive transportation modifications required to handle expansion.

Friendship Heights CBD Sector Plan

Approved and Adopted 1998

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Friendship Heights CBD Sector Plan

VISION STATEMENT

The Friendship Heights CBD Section Plan conforms with County policy to concentrate new growth near Metro stops in the down-county urban ring. Friendship Heights today is a regional retail center, a local shopping center for residents of surrounding neighborhoods, an employment center, a transportation hub, and home to residents of high-rise apartments. The Sector Plan envisions an enhanced Town Center with mixed land uses on the Hecht's, GEICO, Chevy Chase Land Company, and Barlow parcels. This new development will knit the existing districts together and protect the neighborhoods by providing compatible transition uses and more effective buffers. There will be new parks and open spaces, and a street and path system that promotes walking, cycling, and transit use.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

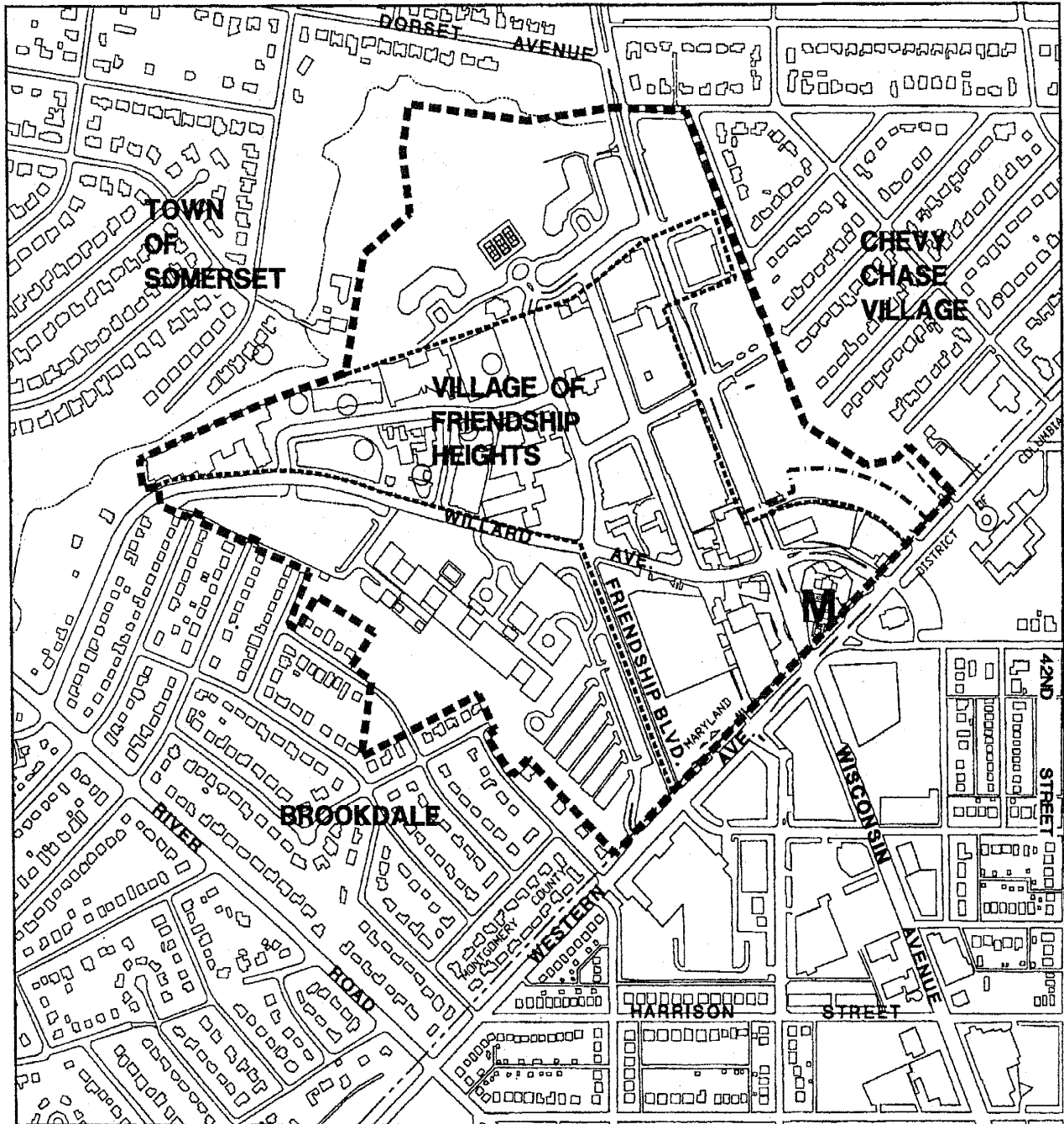
- Created a Friendship Heights Policy area within the Sector Plan boundaries and allocating a staging ceiling.
- Created a Transportation Management District.

Implementation Highlights

The Friendship Heights CBD Sector Plan was approved and adopted in March, 1998. The Sectional Map Amendment was adopted in July 1998. Since adoption of the Sector Plan, a few of the key recommendations have been adopted:

- Appointed a Multi-Jurisdictional Friendship Heights Task Force to coordinate streetscape and amenity maintenance, promote community events, improve security, enhance retail, and implement transportation recommendations including a Transportation Management Organization and a bikeway network. The Task Force was reappointed in 2001.
- Rezoned to TS-M a portion of the GEICO site.
- Approved a project plan for the Hecht's and Chevy Chase Land Company sites.
- Completed construction on the Barlow/Chase Tower Project.

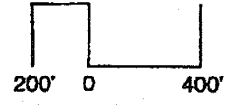
Friendship Heights Sector Plan Area



- SECTOR PLAN BOUNDARY
- EXISTING CBD BOUNDARY
- . - . - . PROPOSED REVISION TO CBD BOUNDARY



North



**Table 1: Status of Friendship Heights CBD Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Create a policy area in the Friendship Heights Metro Station area. Conduct the comprehensive local area transportation review necessary to allow the alternative review procedure for Metro station policy areas to be used in Friendship Heights policy area.	✓	-
Create a Transportation Management District (TMD) for the Sector Plan area, to be administered by a Transportation Management Organization (TMO).	✓	-

**Table 2: Status of Friendship Heights CBD Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Major Public Park Bloomingdales site Friendship Boulevard and Willard Avenue	-	✓	Under construction as part of Wisconsin Place.
Urban Parks, Plazas, or Green Areas			
<ul style="list-style-type: none"> • Barlow property, Willard Avenue • Bloomingdales, Wisconsin/Western Avenues • Bloomingdales, Friendship Boulevard/Western Avenue • GEICO site Friendship Boulevard/Willard Avenue 	<ul style="list-style-type: none"> ✓ - - - 	<ul style="list-style-type: none"> - ✓ ✓ - 	<ul style="list-style-type: none"> • Completed as part of Chase Tower project • Under construction. Part of Bloomingdales project plan approval. • Under construction. Part of Bloomingdales project plan approval. • Part of GEICO's development plan for the approved rezoning to TS-M.
Neighborhood Parks	-	-	
<ul style="list-style-type: none"> • Brookdale Park and baseball field • Parcel 6 			Dedication of the Brookdale Park and a baseball field is part of the approved rezoning to TS-M.
Recreation Center (17,000 square feet).	-	✓	Under construction. Part of Bloomingdales project plan approval.

**Table 3: Status of Friendship Heights CBD Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Greenways			
<ul style="list-style-type: none"> • Little Falls Stream Valley • GEICO/Brookdale Greenway 	<ul style="list-style-type: none"> ✓ - 	<ul style="list-style-type: none"> - - 	<ul style="list-style-type: none"> Existing Part of GEICO's approved rezoning

**Table 4: Status of Friendship Heights CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Improvements to the Metro station: <ul style="list-style-type: none"> Short term parking spaces as part of the Bloomingdales site Chevy Chase Land site 	-	✓	Under construction. The Bloomingdales and Chevy Chase Land Company project plan approvals require the developers to provide these parking spaces near Metro.
New Streets or Alignments: <ul style="list-style-type: none"> Relocated Hills Plaza GEICO, internal streets Bloomingdales, internal streets 	✓ - -	- ✓	The Chase Tower completed this road. When the GEICO site redevelops the developer will provide internal streets. Under construction. The Bloomingdales project plan includes internal pedestrian streets.
Street Widening and Intersection Improvements: <ul style="list-style-type: none"> Willard Avenue River Road and Little Falls Parkway River Road and Western Avenue Wisconsin Avenue and Western Avenue 	-	- ✓ ✓	Bloomingdales, Chevy Chase Land, and GEICO are required to provide improvements at River Road and Little Falls Parkway and at River Road and Western Avenue by their development approvals. There will be shared public/private funding for improvements at Wisconsin and Western Avenues.
Bikeway System	-	-	To be completed by developers.
Pedestrian and Streetscape Improvements	-	-	The developers of the major projects are required to provide streetscape improvements.

**Table 5: Status of Other Friendship Heights CBD Sector Plan
RECOMMENDATIONS MADE AFTER SECTOR PLAN ADOPTION**

Recommendations	Comments
The Friendship Heights Task Force, authorized by the County Council, has begun to recommend both short term and long term projects for implementation.	The District of Columbia Council and the Montgomery County Council reappointed members of the Task Force beginning in 2001.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Improvements to Wisconsin Avenue: <ul style="list-style-type: none"> Intersection improvements Streetscape and pedestrian improvements Coordination of traffic signals 	The State Highway Administration participates in the work of the Friendship Heights Task Force and has requested funds to provide these improvements jointly with the developers of Bloomingdales and Chevy Chase Center.

Bethesda CBD Sector Plan

Approved and Adopted 1994

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Bethesda CBD Sector Plan

VISION STATEMENT

The Plan vision describes the kind of place we want Bethesda to be: “The future Bethesda will be a bustling downtown ringed by quiet neighborhoods, where residents can watch a play or visit an artist’s studio, eat at an ethnic restaurant or sit at an outdoor café, meet friends while shopping on the main street or the farmers’ market, listen to a band concert in summer or ice skate in winter in the center of town. They can catch the Metro to the nation’s capital or walk to work on brick sidewalks under leafy trees.”

The Sector Plan provides goals for the Bethesda CBD. Downtown: Realize the vision of a diverse and lively downtown; continue redevelopment in the Metro Core; reinforce the character and activities of the other districts. Urban Form: Encourage infill development that complements Bethesda’s physical form; create a high-quality built and pedestrian environment with a network of paths and open spaces. Housing and Neighborhoods: Encourage a range of housing types; provide an adequate supply including affordable housing; protect adjacent neighborhoods from commercial intrusion and traffic. Employment: Provide opportunities for additional jobs in line with County policy to concentrate growth in the urban ring near Metro stations. Community Character: Reinforce a unique sense of place through the themes of Bethesda as a “garden” and a “cultural district.” Circulation: Achieve a significant shift of travel from drive-alone auto use to transit, carpooling and other alternatives; enhance the pleasure, safety, and convenience of walking and cycling.

The Plan seeks to implement the vision and goals through recommendations on land use, zoning, transportation and streetscape, environmental resources, community facilities, and historic resources.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

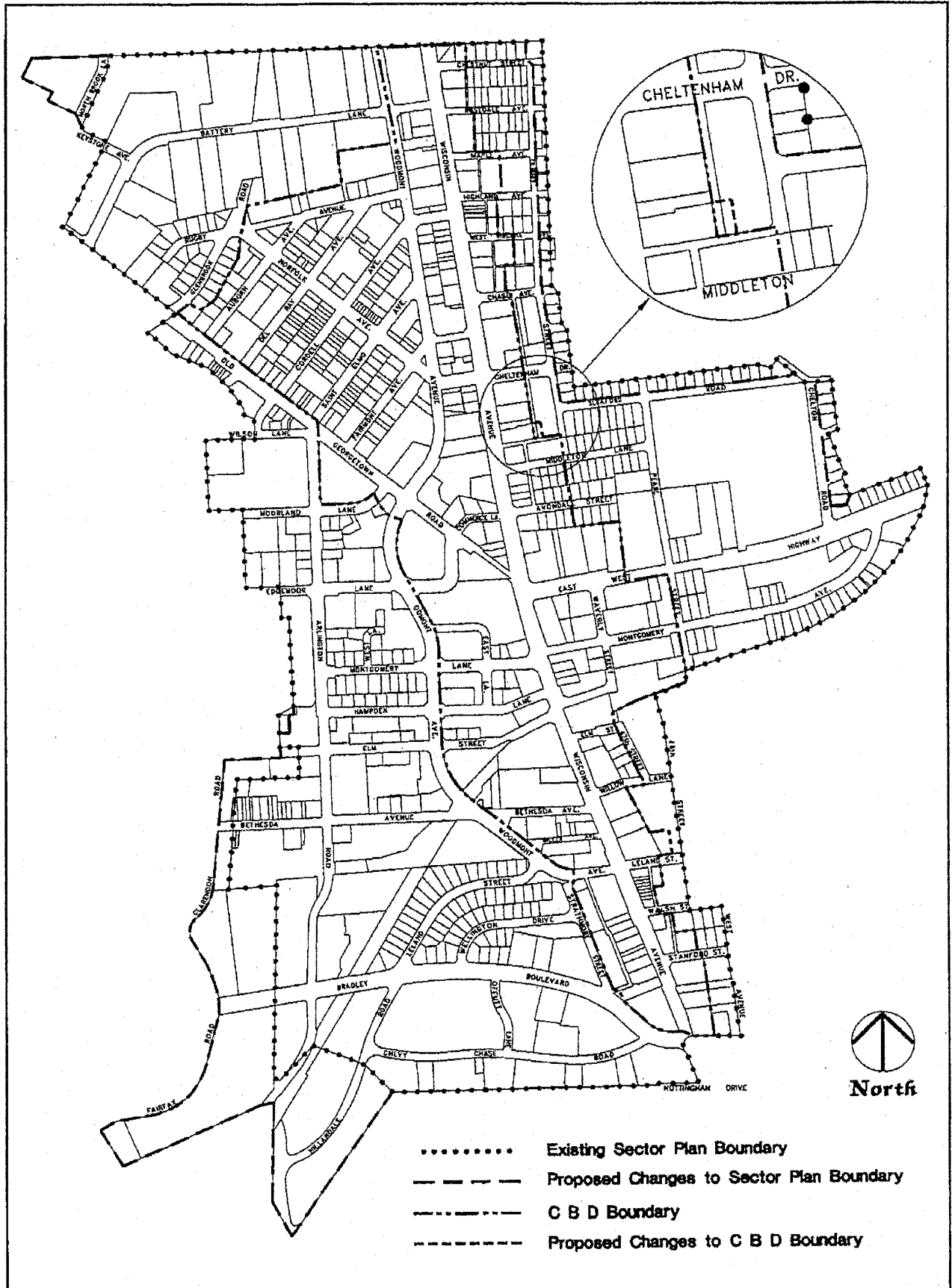
- Provided incentives for housing in the Metro Core District (Bethesda Theatre Café) and the Wisconsin South District (Crescent Plaza).
- Provided incentives for housing in the TS-R District.
- Retained existing community-serving retail uses in the Arlington Road District through the Overlay Zone.
- Used the AGP to determine the timing and amount of new development according to the Sector Plan guidelines.
- Maintained streetscape, promoted events, and enhanced retail through the varied activities of the Bethesda Urban Partnership.

Implementation Highlights

Since the Bethesda CBD Sector Plan was approved and adopted in July 1994, several key recommendations have been implemented:

- Project approvals for the Bethesda Theatre Café (historic movie theatre), Chevy Chase Bank (400-seat performing arts theatre), Bethesda Place II (outdoor stage) and Garage 36 (children theatre and school for the arts) have advanced the “Cultural District” theme. Bethesda Place II and the Round House Theater are complete. Garage 36 is near completion.
- 265 dwelling units have been completed, and 943 additional dwelling units have been approved. A total of 1,115,482 square feet of commercial space has been completed.
- The B-CC High School expansion renovation project is complete, and the school reoccupied.
- Bethesda Elementary School has been expanded, including use of land retained in public ownership on Arlington Road for recreation, closure of Moorland Lane, and neighborhood protection measures.
- Mixed-income housing, a day care center, and a permanent home for the B-CC Services Center have all been provided above Garage 49, next to the Metro station.
- The small-scale retail and restaurant environment of the Woodmont Triangle District has been retained.
- Two-and three-story retail redevelopment in the C-2 Zone along Bethesda Avenue, Woodmont, and Elm Street in the Arlington Road District have been completed.
- Key links in the Bikeway Network. The Capital Crescent Trail, the Georgetown Branch Trail, and the Bethesda Trolley Trail have taken place.

Bethesda CBD Sector Plan Area



**Table 1: Status of Bethesda CBD Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Use the amended CBD zones to provide incentives for housing.	✓	During the Sector Plan process, recommendations included changes to the CBD-R Zone, creation of the CBD-R2 Zone, and changes to both standard and Optional method development provisions in the CBD 0.5, 1, 2, and 3 Zones to create greater incentives for housing in mixed use projects. Adopted 1993. These amended zones were placed on parcels by the SMA.
Amend the CBD Zones to require site plan review for standard method development.	—	—
Consider a range of additional public benefits in CBD Zone optional method projects if consistent with proposals of a future study.	—	—
Use the amended TS-R Zone to provide greater flexibility and incentives to build low-rise, high-density residential projects, forming an urban neighborhood.	✓	Recommendations for changes to the TS-R Zone were developed during the Sector Plan process. Adopted 1994.
Use the amended PD Zone to allow development at urban densities. Use the PD Zone to create a compatible transition between commercial and single-family areas.	✓	Adopted in 1994.
Use the new R-10/TDR Zone to increase housing densities and further County agricultural preservation goals.	✓	Adopted 1994.
Adopt an Arlington Road District Overlay Zone to encourage retention of existing community serving retail uses.	✓	Adopted 1994. The Bradley Shopping Center has completed an upgrade to its facades.
Rely on the AGP to determine the timing and amount of new development, considering Sector Plan guidance.	✓	—
Remove geographic Priorities within the CBD	✓	—
Transfer some AGP ceiling capacity for jobs from B-CC. Give Bethesda CBD priority for new development over Friendship Heights, Westbard, Naval Medical, and the rest of B-CC.	✓	—
Give priority to housing in allocating Stage 1 ceiling capacity.	✓	—

**Table 1: Status of Bethesda CBD Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Begin Stage 1 when: 1. Sector Plan is adopted. 2. AGP approves a target level job ceiling of approximately 5,000 jobs and approximately 2,150 housing units in the Bethesda CBD over the 1993 base.	✓ ✓	1. Sector Plan was adopted in July 1994. 2. AGP approved a job ceiling of 5,000 jobs and 2,150 housing units. There is remaining capacity for jobs and housing units.
Stage 1: Establish a Transportation Management Organization (TMO).	✓	Completed.
Stage 1: Maintain a constrained long-term parking policy.	✓	-
Stage 1: Increase non-auto-driver mode share for employees to 32 percent. As part of the subdivision approval process, require new development to meet a future goal of 37 percent peak hour non-auto-driver use for their employees.	✓	New developments have agreed to measures intended to increase the non-auto-driver mode share to 37 percent.
Begin Stage 2 when: 1. TMO is in operation and other improvements needed to support Stage 1 have been programmed. 2. An analysis of traffic congestion and transportation management program effectiveness is completed. The new area-wide transportation level of service must meet an acceptable AGP standard. 3. Bethesda CBD Stage 1 ceiling capacity has been reached. As new facilities are provided, the AGP ceiling capacity may be increased several times during Stage II.	✓ ✓ -	1. Completed. 2. Completed.
Stage 2: Increase the effectiveness of transportation demand management programs.	-	-
Stage 2: Maintain a constrained long-term parking policy.	-	-
Stage 2: Increase non-auto driver mode share for employees to 37 percent.	-	-

**Table 1: Status of Bethesda CBD Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Endorse the Bethesda Urban Partnership (BUP). The Plan favors cooperation between the public and private sectors to administer and coordinate enhanced public services and private initiatives in the Bethesda CBD.	✓	BUP is an important instrument for implementing key Sector Plan objectives, including retail enhancement, a cultural district, and streetscape objectives.

**Table 2: Status of Bethesda CBD Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parking and Housing			
Provide mixed-income housing in conjunction with new structured parking on lot 36, in the Woodmont Triangle District.	✓	✓	A parking garage was constructed on Lot 36 that includes a theater and studios for Imagination Stage and School of Arts. No housing included.
Provide mixed-income housing in conjunction with new structured parking on a rebuilt Garage 35, in the Woodmont Triangle District.	-	-	-
Provide mixed-income housing in conjunction with new structured parking on Lot 31 in the Arlington Road District (up to 100 dwelling units; c. 700 spaces).	-	-	Project recently received approval.
Parking			
Joint parking in the Metro Core District (c. 700 spaces).	-	-	Completed.
Small lot parking on four scattered sites in the Woodmont Triangle District (c. 100 spaces).	-	-	-
Lot 25, reserved for a future facility (c. 250 spaces).	-	-	-
Lot 42, expanded and a structure added (c. 600 spaces).	-	-	The Bethesda Theatre Café project includes a parking garage on Lot 42 and the Beta Lot (private) that is leased to the Parking Lot District.
Lot 24, reserved for a future facility (c. 350 spaces).	-	-	-
Joint parking in the TS-R District (c. 100 spaces).	-	-	-
Joint parking in the Arlington Road District (c. 300 spaces).	-	-	-

**Table 2: Status of Bethesda CBD Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks and Open Spaces			
Expand Battery Lane Urban park to Rugby Avenue (feasibility depends on providing parking for existing residents).	–	–	Facility study underway.
Provide a small urban green space on the northwest corner of Woodmont Avenue and Montgomery Lane, which may be acquired by new private TS-R development.	✓	–	Completed.
Provide a small open space and connection to the Capital Crescent Trail on a portion of Lot 31, which will also be used for below-grade public parking and mixed-income housing.	–	–	Project recently approved.
Provide a small urban open space on portions of Lot 36 and 42 if more below-grade public parking is provided.	✓	✓	The Bethesda Theatre Café/ townhouse project will include a public open space on part of the site that includes Lot 42 and the Beta Corporation lot.
Police Station			
Option #1: retain and renovate the current police station facility.	✓	✓	The police station has had small renovations.
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.	–	–	–
Retain the Walsh Street Center for a community service or non-profit use.	✓	–	The Writers Center leases the former Walsh Street Center from the County.
Provide a long-term location for an expanded B-CC Government Services Center.	✓	✓	The B-CC Service Center now occupies a portion of the office building at The Metropolitan (Garage 49) site.

**Table 3: Status of Bethesda CBD Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
The Sector Plan's environmental recommendations involve primarily enforcement of existing procedures rather than capital expenditures.	–	–	–

**Table 4: Status of Bethesda CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Stage 1			
Stage 1: Bicycle network Route A-2 along Bethesda Avenue, Willow Lane, and Elm Street Park including pedestrian improvements at Woodmont and Bethesda Avenues.	✓	✓	The tunnel under the Air Rights Building and Wisconsin Avenue has been opened to cyclists, with a temporary connection to Woodmont/Bethesda Avenue. The tunnel connects the Capital Crescent Trail to the Georgetown Branch Trail. This provides an alternative to the above-ground Route A-2, making it a lower priority.
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.	-	✓	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, but not light. Facility Plan now underway.
Stage 1: Pedestrian system improvement at Woodmont Avenue and Montgomery Lane.	-	✓	-
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).	-	✓	-
Stage 1: Pedestrian system improvement at Old Georgetown Road and Woodmont Avenue.	✓	-	-
Pedestrian system improvement at Woodmont Avenue and Bethesda Avenue.	-	✓	-
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).	-	✓	-

**Table 4: Status of Bethesda CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Stage 1: Streetscape improvements along northern Wisconsin Avenue from Cheltenham Drive to northern gateway (Wisconsin North Corridor).	-	✓	Median plantings were installed along northern Wisconsin Avenue.
Stage 1: Intersection improvements at Connecticut Avenue and East-West Highway.	-	✓	The State has funded this project, now holding public meetings.
Stage 1: Intersection improvements at Cedar Lane/Rockville Pike and Jones Bridge Road/Rockville Pike if significant growth occurs at NIH.	-	-	SHA 355 corridor study from Beltway to Jones Bridge Road underway. More intense planning underway due to BRAC expansion.
Later Stages			
Expand Ride-On bus service as growth in demand justifies.	-	-	-
Program the Silver Spring-Bethesda Trolley, the Purple Line.	-	-	Master Plan process underway.
Institute a Loop Bus circulation system (may include private financing).	✓	✓	BTS (Bethesda Transportation Solutions) has initiated "Bethesda 8" - a free loop bus in the CBD.
<p>Install traffic signals to provide safe pedestrian and bicycle crossings (subject to conditions and operational studies):</p> <ul style="list-style-type: none"> • Arlington Road at Montgomery Lane • Arlington Road at Bradley Shopping Center • Old Georgetown Road at Fairmont Avenue • Old Georgetown Road at Cordell Avenue • Woodmont Avenue at Montgomery Lane • Old Georgetown Road at Glenbrook Road <p>Narrow ("neck down") street pavement widths by expending sidewalks at corners to provide safe and convenient pedestrian crossings:</p> <ul style="list-style-type: none"> • Intersections along Norfolk • Intersections in Biker Friendly Areas • Intersections where Capital Crescent Trail crosses Woodmont Avenue and Wisconsin Avenue 	<p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>✓</p> <p>-</p> <p>✓</p> <p>-</p> <p>✓</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>The CIP Bikeway and Pedestrian Facilities Project includes most of these intersections.</p> <p>DPWT to implement in 2006 along with Class II bikeway.</p> <p>-</p> <p>-</p>

**Table 4: Status of Bethesda CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
<p>Complete Capital Crescent Trail Class I Bikeway into and through Bethesda including:</p> <ul style="list-style-type: none"> • Southern boundary of Sector Plan area to Bethesda Avenue • From Bethesda Avenue under Wisconsin Avenue by way of the tunnel (Route A1) • 46th Street to Pearl Street (Route J + A2) (to be built in conjunction with the trolley) 	<p style="text-align: center;">✓ ✓ -</p>	<p style="text-align: center;">✓ ✓ -</p>	<p>The Capital Crescent Trail continues to Georgetown. Completed</p>
<p>Complete other trails in Bicycle Network Plan</p> <ul style="list-style-type: none"> • 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 	<p style="text-align: center;">- - - - -</p>	<p style="text-align: center;">- - - - -</p>	<p style="text-align: center;">- - - - -</p> <p>Crosswalk in at Battery Lane, but not the lights.</p>
<p>Create Biker Friendly Areas (BFA)</p> <ul style="list-style-type: none"> • Area G, Metro and Capital Crescent BFA • Pearl Street, two blocks 	<p style="text-align: center;">- -</p>	<p style="text-align: center;">- -</p>	<p style="text-align: center;">- -</p>
<p>Reconstruct Arlington Road, south of Bethesda Avenue, if redevelopment occurs on the Euro Motorcars site (remove curve, improve sight distance, provide mid-block pedestrian crossing).</p>	<p style="text-align: center;">-</p>	<p style="text-align: center;">-</p>	<p>Euro Motor cars has provided the Bethesda streetscape along their frontage, Bradley Shopping Center and the DPWT did not agree to proposed improvements.</p>
<p>Require dedication and developer construction of a two-lane circulator/access drive at time of redevelopment (Euro Motors site).</p>	<p style="text-align: center;">-</p>	<p style="text-align: center;">-</p>	<p>Developer could not accommodate road through its site.</p>
<p>Install a reversible lane system on Old Georgetown Road from Woodmont Avenue to Huntington Parkway.</p>	<p style="text-align: center;">-</p>	<p style="text-align: center;">-</p>	<p>Concept no longer advisable; turning lane has been provided in several locations.</p>
<p>Provide intersection improvements within Sector Plan boundary:</p> <ul style="list-style-type: none"> • East-West Highway at Wisconsin Avenue • Arlington Road and Wilson Lane at Old Georgetown Road 	<p style="text-align: center;">- -</p>	<p style="text-align: center;">✓ -</p>	<p>Median in East-West Highway and Wisconsin Avenue completed.</p>

**Table 4: Status of Bethesda CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Provide intersection improvements beyond Sector Plan boundary: <ul style="list-style-type: none"> • Wisconsin Avenue and Jones Bridge Road to add capacity as NIH expands • Connecticut Avenue and Bradley Lane • Old Georgetown Road and Cedar Lane • Wisconsin Avenue at Woodmont Avenue • Bradley Boulevard at Huntington Parkway 	-- -- -- -- --	-- -- -- -- --	A new right turn lane was added from northbound Wisconsin Avenue onto Jones Bridge. The CIP includes further reconstruction at this intersection for congestion mitigation. <u>Anticipated</u> improvements include construction of additional turning lanes and widening the westbound portion of Jones Bridge Road.
Provide streetscape improvements: <ul style="list-style-type: none"> • Level One along Wisconsin Avenue, Old Georgetown Road, portions of East-West Highway, and portions of Woodmont Avenue • Level Two along portions of East-West Highway, Montgomery Avenue and Woodmont Avenue • Level Three along Norfolk Avenue, Bethesda Avenue, Cheltenham Drive, and Arlington Road • Level Four along Montgomery Lane and Fairmont Avenue • Level Five along all other streets within Sector Plan area • Place public utilities underground 	-- -- ✓ -- -- --	-- -- -- -- -- --	With the exception of Old Georgetown Road, these improvements are in the CIP. Streetscape has been installed on Bethesda Avenue and segments of Elm Street and Arlington Road. Segments of Montgomery Lane have had streetscape installed through private development. Conduit for under grounding the segments specified in Stage I is included in the CIP project.

**Table 5: Status of Other Bethesda CBD Sector Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None	--

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
NIH Master Plan (1995)	NIH is implementing the Master Plan in a series of projects. The Master Plan has been modified.

Westbard Sector Plan

Approved and Adopted 1982

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring MD 20910**

Westbard Sector Plan

VISION STATEMENT

The Westbard Sector Plan was prompted by citizen concern regarding incompatible land use changes that were occurring. Heavy industrial zoning threatened the otherwise stable residential areas, and limited the kinds of re-use the landowners felt were marketable under private redevelopment. Traffic congestion was also a major concern in the area. The Sector Plan recommended improvements to traffic operations, limited commercial expansion, and directed redevelopment to light industrial uses that were compatible with the surrounding residential area.

Policy Highlights

Since the adoption of the Sector Plan, the following policy decisions have been implemented:

- The residential character of the neighborhoods surrounding Westbard has been strengthened.
- Multi-family residential structures have been encouraged and additional multi-family development or conversion has occurred.
- Local commercial services in Westbard have improved their attractiveness as well as their convenience and accessibility to the public.

Implementation Highlights

The Westbard Sector Plan was approved and adopted in 1982 and amended by the 1990 Bethesda-Chevy Chase Master Plan.

- Westwood Towers Apartments have been converted into moderate-income units by HOC, and the Tauber property has completed conversion.
- Kenwood Station and Westwood Center II were completed incorporating parking, landscaping and streetscaping into their projects.
- A Watershed Restoration Action Plan has been developed for the Little Falls Watershed.

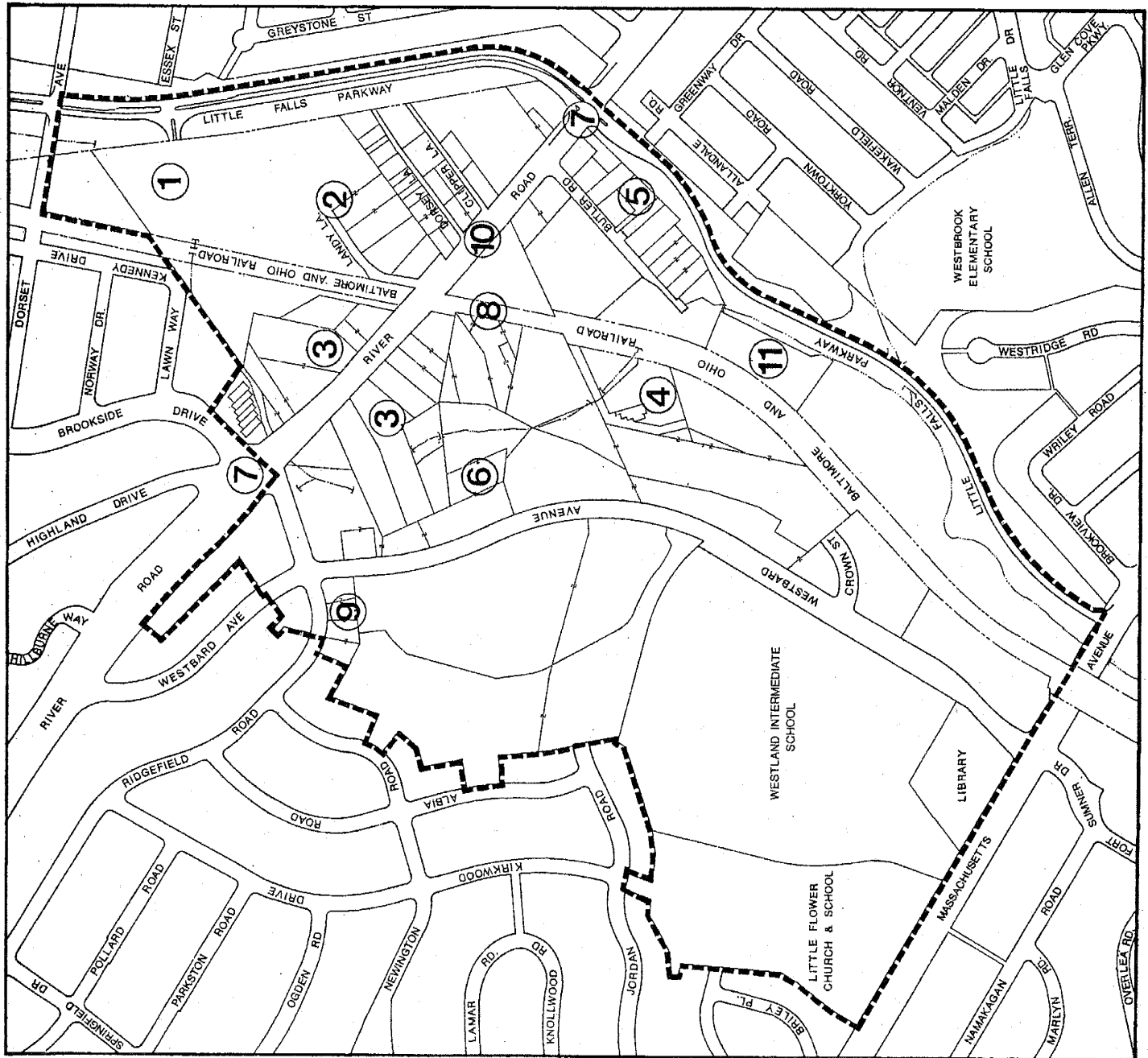
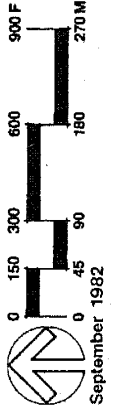
Westbard Sector Plan Area

MAIN PLANNING PROPOSALS

- Sector Plan Boundary
- ① Multifamily Residences
- ② Office/research
- ③ Modified general commercial zone
- ④ Convert to light industry
- ⑤ Convert to offices
- ⑥ Convert back to residences
- ⑦ Intersection improvements
- ⑧ Railroad Roadway
- ⑨ Urban park
- ⑩ Urban boulevard program
- ⑪ Encourage townhouse development

WESTBARD SECTOR PLAN

Montgomery County, Maryland



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

Recommendation/Policy	Completed	Comments
Reaffirm and strengthen the residential character of the neighborhoods surrounding Westbard.	✓	The Sector Plan preserves park use on the eastern border and ensures that other peripheral and transitional uses are compatible with the adjacent communities.
Reduce spillover parking by area employees within neighborhoods. If a problem develops, the Sector Plan suggests two-hour parking limits and the creation of residential parking permit districts as possible remedies.	–	–
Improve pedestrian circulation and make it less hazardous. The Sector Plan calls for an Urban Boulevard and Gateway improvement project along River Road to improve pedestrian movement and to make the area more attractive.	–	The Westbard Concept Plan addresses the issue of pedestrian circulation and identifies opportunities to implement improvements to River Road.
Establish measures to abate noise emanating from the commercial/ industrial area which affects nearby residents.	–	–
Protect multi-family residential structures and encourage additional multi-family development or conversion wherever little or no conflict with commercial and industrial uses will result.	–	Westwood Towers Apartments have been converted into moderate-income units by HOC. A developer has converted the eleven-story office building owned by Tauber to multi-family residential use.
Allow no further expansion of the commercial/industrial activity center beyond the land zoned for those purposes.	✓	Implemented through sectional map amendment.
Preserve the local commercial services in Westbard and improve their attractiveness, as well as their convenience and accessibility to the public.	✓	Kenwood Station and Westwood Center II were completed after the Sector Plan was adopted. Both incorporated parking, landscaping and streetscaping into their projects.
Avoid further degradation of the streams and, where possible, improve the water quality in Willett and Little Falls Branches.	–	DEP has developed a Watershed restoration action plan.

**Table 2: Status of Westbard Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Establish a new urban park north of the Westwood Shopping Center at Ridgefield Road and Westbard Avenue.	-	-	-
Initiate an Urban Boulevard and Gateways improvement project along River Road, include sidewalks and landscape treatment to improve pedestrian movements and make the area more attractive.	-	-	The Westbard Concept Plan proposes guidelines for future development that will help implement improvements to the visual character of River Road.

**Table 3: Status of Westbard Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
No specific projects are recommended in the Sector Plan.	-	-	-

**Table 4: Status of Westbard Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Improve traffic operations on River Road by retaining the existing roadway within the present mid-block cross section. Study the possibility of improving the intersections at Ridgefield Road and Little Falls Parkway.	✓	–	Intersection improvements have been made at River Road and Little Falls Parkway and Ridgefield Road since the Sector Plan was adopted.
Improve access to the industrial properties north and south of River Road by providing roadways along the railroad right-of-way and a new controlled intersection with River Road.	–	–	Some improvements have been made since the adoption of the Sector Plan. The Westbard Concept Plan (February 1999) provides guidelines for future development and redevelopment in the Westbard Commercial area around River Road.

**Table 5: Status of Other Westbard Sector Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendation	Comments
Signal added at Kenwood Station access to River Road with acceleration and deceleration lanes.	Completed.
Capital Crescent Trail and Bridge over River Road.	Completed.

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
Sidewalk improvements along River Road.	Minor improvements completed.
Watershed Restoration Action Plan for Little Falls Watershed.	Ongoing DEP Project.

Woodmont Triangle Sector Plan Approved and Adopted 2006

**MASTER PLAN STATUS REPORT
April 2008**

Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT

Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910

Woodmont Triangle Sector Plan

VISION STATEMENT

This amendment envisions the Woodmont Triangle Study Area as a vibrant, urban mixed-use neighborhood that emphasizes residential small-scale retail, the arts and public amenities. One-of-a kind small-scale specialty retail stores, art galleries and studio space, and people strolling on pedestrian-friendly local streets characterize this neighborhood. This amendment is designed to:

- Provide opportunities to increase the supply of housing to serve a variety of income levels,
 - Provide opportunities to retain existing businesses and expand opportunities for new businesses,
 - Enhance existing public arts programs and provide additional opportunities for the visual and performing arts,
 - Focus on improving the safety and character of the existing streets,
 - Establish Norfolk Avenue as the main street in the area,
 - Increase the flexibility in providing the public use space required in CBD zone optional method developments by allowing on-site or off-site fulfillment of this requirement, and
 - Identify a list of priority public amenities.
-

Policy Highlights

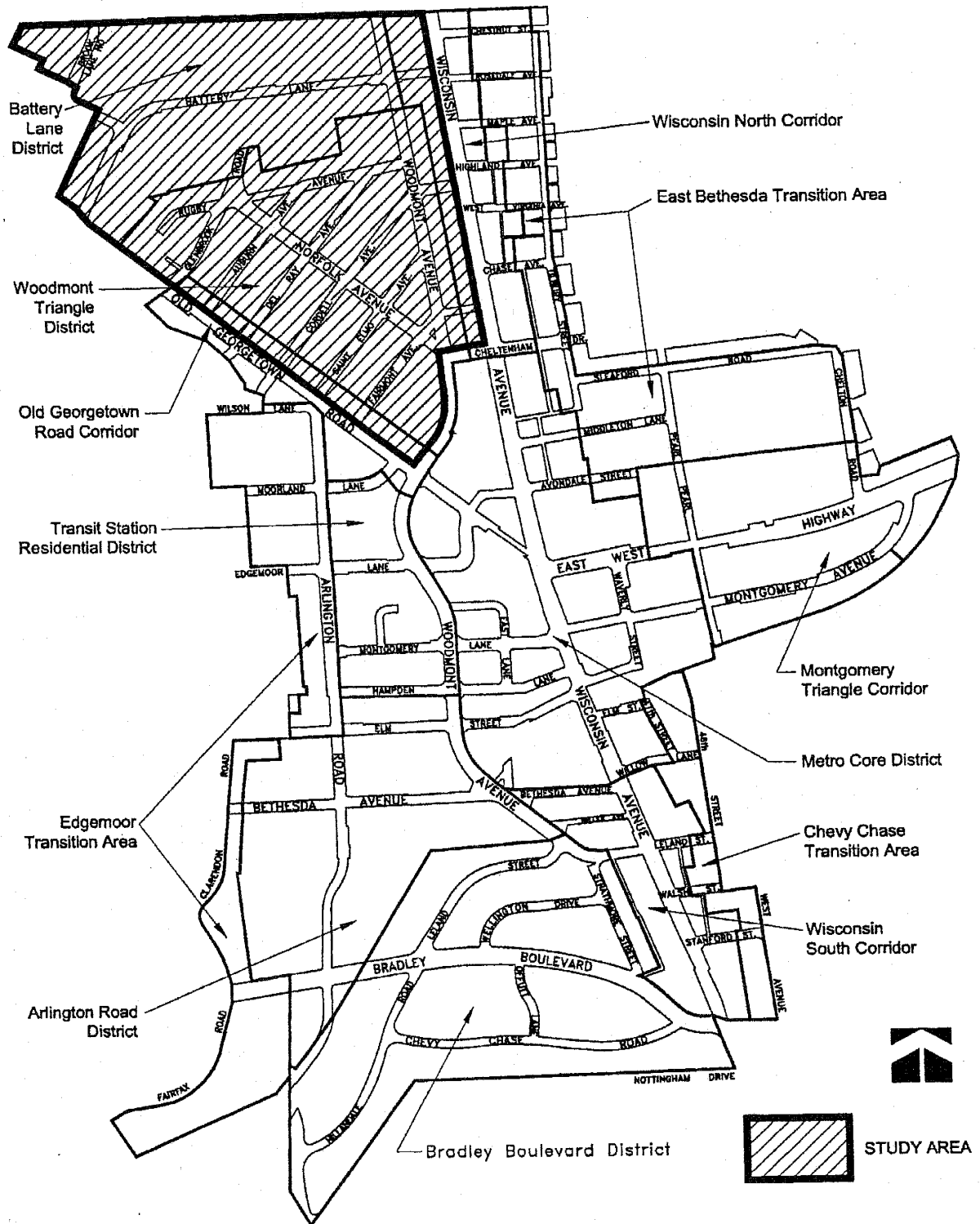
Since the adoption of the Plan, the following policy decisions have been implemented:

- Adopted the Woodmont Triangle Plan Sectional Map Amendment.
- Modified the Bethesda Streetscape Plan.

Since the Woodmont Triangle Sector Plan was approved and adopted in March 2006, several key recommendations have been implemented:

- Facility plan for Battery Lane Urban Park has been started.
- Review of on-street parking options along Norfolk Avenue has been completed.
- Amendment to the General Plan for housing has been started along with the review of affordable housing for the Battery Lane Area.
- Three Project Plans and one Local Map Amendment have been reviewed.

Woodmont Triangle Sector Plan Area



**Table 1: Status of Woodmont Triangle Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Transit-Oriented Housing		
Create a transit-oriented neighborhood.	–	–
Provide a range of housing opportunities to serve a variety of income levels.	–	–
Consider potential for development of public surface parking lots as optional method housing developments.	–	–
Building Heights		
Step down heights away from Metro station area.	–	–
Require development to step back from Norfolk Avenue to protect sunlight.	–	–
Limit height along Old Georgetown Road north of St. Elmo Avenue to 50 feet or 60 feet back.	–	–
Mixed-Use Development		
Use incentives that encourage use of the optional method of development.	–	–
Avoid extensive setbacks from the streets.	–	–
Retail Preservation		
Support smaller lot sizes.	–	–
Allow density transfer within the sector area.	–	–
Public Amenities and Facilities		
Improve Norfolk Avenue.	–	–

**Table 2: Status of Woodmont Triangle Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Improve Battery Lane Park.	–	–	Facility Plan underway at Parks Department.

**Table 3: Status of Woodmont Triangle Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
No specific recommendations.	–	–	

**Table 4: Status of Woodmont Triangle Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Improve intersection of Rugby Avenue and Norfolk Avenue.	–	–	–
Improve pedestrian connections at Fairmont Avenue to Auburn Avenue.	–	–	–
Modify intersection of Woodmont Avenue and Norfolk Avenue at Veterans Park.	–	–	–

**Table 5: Status of Other Woodmont Triangle Sector Plan
RECOMMENDATIONS MADE AFTER SECTOR PLAN ADOPTION**

Recommendations	Comments
None.	–

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
None.	–

North Bethesda/ Garrett Park Master Plan

**Incorporating Staging and Conference Center
Amendments**

Approved and Adopted 1992

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue Silver Spring MD 20910**

North Bethesda/ Garrett Park Master Plan

VISION STATEMENT

The North Bethesda/Garrett Park Master Plan addresses the need for a variety of new residential development, the demand for additional commercial growth, and the problem of transportation congestion. The Master Plan proposes improved and alternative transportation services. Higher density residential zoning with moderately priced dwelling units are recommended around Metro stations. Commercial development is directed to areas with existing or proposed transit service. The Plan emphasizes the protection and improvement of the general quality of life in the neighborhoods and commercial areas through design and streetscape guidelines.

With the adoption of the Staging Amendment, the Master Plan phases new growth with expected transportation improvements. The Master Plan anticipates the development of the Montrose Parkway.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

- Studied the phased development of Montrose Parkway.
- Encouraged high-density residential development near Metro stations.
- Created a transportation management district to increase transit ridership and carpooling with emphasis on parking availability.
- Amended the Master Plan of Highways to widen Montrose Road between I-270 and the Montrose Parkway from four lanes to six lanes. Trucks may be allowed on the Parkway between Old Georgetown Road and Parklawn Drive if the SHA intersection improvement at MD 355 precludes through movement between Montrose Road and Randolph Road.

Implementation Highlights

The North Bethesda/Garrett Park Master Plan was approved and adopted in 1992, with the Staging Amendment adopted in 1994, and the Conference Center Amendment adopted in 1997. There has been significant development activity in this area since the adoption of the Master Plan.

Since the adoption of the Master Plan, development has occurred in Rock Spring Park, development plans have been submitted and approved for various large tracts of land in Grosvenor and White Flint, including the approval of three public facilities.

Since the Master Plan adoption, several key recommendations have been implemented:

- Created the North Bethesda Transportation Management Organization
- Eliminated free on-street parking near Metro stations
- Implemented the bikeway plan (North Bethesda Trolley Trail)
- Approved high-rise and elderly housing located near Metro stations
- Construction of the interchange at the western I-270 spur and Fernwood Road is completed.

The Staging Amendment phases new growth with expected transportation improvements. The North Bethesda Policy Area has been moved into Stage II based upon progress made on transportation improvements. The following projects are underway:

- Construction of the North Bethesda Trolley Trail Bridge over I-495
- Approval of the Montgomery County Conference Center and hotel
- Approval of the Strathmore Concert Hall and Metro parking garage
- Phase I of the Rock Spring Center including a new interchange at Rockledge Drive and I-270 spur.

North Bethesda/Garrett Park Master Plan Area



R-200	Residential, One-Family	R-H	Multiple-Family, High Rise Planned Residential	C-1	Local Commercial
R-90	Residential, One-Family	PD-9	Planned Development	C-2	General Commercial
R-60	Residential, One-Family	PD-11	Planned Development	I-1	Light Industrial
RT-10	Residential, Townhouse	TS-R	Transit Station, Residential	I-3	Technology and Business Park
RT-12.5	Residential, Townhouse	TS-M	Transit Station, Mixed		
R-30	Multiple-Family, Low Density Residential	O-M	Office Building, Moderate Intensity		
R-20	Multiple-Family, Medium Density Residential	C-O	Commercial Office Building		
R-10	Multiple-Family, High Density Residential	C-T	Commercial Transition Zone		
		C-P	Commercial Office Park		

**Table 1: Status of North Bethesda/Garrett Park Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Focus future development at Metrorail stops, new transit stations, and areas best served by transportation infrastructure, with more emphasis on housing.	-	Implementation occurs through local map amendments. MTA initiated a study for the Twinbrook MARC Station. The Twinbrook Master Plan is nearing completion.
Introduce a residential component into the exclusively commercial parcels at Twinbrook and White Flint.	✓	Implemented through private sector rezoning applications. LCOR and WMATA have submitted a zoning case for a joint mixed-use development at the White Flint Metro. The Twinbrook Plan proposes substantial new housing potential.
Preserve an area for light industrial purposes extending from Twinbrook to White Flint.	✓	Completed through a Sectional Map Amendment.
Improve the pedestrian friendliness of streets, particularly near transit nodes.	-	Being addressed in Twinbrook and White Flint Sector Plans.
Reinforce the concept of Rockville Pike as the "main street" of North Bethesda/Garrett Park.	-	Discussed, as part of the Twinbrook charrette and is being primarily addressed in the White Flint Sector Plan.
Provide a local circulation alternative parallel to Rockville Pike.	-	Will be implemented through transportation improvements, some of which are outlined in Phase I of the Staging Amendment. Nebel Street extended is in Facility Planning at DPWT. Chapman Avenue extended will require property dedication at the time of property development and is included in the LCOR/WMATA proposal.
Provide a high capacity transit connection between Grosvenor Metrorail station and Montgomery Mall, via Rock Spring Park.	-	TPR recommends the use of an express bus service to make this connection.
Initiate a parking policy of constrained long-term parking, including the elimination of free on-street parking, and mandatory participation in the share-ride district for all new development.	✓	Study is needed of parking policy. Other recommendations implemented through the Transportation Management Organization (TMO). Parking meters have been installed and the revenue supports the TMD.
Decrease single occupant vehicle mode share for employees by 4 percentage points.	-	TMO and DPWT are currently evaluating alternatives to reduce mode share.
Create transportation management districts to increase transit ridership and carpooling, with emphasis on parking price and availability.	✓	TMO created in June 1996.

**Table 2: Status of North Bethesda/Garrett Park Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Provide five urban amenity open spaces at Twinbrook Metro, Montrose Crossing, White Flint Metro, Grosvenor Metro, and Rock Spring Park.	–	✓	Existing at Montrose Crossing. Will be constructed in the development of Grosvenor Village, the Metro Garage at Grosvenor, and White Flint.
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 Road.
Provide new ballparks on the state-owned land west of Tildenwood Drive.	–	–	–
Provide a community recreation Center on the Davis Parcel at Rock Spring Park.	–	✓	Site to be dedicated.
Accommodate the Strathmore Hall Arts Center expansion as envisioned By the Strathmore Hall Foundation.	✓	✓	Completed.
Provide day care centers at Metro stations and at Rock Spring Park.	–	–	–
Provide affordable elderly housing Through the special exception process.	–	–	–

**Table 3: Status of North Bethesda/Garrett Park Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
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.

**Table 4: Status of North Bethesda/Garrett Park Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Extend Chapman Avenue from Nicholson Lane to Old Georgetown Road (60'-70' ROW).	—	FY 01	Partially completed. Funded for Preliminary Design.
Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW, 2 lanes).			Western half of the ROW has been dedicated. Eastern half is in Facility Planning. May be completed by developer.
Construct B-11 from Marinelli Road to Old Georgetown Road (70' ROW, 2 lanes).	—	—	No progress. Will be part of a WMATA joint development project.
Construct White Flint Avenue with Class I bikeway (B-10) from Nebel Street to B-11 (80' Row, 2 lanes).	—	—	Will be part of a WMATA joint development project with LCOR.
Extend Executive Boulevard from Woodglen Drive to Huff Court, including Class I bikeway (80' ROW).		—	Completed.
Provide a Class III bikeway on Chapman Avenue/Huff Court from Executive Boulevard to Old Georgetown Road.	—	—	Road has not been built.
Provide a Class I bikeway on Rockville Pike from Strathmore Avenue to Old Georgetown Road.	—	—	—
Provide a Class II bikeway on Marinelli Road from Nebel Street to Executive Boulevard.	—	—	Insufficient road width for Class II bikeway, but sidewalk on part of the length will be 10 feet wide and will be used as a Class I bikeway.
Provide a Class II bikeway on Strathmore Avenue from Weymouth Street to Rockville Pike.	—	—	Portion of Strathmore from Flanders Avenue to MD 355 is in planning.
Provide a Class II bikeway on Twinbrook Parkway from Veirs Mill Road to Rockville City Limits.	—	—	—
Provide improved pedestrian and bicycle crossing at the following intersections:	—	—	—
Rockville Pike and Marinelli Road, Nicholson Lane, Old Georgetown Road, and Tuckerman Lane	—	—	—
Twinbrook Parkway and Parklawn Drive, Fisher's Lane, and Ardennes Avenue	—	—	—
Old Georgetown Road and Democracy Boulevard, Rock Spring Drive, and Tuckerman Lane	—	—	Tuckerman Lane improvement is being constructed by the State.
Intersection improvements at Rockville Pike and Nicholson Lane- aggressive signing program to encourage northbound and southbound left turns before Nicholson Lane.	—	—	Has been evaluated by SHA as part of congestion relief study and considered infeasible.

**Table 4: Status of North Bethesda/Garrett Park Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Intersection improvements at Montrose Road and East Jefferson Street-Add northbound through lane, add southbound right turn lane, add eastbound through lane.	✓		-
Intersection Improvement at Rockville Pike and Randolph Road – Add two east bound through lanes.	-	-	Interchange is under construction by SHA.
Re-establish express bus service along the future HOV lane to and from Rock Spring Park.	✓	-	In 1998, express bus service resumes with the frequency of 15 minutes between Lake Forest Transit Center in Gaithersburg and Rock Spring via HOV lanes on I-270.
Provide one or more direct access ramps from I-270/I-270 Spur to Rock Spring Park.	✓	✓	Completed.
Construct the Montrose Parkway.	-	✓	Western portion (Tower Oaks to East Jefferson) under construction; eastern portion (east of 355) is in Facility Planning.
Construct Nebel Street Extended.	-	✓	Facility Planning.
Provide a new MARC station to serve Twinbrook and Montrose Crossing.	-	-	Under study in White Flint Sector Plan.
Add two lanes in the medians of the I-270 spurs.	✓	-	-

**Table 5: Status of Other North Bethesda/Garrett Park Master Plan
RECOMMENDATIONS IMPLEMENTED AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
Montgomery County Conference Center located in White Flint.	Conference Center completed.
Staging Amendment.	Adopted in 1994.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Montrose Parkway	Under construction from I-270 to Rockville.
Rockville Postal Carrier Annex	Approved.
North Bethesda Trolley Trail	Bridge over I-495 constructed; bridge across I-270 built.
Montgomery County Holding School Study	Completed.
Strathmore Concert Hall Study	Completed.
Grosvenor Metro Station Parking Garage	Completed.
Twinbrook Sector Plan	Charrette held fall 2000, Sector Plan sent to Council January 2008.

SECTION C

I-270 CORRIDOR PLANNING AREA (TEAM 3)

MASTER PLAN STATUS REPORT April 2008

Shady Grove Transit Station Area Sector Plan.....	C-3
Gaithersburg Vicinity (East) Master Plan	C-15
Shady Grove Study Area Master Plan	C-31
Germantown Master Plan	C-43
Clarksburg Master Plan and Hyattstown Special Study Area	C-55

Shady Grove Transit Station Area Sector Plan

Approved and Adopted 2006

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Shady Grove Transit Station Area Sector Plan

VISION STATEMENT

Today, Shady Grove is a 2000-acre regional center located between Rockville and Gaithersburg, which serves as a transportation hub and a focus of service and industrial uses. The Sector Plan envisions transforming the area into a lively transit-oriented community with mixed uses and generous amenities. Key plan features are the concentration of mixed-use residential and commercial uses at the Metro station along with parks and other commercial facilities; strengthening nearby residential areas with compatible uses; providing better Metro access and new public facilities; and supporting technology uses along the Shady Grove Technology Corridor.

Policy Highlights

Land Use and Urban Design

- Provide areas for civic uses, public open space, and recreation to serve employee and resident needs.
- Coordinate proposed land use changes with open space and streetscape recommendations to create an attractive community.
- Balance development with the capacity of the transportation system and public facilities.
- Create a traditional town pattern of interconnected streets, street-oriented buildings, and urban open spaces, promoting vertically mixed-use buildings with ground-floor retail use.
- Include guidelines ensuring a variety of housing types and encouraging a diversity of households.
- Balance housing needs for high-density units at Metro with units buffering adjacent Derwood. Limit development to 6,340 new units for the Plan area, including workforce housing, Transferable Development Rights (TDR) and Moderately Priced Dwelling Units (MPDU)'s.
- Contribute to the preservation of the Agricultural Reserve by providing TDR's at selected areas.

Implementation Highlights

The Sector Plan for Shady Grove was adopted by the Montgomery County Council on January 17, 2006. Implementation highlights include the following:

Housing

- Protect the existing Derwood residential community by revising Plan Area boundaries for Upper Rock Creek and Gaithersburg in future plans and providing a transitional area with public facilities and lower-density housing along Crabbs Branch Way.
- Provide broad housing opportunities within walking distance of Metro:
 - Relocate the County Service Park, providing new housing opportunities close to Metro.
 - Increase the number and variety of multi-family and single-family units.
 - Locate sites for senior housing.
 - Provide incentives encouraging developers to maximize affordable housing, including MPDU's and market rate units.

Transportation

- Incorporate the Corridor Cities Transitway (CCT) and a future MARC station as integral parts of the Metro station.
- Promote new transit facilities, including the CCT and expanded bus and Park and Ride facilities.
- Provide a transit center to coordinate and encourage transit use.
- Create a new street network to improve access to Metro, and expand community trails.

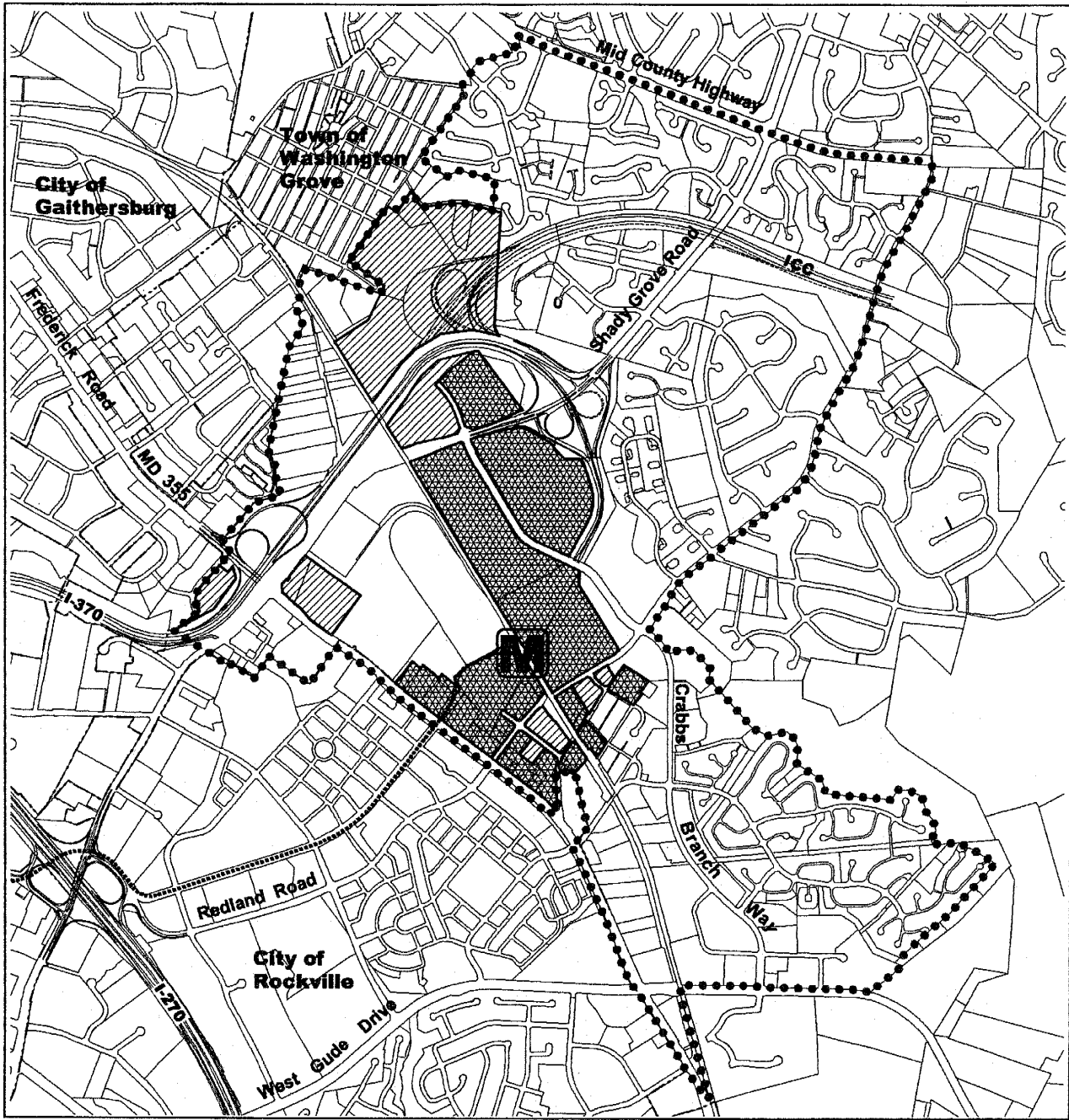
Employment and the Technology Corridor






- Provide for approximately 7,000 new jobs.
- Ensure the provision of adequate public facilities, staged to meet the needs of new development.

Public Facilities/Implementation

- Provide a new elementary school, local park, new library, a network of urban open spaces and potentially, a new fire station to serve development.
- Establishment Transportation Management District trip mitigation procedures for all development.
- Encourage public/private partnerships for joint development and other such planning/development tools.
- Rezone land within Plan boundaries to achieve vision.
- Require an adequate public facilities review at each stage and a Planning Board finding that the next stage can proceed. (By Stage 3, if facilities are found inadequate, a review of the Plan's recommendations will be required.)
- Develop the Shady Grove Implementation Plan to ensure the timely provision of public services and facilities and realization of other Plan objectives. Create the Shady Grove Implementation Advisory Committee to support implementation activities.

Shady Grove Sector Plan Area



-  Vacant Properties
-  Potentially Redevelopable Properties
-  Shady Grove Sector Plan Boundary
-  City of Gaithersburg, City of Rockville, Town of Washington Grove
-  Corridor Cities Transitway



**Table 1: Status of Adopted and Approved Shady Grove Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Land Use and Urban Design		
Provide areas for civic uses, public open space, and recreation to serve employee and resident needs.	—	—
Coordinate proposed land-use changes with open space and streetscape recommendations to create an attractive community.	—	—
Balance development with the capacity of the transportation system and public facilities.	—	—
Create a traditional town pattern of interconnected streets, street-oriented buildings, and urban open spaces, promoting vertically mixed-use buildings with ground-floor retail use.	—	—
Include guidelines ensuring a variety of housing and encouraging a diversity of households.	—	—
Balance housing needs for higher density units at Metro with units buffering adjacent Derwood. Limit development to 6,340 new units for the Plan area, including workforce housing, transferable development rights (TDRs) and MPDU's.	—	—
Contribute to the preservation of the Agricultural Reserve by providing Transferable Development Rights at selected areas.	—	—
Housing		
Protect the existing Derwood residential community by revising Plan Area boundaries for Upper Rock Creek and Gaithersburg in future plans and providing a transitional area with public facilities and lower-density housing along Crabbs Branch Way.	—	—
Provide broad housing opportunities within walking distance of Metro: <ul style="list-style-type: none"> Relocate the County Service Park, providing new housing opportunities. Increase the number and variety of multi-family and single family units. Locate sites for senior housing. Provide incentives encouraging developers to maximize affordable housing, including MPDUs and market rate units. 	—	—
Transportation		
Incorporate the Corridor Cities Transitway (CCT) and a future MARC station as integral parts of the Metro station.	—	—
Promote new transit facilities, including the CCT and expanded bus and Park and Ride facilities.	—	CCT is under review by MC DPWT; the decision on mode and alignment is expected by spring 2008
Provide a transit center to coordinate and encourage transit use.	—	—
Create a new street network to improve access to Metro, and expand community trails.	—	—

**Table 1: Status of Adopted and Approved Shady Grove Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Employment and the Technology Corridor		
Provide for approximately 7,000 new jobs.	–	–
Ensure the provision of adequate public facilities, staged to meet the needs of new development.	–	–
Public Facilities/Implementation		
Provide a new elementary school, local park, new library, a network of urban open spaces and potentially, a new fire station to serve development.	–	New library is anticipated to be in the FY 2009-2014 CIP. Park acquired for Old Derwood, and land reserved for Local Park for Casey 6.
Establish Transportation Management District trip mitigation procedures for all development.	–	Greater Shady Grove Transportation Management Organization approved by Council in May 2006.
Encourage public/private partnerships for joint development and other such planning/development tools.	–	–
Rezone land within Plan boundaries to achieve vision.	✓	Sectional Map Amendment enacted in June 2006.
Require an adequate public facilities review at each stage and a Planning Board finding that the next stage can proceed. (By Stage 3, if facilities are found inadequate, a review of the Plan's recommendations will be required.)	–	–
Develop the Shady Grove Implementation Plan to ensure the timely provision of public services and facilities and realization of other Plan objectives. Create the Shady Grove Implementation Advisory committee to support implementation activities.	✓	The Shady Grove Implementation Plan was enacted in October 2006; Shady Grove Implementation Advisory Committee created in 2006.

**Table 2: Shady Grove Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
Stage 1				
County Service Park (CSP) Relocation	DPWT/MCPS/ M-NCPPC/public-private partnership	—	—	County Executive issued REOI in spring 2007. The County is engaged in a review of information. Up to 2,540 DUs; limited to 2 years after Plan approval.
Stage 2				
Elementary School – Casey at Mill Creek site	MCPS	—	—	Two-year reservation period ended December 2006 for Casey property. County Council decided not to fund school in this site.
Stage 3				
Public Library	Department of Public Libraries	—	—	Program of Requirements is scheduled for fall 2007; anticipated CIP for FY09-14
Other Staging				
Fire and Rescue Service Station	Montgomery County Fire and Rescue Service (MCFRS)	—	Included in CIP for site selection; anticipated to be included in FY 09-14 CIP	—
Police Facility	Montgomery County Police Department	—	Included in CIP for site selection.	—
Community Center	Department of Recreation	—	—	The Department of Recreation to reassess the need for a community center within its long-range facility plan (2010).
Vehicle Emission Inspection Program	Maryland Motor Vehicle Administration	—	—	—
Transportation Management District	M-NCPPC and DPWT	Partially completed	—	TMD established but implementing regulations have not been adopted.
Blueberry Hill Park	M-NCPPC	—	—	Additional passive recreation facilities to be constructed on undeveloped parcel
New Parks	M-NCPPC	—	—	New local parks at Jeremiah Park, Casey 6 required for Stage 2.
Stormwater Management Pond	M-NCPPC	—	—	Nature oriented passive recreation.

**Table 2: Shady Grove Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
Shady Grove Urban District	Montgomery County- Regional Service Center and Office of Management and Budget	—	—	Must be initiated by the Executive and followed by the full Council.

**Table 3: Status of Shady Grove Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
Noise Walls along Shady Grove Road Parallel to I-370	DPWT/State of Maryland	—	—	—
Stormwater Management Pond Improvements	DPS	—	—	—

**Table 4: Status of Shady Grove Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
ICC	SHA/MTA	—	—	FHA has issued "Record of Decision"; project has begun.
New Interchange/ improvements	SHA	—	—	Low on County's CTP priority list; not programmed.
Metro Access Road	WMATA/private participation	—	—	Required for Stage 2.
CCT	SHA/MTA	—	—	Under review by MDDOT; anticipated decision on mode and alignment by June 2008.
Create urban boulevard character for MD 355 within Metro neighborhoods	SHA/urban districts/private participation	—	—	—
Improved Bus Service	DPWT	—	—	Improve bus stops, increase Ride-On service within Shady Grove area.
M-83 Extended	DPWT	—	—	Phase 1 Feasibility Study to be completed spring 2010.

**Table 4: Status of Shady Grove Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
Shady Grove Road streetscape improvements	SHA/DPWT/private participation	—	—	—
Shady Grove Road-Noise walls parallel to I-370	SHA/private participation	—	—	—
Redland Road – Upgrade to commercial business street between MD 355 and Crabbs Branch Way	DPWT/private participation	DPWT/private participation	—	Stage 3.
Redland Road-Full intersection at Yellowstone Way with traffic signal	DPWT/private participation	—	—	Stage 3.
Redland Road streetscape improvements	DPWT/private participation	—	—	Stage 3
Crabbs Branch Way-Upgrade to commercial business street between I-370 and Redland Road	DPWT/private participation	—	—	Stage 3.
Crabbs Branch Way–Extend under I-370 to Amity Drive with traffic calming measures	DPWT/private participation	—	—	Approved Preliminary Plan for Casey 6 and 7 will extend Crabbs Branch Way to Amity Drive.
Metro Neighborhood street system	DPWT/private participation	—	—	—
Old Derwood	DPWT	—	—	Residents must submit letter(s) to DPWT.
Paramount Drive abandonment	DPWT/private participation	—	—	—
Bike and Pedestrian System	DPWT/private participation	—	—	Construct a system of coordinated sidewalks and crosswalks.
Underpass of Crabbs Branch Way under Shady Grove Road	DPWT/private participation	—	—	Class I bikeway required for Stage 3.
Redland Road bikeway and sidewalk	DPWT gap program/ private participation	—	—	Stage 3: included in Redland CIP.
Shady Grove Road bikeway and sidewalk	SHA/DPWT/private participation	—	—	Class II bikeway and streetscape improvements required for Stage 3.

**Table 4: Status of Shady Grove Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Implementing Agency	Built/ Completed	Included in CIP	Comments
Improved Bus Service	DPWT	—	—	—
Historic Preservation				
New historic properties	HPC and M-NCPPC	—	—	Evaluate properties in Old Derwood for designation on <i>Locational Atlas</i> .

Gaithersburg Vicinity (East) Master Plan

**Approved and Adopted 1985
(New Master Plan Pending)**

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Gaithersburg Vicinity (East) Master Plan

VISION STATEMENT

The Gaithersburg Vicinity Master Plan recommendations have been guided by the County's General Plan which designates the area as one of several "Corridor Cities" along I-270. The Master Plan incorporates the purpose and objectives of the "wedges and corridors" concept by proposing higher density development near the center of the area, closest to I-270 in the Shady Grove area and lower densities along the edges of the planning area in the Smokey Glen area, an environmentally fragile area. The Plan envisions the Shady Grove area as a major housing and employment resource in the County.

In addition, the Master Plan assumes the continued operation of the Montgomery County Airpark at its present location and with its current general character since it is a key resource in economic businesses in the I-270 Corridor. It is important that land use and zoning decisions not detract from its continued operation.

Finally, the overall land use and development concept, zoning recommendations are generally limited to those necessary to promote stability, better reflect existing land uses, and to carry out the County-wide employment/housing center development objectives.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

- Proposing direction to implementation strategies relating to staging for the Shady Grove Study Area and linking future development in the Shady Grove/MD 28 Corridor to road construction. Record plats for new development in this area were not approved until the construction contracts for the appropriate roads were awarded.
- Changing the sewer and water priorities for all properties shown in Shady Grove Stage III to Priority 2 - no service envisioned for at least 6-10 years. Providing noise containment techniques (such as, Noise Abatement Plan and notification to potential homebuyers) for the Montgomery County Airpark by the Montgomery County Revenue Authority.
- Providing urban design guidelines for the Shady Grove Life Sciences Center.
- Using the TDR program at time of subdivision to assist in the preservation of farmland in the Agricultural Reserve.
- Adopting new regulations and ordinances, such as, the Mixed-Use Planned Development (MXP) Zone, Low-Intensity Light Industrial (I-4) Zone, and Life Sciences Center (LSC) Zone.

- Adopting the Oakmont Special Study Plan separately from the Gaithersburg Vicinity Master Plan. Oakmont, located to the southeast of the Town of Washington Grove, is somewhat unique in the Gaithersburg Vicinity Planning Area because of its large wooded lot, single-family detached residential character.
- Developing a memorandum of understanding on maximum expansion limits, annexation, and other inter-jurisdictional issues with the Cities of Gaithersburg and Rockville and County Executive. This agreement has provided the policy basis for reviewing annexation petitions. It also has assisted in the implementation of the County's Master Plan recommendations by the cities.

Implementation Highlights

The Gaithersburg Vicinity Master Plan was approved and adopted in 1985 with several minor amendments and a major amendment in 1990 for the Shady Grove Study Area. Most of the land in the Gaithersburg Vicinity Area either has been developed or has development approval, except for the Shady Grove Study Area.

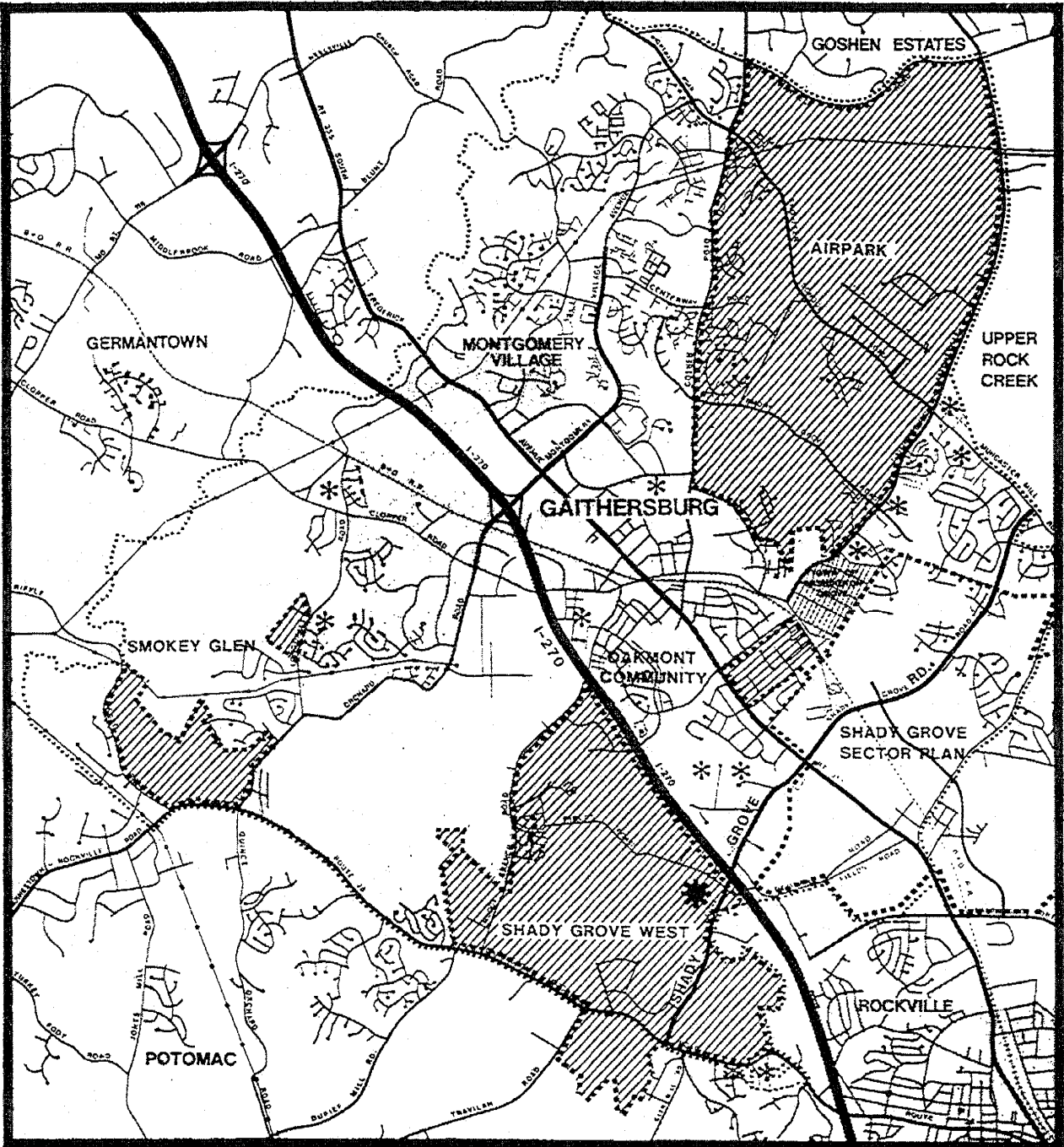
The 1985 Master Plan reflects the recommendations set forth in the 1982 Approved and Adopted Oakmont Special Study Plan. Because the Oakmont Plan was not dependent on transportation studied which delayed action on the remainder of the 1985 Gaithersburg Vicinity Master Plan, it was studied separately. The Oakmont Plan reflects the strong desire of the community to remain low-density and residential in character.

Since 1985 numerous large properties (Summit Hall Turf Farm, Kramer, Carpenter, King Farm, Thomas Farm, Crown Farm, Bechtel, Washingtonian Center, IBM, National Geographic Society, National Partnership, Washingtonian Industrial Park, Teunis, and Asbury Methodist Village) have been annexed by either the City of Gaithersburg or Rockville. The Town of Washington Grove has also annexed properties during this period. Several annexations have occurred in the Oakmont area. Since Master Plan adoption, several key recommendations have been implemented:

- Creating the concept of a world class Research and Development (R&D) Village with research and development firms, offices, corporate headquarters, light manufacturing, and business support services for the Shady Grove Study Area.
- Increasing the County's total housing stock and concurrently providing an appropriate mix of affordable housing at Airpark Study Area and Flower Hill Planned Neighborhood.
- Providing new roadways, such as, I-370, Midcounty Highway, Great Seneca Highway, Decoverly Drive, Airpark Road Extended, and Gude Drive Extended.
- Providing additional acreage for incubator industrial uses to address problems related to industrial land use in the Airpark Area.
- Staging the development of the Shady Grove Life Sciences Center in a fashion to provide approximately 6,000 additional jobs.
- Providing approximately 900 dwelling units of mixed types, and tenures, and costs near the Shady Grove Life Sciences Center.
- Providing significant areas of moderate density residential development, ranging from four to ten units per acre, in the Shady Grove Area.

- Creating the concept for a mixed-used development for the Washingtonian property, located adjacent to I-270, in conjunction with the City of Gaithersburg.
- Developing the Flower Hill Shopping Center in the Airpark Area to serve residential Communities, such as, Flower Hill and Hadley Farms.
- Constructing by Washington Suburban Sanitary Commission a water pumping station and Storage tank to increase water pressure in the area.
- Developing the UpCounty Community Center and Pool by the County in the Emory Grove Area.
- Providing a right-of way for future extension of transit service from Shady Grove Road to Gaithersburg, Germantown, and Clarksburg.
- Reducing the number of future school sites shown on the 1971 Gaithersburg Vicinity Master Plan and the number of vacant sites owned by Montgomery County Public Schools.

Major Study Areas



MAJOR STUDY AREAS

- Planning Area Boundary
- Municipalities
- Study Areas
- * Non-Contiguous Parcels (see text)

APPROVED & ADOPTED GAITHERSBURG VICINITY MASTER PLAN
 Montgomery County Maryland

January, 1985

NORTH

**Table 1: Status of Gaithersburg Vicinity Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Initiate a Stage III Master Plan Amendment for the Shady Grove Study Area.	✓	The Master Plan Amendment was approved & adopted in 1990.
Provide Transfer of Development Rights Option.	✓	Several large parcels (such as King, Carpenter, Kramer, Thomas, and National Partnership) totaling 850 acres were annexed by the Cities of Gaithersburg and Rockville. The Master Plan recommends that the cities explore mechanisms for the accomplishment of this. The City of Gaithersburg has required several property owners, such as the 158-acre National Partnership property, to record TDR easement in the County land records at the time of subdivision. The use of the TDR program at time of subdivision for the Decoverly Adventure property (298 TDR's recorded) has assisted in the preservation of farmland.
Develop a Memorandum of Understanding with Cities of Gaithersburg and Rockville on MEL's and annexation issues.	✓	In 1992, a Memorandum of Understanding which addresses economic development and housing initiatives was signed by the County Executive and the Mayors of Rockville and Gaithersburg.
Develop Noise Containment Techniques for the Airpark.	✓	In 1992, the Montgomery County Airpark Noise Compatibility Program Report was prepared for the Montgomery County Revenue Authority.
Provide a greater geographic balance of convenience shopping in the Airpark Area.	✓	The Flower Hill Shopping Center has been built.
Provide the opportunity for people to live and work in the same community.	✓	The 210-acre Washingtonian property is developing as a mixed-use project with offices, retail, and residential uses. The Decoverly Adventure residential development is completed.
Approval and implementation of the State Aviation Authority's "Noise Zone".	-	No progress since Master Plan adoption. Since most of the land around the Airpark is developed or committed to development, in 1991, the Planning Board recommended to the Revenue Authority to consider operation and procedural measures to address the remaining noise issues.
Re-examine the Development Plan for the Shady Grove Life Sciences Center.	✓	In 1995, the County Council approved the Shady Grove Life Sciences Center Development Plan.
Establish an airport operations advisory committee.	✓	In 1990, the Airpark Liaison Committee was appointed by the County Council. The Committee has been meeting since that time.

**Table 1: Status of Gaithersburg Vicinity Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Revenue Authority should consider the following: noise complaint hotline, full-time noise abatement staff, noise monitoring, and well-designed signs in the Airpark Area.	–	The Revenue Authority has implemented the following elements: – signs have been placed in the Airpark Area; and – noise complaint hotline has been initiated.
Allow residential uses in areas with noise level less than 60 Ldn contour and non-residential uses in areas with noise levels equal to greater than 60 Ldn.	–	County Council rezoned 240 acres inside the 60 Ldn contours from R-200 to I-4. This recommendation also set policy direction for the Amendment to the Upper Rock Creek Master Plan. Development has proceeded as envisioned by the Master Plan and land use regulations. No residential uses are located inside the 55 Ldn contour, except for those residential uses (Hunters Woods) that existed prior to 1980.

**Table 2: Status of Gaithersburg Vicinity Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Blueberry Hill Local Park (acquisition of an additional 10 acres and additional development of an existing 10-acre local park).	✓	–	–
Centerway Community Park (acquisition and development of a proposed 20-acre community park).	✓	–	–
Charlene Local Park (additional acquisition and development of a 20-acre local park).	✓	–	–
Flower Hill Local Park (acquisition and development of a proposed 10-acre park).	–	Approved FY 99-04	✓
Orchard Neighborhood Park (acquisition and development of a proposed 10-acre park).	–	–	Undeveloped.
Redland Local Park (development of an existing 10-acre park).	✓	–	–
Stewartown Local Park (additional development of an existing 13-acre local park).	✓	–	–
Strawberry Knoll Local Park (development of an existing 10-acre local park portion and 10-acre school portion of 20-acre park school).	✓	–	–
Field Road Local Park (acquisition and development of 10-acre local park located west of Shady Grove Road and south of Fields Road).	–	–	No activity.

**Table 2: Status of Gaithersburg Vicinity Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Cabin Branch Stream Valley Park (acquisition of 42 additional acres).	✓	–	–
Great Seneca Extension Stream Valley Park (acquisition of 42 additional acres).	–	–	Undeveloped.
Great Seneca Extension Stream Valley Park (acquisition of 1,009 additional acres and additional development).	–	–	Undeveloped.
Mill Creek Stream Valley Park (acquisition of 3 additional acres).	–	–	Undeveloped.
Green Farm Conservation Park (restoration of an historic house on existing conservation park).	–	–	Park Master Plan completed.
Gude Drive Recreational Park (acquisition and development of a proposed 161-acre park).	–	–	No activity.
Identify a 3.5-acre parcel in the Oakmont area as a neighborhood conservation area and be maintained by M-NCPPC.	–	–	Low priority.
Muncaster Recreational Park (development of an existing special recreational park).	–	–	No activity.
Schools			
Flower Hill Elementary School (a new 700 student elementary school).	✓	–	–
Washington Grove Elementary School (modernization).	✓	–	–
Fields Road Elementary School (construct new 700 student park school on site at Fields Road between Muddy Branch and Shady Grove Road).	✓	–	–
Thomas Farm Elementary School (construct new 700 student park school on site at Shady Grove Road and MD 28 east of Life Sciences Center).	–	–	Included in MCPS future site inventory.
Warther Tract Elementary School (construct new 700 student school on site on Muddy Branch Road north of M-90).	✓	–	School was built south of MD 28 (Stone Mill Elementary School).
Quince Orchard Road Elementary School (construct new 700 student school on site at Quince Orchard Road near National Geographic Society).	✓	–	School was built on the Kentlands property (Rachel Carson Elementary School).
Woodward Road Elementary School (construct new 700 student school on site south of Emory Grove near Flower Hill).	–	–	Is still in Montgomery County Public Schools future site inventory.
Strawberry Knoll Road Elementary School (construct new 700 student park school on site on Strawberry Knoll Road).	✓	–	–

**Table 2: Status of Gaithersburg Vicinity Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Warfield Road Elementary School (construct new 700 student park school on site at Warfield Road in Montgomery Village East Development).	✓	-	School was built at Hadley Farms (Judith A. Resnik Elementary School).
Blueberry Hill/Redland Road Elementary School (construct new park school on site west of Redland Road and east of Shady Grove Road Extended adjacent to Blueberry Hill Local Park).	-	-	A park is located on the site.
Quince Orchard High School (construct new 1,600 student school on site near MD 28 and Quince Orchard Road).	✓	-	-
Strawberry Knoll High School (construct new 1,500 student school on site on Strawberry Knoll Road near Centerway Road).	-	-	Site was traded to Flower Hill developer when Quince Orchard High School site was acquired.
Gaithersburg High School (a 16 classroom addition and improvements to core facilities).	✓	-	-
Watkins Mill High School (construct new 1,600 student school on site west of Montgomery Village).	✓	-	-
Fire Training Facility Improvement (provide the capability to simulate high hazard fire and rescue situations under field conditions).	✓	-	-
Gaithersburg Station 28 Heating Repairs (provide for the replacement of the roof mounted gas fired heating and air conditioning unit).	✓	-	-
Up-County Community Center (30,000 gross square feet of County-owned office and clinic space).	✓	-	-
Upper County Community Center (recreation center having approximately 18,000 net square feet of usable floor space).	✓	-	-

Table 3: Status of Gaithersburg Vicinity Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Sewerage			
Gudelsky Tract Station.	Deleted	-	Service provided by Piney Branch Sewer.
Muddy Branch Basin (Shady Grove West Area).	✓	-	Portions are completed. Relief in some sections will appear in future CIPs.
Cabin Branch and Whetstone Run Basin (Airpark Area).	✓	-	Portions are completed. Relief in some sections will appear in future CIPs as they become necessary.
Water			
270 Water line (along 270 from Montgomery Village Avenue to Middlebrook Road).	✓	-	-
Snouffer School Road (along Strawberry Knoll and Snouffer School Roads).	✓	-	-
Strawberry Knoll Road Water Line (along Strawberry Knoll south of Snouffer School Road Water Main).	✓	-	-
Hunters Woods (along Snouffer School Road).	✓	-	-
Fulks Property (along Snouffer School Road).	✓	-	-
Shady Grove Road (along Shady Grove Road west of Briardale Road).	✓	-	-
Amity Drive Water Line (from Taunton Drive to Briardale Road).	✓	-	-
Watkins Mill Road Water Line (from Travis Avenue to Watkins Mill Drive).	✓	-	-
Airpark Pressure Zone Storage (storage facility and water line along MD 124 from Airpark Road to site).	✓	-	-
Airpark Pressure Zone Pumping Station (pumping station south of Strawberry Knoll Road at intersection with Snouffer School Road).	✓	-	-
Muddy Branch, Branch C (sewer along Branch C of Muddy Branch).	✓	-	Other projects as needed, not in CIP yet.
Seneca Whetstone Run Branch J.	✓	-	Other projects as needed, not in CIP yet.
Crabbs Branch Subwatershed SWM RC.	✓	-	-
Shady Branch Site 5 SWM MB.	✓	-	-

**Table 4: Status of Gaithersburg Vicinity Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP/CTP*	Comments
Transportation			
I-270 (from M-90 to Redland Road; construct 8 lanes).	✓	-	-
I-370 (from I-270 to Redland Road; construct 6 lanes).	✓	-	-
ICC (from I-370 to Redland Road; construct 6 lanes).	-	✓ CTP	Several improvements are being pursued in the Shady Grove area.
M-83 (Montgomery Village Avenue to Shady Grove Road; construct 4 lanes).	✓	-	-
M-90-Phases II & III (from Great Seneca Creek to MD 28 at Ritchie Parkway).	✓	-	-
Muddy Branch Road (from MD 28 to MD 117; construct 4 lanes).	✓	-	-
MD 28/Key West Avenue (from Riffleford Road to Muddy Branch Road; construct 4 lanes).	✓	-	-
Shady Grove Road Extension-Muncaster Road (from Muncaster Mill Road to MD 124; construct 4 lanes).	✓	-	-
Gude Drive Extension (I-270 Bridge); (from MD 355 to Research Boulevard; construct 4 lanes).	✓	-	-
MD 124 Quince Orchard Road (from Clopper Road to the GEISCO site and from GEISCO site to MD 28; paving width 4 lanes).	✓	-	-
MD 124 Relocated (from Snouffer School Road to Goshen Road, construct 4 lanes).	✓	-	-
MD 28 Key West Avenue (from Shady Grove Road to Gude Drive Extended, construct 4 lanes).	✓	-	-
MD 28 Key West Avenue (from Darnestown Road to Shady Grove Road, construct 4 lanes).	✓	-	-
MD 117- Clopper Road/West Diamond Avenue (from Great Seneca Creek to Muddy Branch Road, construct 4 lanes).	N/A	✓ CTP	Proposed City of Gaithersburg project. Under design.
Goshen Road (from Emory Grove Road to Snouffer School Road; construct 4 lanes).	-	✓	Facility planning project-existing Goshen Road to Brink Road.
Snouffer School Road (from Goshen to MD 124, construct 4 lanes).	-	-	Facility Planning complete.
Shady Grove Road Bridge/Interchange (design and construction of new ramps from Shady Grove Road to I-270).	✓	-	-

*Consolidated Transportation Program (CTP)

**Table 4: Status of Gaithersburg Vicinity Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Shady Grove widening east (from MD 28 to Briardale Road, construct 6 lanes).	✓	-	-
Shady Grove widening west (from Corporate Boulevard to MD 28, construct 6 lanes).	✓	-	-
Watkins Mill Road Bridge (from Watkins Mill Elementary School to Travis Road, construct 4 lanes).	✓	-	-
Fields Road (from Muddy Branch Road to Omega Drive; from Piccard Drive to MD 355, R/W 80'; paving width 4 lanes divided; from Muddy Branch to I-370 extended, paving width 4 lanes).	✓	-	-
Omega Drive (from intersection of Fields Road and I-270 ramp to Key West Avenue, R/W 80'; paving width 50 feet).	✓	-	-
Airpark Road Extended (from MD 124 to Shady Grove Road). Construct 4 lanes.	✓	-	-
Fieldcrest Road extended (from MD 124 to East Montgomery Village Avenue, construct 4 lanes).	✓	-	-
Centerway Road extension (from Snouffer School Road to Centerway Road, construct 4 lanes).	✓	-	-
Existing MD 28 (from Key West Avenue to M-90 and from Glen Mill Road to Research Boulevard; construct 4 lanes)	✓	-	-
Diamond Back Drive (from Muddy Branch Road to Fields Road construct 4 lanes).	✓	-	-
Longdraft Road (from Quince Orchard to Clopper Road, construct 4 lanes).	-	✓	Proposed in FY 09-14 CIP.
Gaither Road (from Shady Grove Road to Fields Road). Widen to 4 lanes.	✓	-	-
Fields Road/Redland Road (from B&O Railroad to proposed Crabbs Branch Way). Widen to 4 lanes.	✓	-	-
Crabbs Branch Way (from existing end of paving on Crabbs Branch Way to south of Redland Road-Fields Road). Widen to 4 lanes.	✓	-	-
Gaithersburg commuter Rail Station (improvement of the rail passenger station at Gaithersburg).	-	-	Proposed City of Gaithersburg project.
MD 115/MD 124 intersection (improvement of the MD 115/MD 124 Snouffer School Road intersection).	✓	-	-
Sam Eig Highway: widen from 4 to 6 lanes from M-90 to Fields Road.	-	-	A portion of the road is built.

**Table 4: Status of Gaithersburg Vicinity Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Watkins Mill Road Extended (4 lanes from MD 355 to Clopper Road)	–	–	Under study by SHA in Project Planning phase.
Consider Elm Street and portions of Chestnut Street for use as pedestrian connections within the community to the park near Hershey's Restaurant and to the elementary school.	–	No Activity	–
Retention of the transit easement right-of-way for an extension of Metrorail service, light rail, or express bus service beyond the Shady Grove Metro Station, should a further extension be determined feasible.	–	–	The 1996 Gaithersburg Vicinity-Shady Grove Master Plan Amendment designates the alignments of the Corridor Cities Transitway on the 1985 Gaithersburg Vicinity Master Plan which includes the Oakmont Special Study Area. The location of the transitway and its ultimate use have become more important as development has preceded and the Shady Grove Metro Station has opened in the I-270 corridor. The extension of Metro to Frederick County is recommended in the 1994 Clarksburg Master Plan as well as in the Frederick County Master Plan.
Construct exclusive Transitway through the Shady Grove Study Area.	–	–	In 1998, the Planning Board recommended to the County Executive that land for transit stations identified for the Corridor Cities Transitway will be acquired for interim use as bus stations and Park and Ride lots for the Shady Grove Interim Bus Service.
Construct 2 Park-and-Ride Facilities.	✓	–	<ul style="list-style-type: none"> • I-270/MD 124 (Quince Orchard Road/Montgomery Village Avenue) • I-270/West Diamond Avenue
Study need for Countywide Heliport facility.	–	–	No activity.

**Table 5: Status of Other Gaithersburg Vicinity Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
Allow multifamily dwellings in areas designated TDR 6-10.	In 1988, the County Council approved an Amendment to the Gaithersburg Vicinity Master Plan to implement this policy. Properties in the Shady Grove Area (Decoverly Adventure) have developed in this fashion.
Allow changes to the recommended land in the vicinity of MD 124 and Muncaster Road.	The 1988 Amendment to the Master Plan implemented this recommendation. The C-4 Zone was approved as an alternative zone for the area. Redevelopment has occurred in accord with the Master Plan recommendations.
Change the highway classification of Muncaster Mill Road from a primary residential road to an arterial road.	The 1995 Muncaster Mill Road Amendment implemented this recommendation.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Montgomery County Airpark FAR Part 150 Study, Volume 2: Noise Compatibility Program (November 1992).	This document includes a summary of the recommended noise compatibility program (i.e. operational, land use, and ongoing implementation, monitoring, and review elements). It also summarizes the evaluation of land use alternatives.
Airport Layout Plan Report, Montgomery County Airpark (January 1991).	The development of the master plan and this airport layout plan for Montgomery County Airpark follows the work completed in conjunction with the Montgomery County General Aviation System Plan.
City of Gaithersburg Master Plan (1997).	The City has been divided into six neighborhoods for land use planning purposes. The 1997 Master Plan includes land use and zoning recommendations for each of these neighborhoods. It also includes recommendations for properties outside the City's corporate limits but within the City's Maximum Expansion Limits. The Planning Board reviewed and endorsed most of the Plan's recommendations.
City of Gaithersburg Parks, Recreation and Open Space Plan for the 21st Century.	This report includes a ten-year strategy to create and implement a master plan for parks, recreation, cultural and leisure time activities within the City of Gaithersburg.
City of Gaithersburg Transportation and Sensitive Areas Master Plan (1996).	The Sensitive Areas Master Plan includes proposals for bikeways and trails.
Town of Washington Grove Master Plan (1995).	The Master Plan identified areas of Countywide concern and potential conflicts with the county's Shady Grove Sector and Gaithersburg Vicinity Master Plans.
Maryland Planning Act of 1992.	The Maryland Planning Act of 1992 has significant implications for Gaithersburg Vicinity. It establishes state-wide planning objectives that must be reflected in local plans.
PROS Master Plan.	The PROS Master Plan calls for additional ballfields in the Gaithersburg Vicinity Area. As a result two new local parks (Montgomery Village and Nike) are programmed in the adopted FY 99-04 CIP for the Gaithersburg Area. In 1998, M-NCPPC and Montgomery Village Foundation initiated a partnership for the development and operation of a park located near Warfield and Wightman Roads. M-NCPPC will be responsible for the development of the park and the Foundation will be responsible for the day to day operation and maintenance.
Shady Grove-Clarksburg Transitway Study 2 (1997).	The Montgomery County Office of Project Development, Department of Public Works and Transportation undertook this study to examine transitway development in the I-270 Corridor. This study recommends right-of-way for a transitway alignment, stations, yards and shop, a hiker/biker trail from Gaithersburg to Frederick County.
I-270 Multimodal Study.	The MD State Highway Administration and MD Mass Transit Administration are jointly conducting a multimodal study along I-270 from Shady Grove north to US 15 in Frederick County. The ongoing multimodal study is evaluating several alternatives.
Transportation Policy Report.	The Report (2001) included alternative "visions," land use/transportation scenarios and implementation strategies to help address the County's transportation challenges.

Shady Grove Study Area Master Plan

**Approved and Adopted 1990
(New Master Plan Pending), renamed Gaithersburg
West Master Plan**

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Shady Grove Study Area Master Plan

VISION STATEMENT

The Shady Grove Study Area Master Plan envisions the Life Sciences Center as a world-class biotech and high-tech research area. The presence of two major universities, Johns Hopkins University and the University of Maryland has helped attract firms interested in basic and applied research. Strong transit linkages between the universities, the National Institute of Standards and Technology, and the National Institutes of Health make the R&D Village an integral part of the larger Montgomery County research community.

The Shady Grove R&D Village offers attractive office sites to meet a variety of R&D needs, with a strong emphasis on transit serviceability that is also a good place to work and live with a special cultural and recreational environment for people of different ages and different income levels.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

- Deferring preparation and adoption of the Sectional Map Amendment to implement the Master Plan until there was funding for an interim transit plan.
- Adopting a new zone (MXN) to allow better implementation of the mixed-use neighborhood concept in the Plan.
- Eliminating the very detailed staging approach contained in the 1985 Gaithersburg Vicinity Master Plan.
- Resolving the question of transit service to the Shady Grove Study Life Sciences Center.
- Deleting the "Southern Transitway" from the Shady Grove Study Area Master Plan.
- Addressing the extension of Blackwell Road through the Shady Grove Life Sciences Center to Shady Grove Road.
- Adding environmental criteria to the Shady Grove Study Area Master Plan relating to transit-related noise impacts and stream crossings.

Implementation Highlights

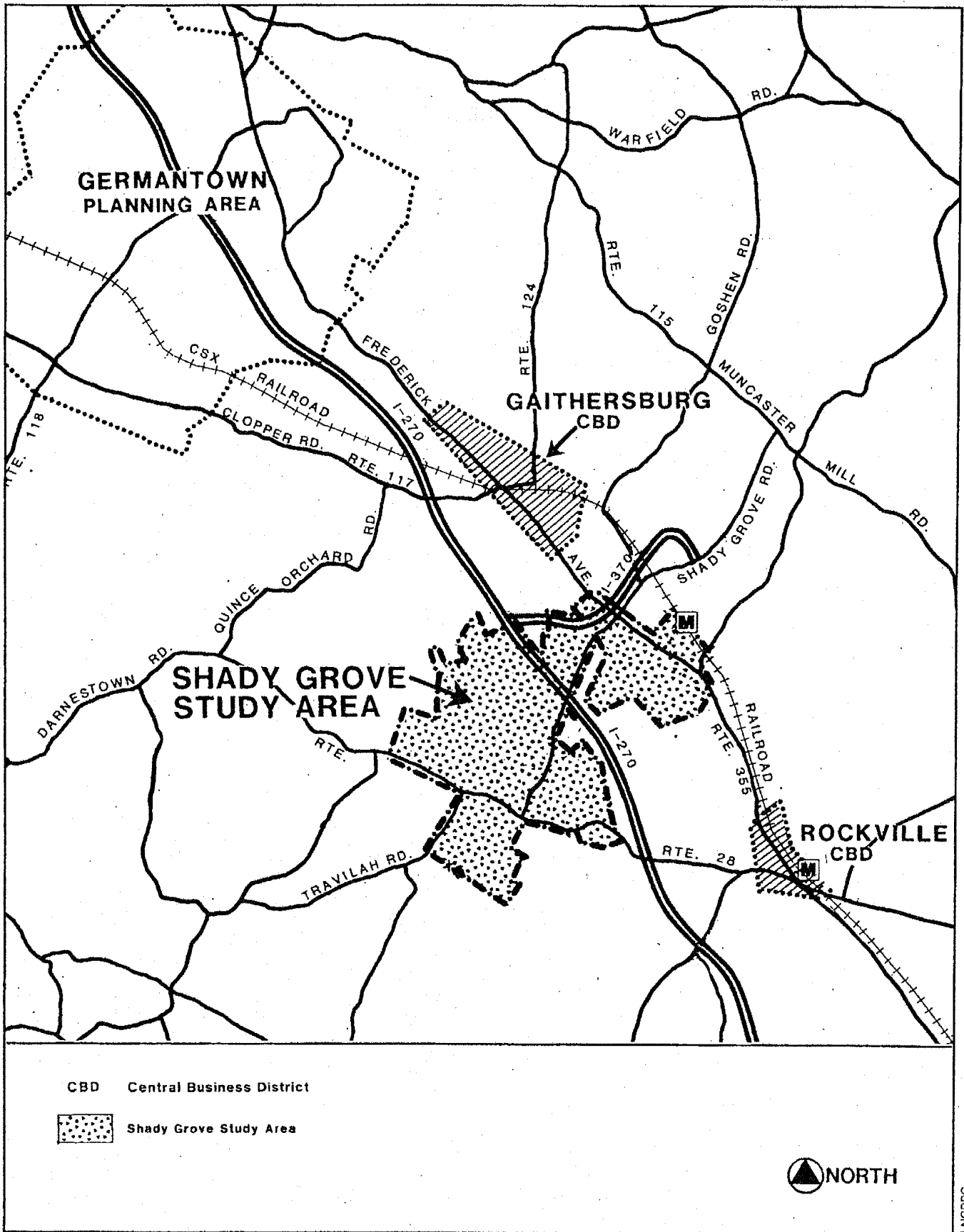
The Shady Grove Study Area Master Plan was approved and adopted in 1990 and amended in 1996. The Master Plan proposes that the portion of the Study Area west of I-270 be designated as the R&D Village. The area east of I-270 bears a strong relationship to the Shady Grove Metro Station and is identified as the "Metro Area." The Master Plan proposes a transit linkage between the two areas.

Since 1990, numerous large properties (King Farm, Thomas Farm, Crown Farm, Bechtel, Washingtonian Center, and Washingtonian Industrial Park) have been annexed by either the City of Gaithersburg or Rockville. Approximately 1,200 acres within the Master Plan area have been annexed since the Plan was completed.

Since Master Plan adoption, several key recommendations have been implemented:

- Creating Shady Grove Study Area as a world class R&D center with facilities such as John Hopkins University's Montgomery County Campus and the University of Maryland.
- Developing the Shady Grove Study Area Interim Transit Plan, which contains strategies for the operating, phasing, and funding and ridership development of bus service on existing and proposed roadways as development occurs in the Study Area.
- Creating the planned mixed-use neighborhood concept with 3,200 dwelling units, 3.4 million square feet of employment and retail uses with two school sites, a local park, and a number of arterial and industrial roadways for the King Farm.
- Developing the Washingtonian Center as a mixed-use project with 1,600 dwelling units and 4.5 million square feet of employment and retail use in conjunction with the City of Gaithersburg.
- Proposing changes to the road network shown in the 1985 Gaithersburg Vicinity Master Plan, including several new roadway extensions and additions.
- Providing public amenities (such as, entrance signs and mall improvements) at the Shady Grove Life Sciences Center.

Shady Grove Study Area Location Map



**Table 1: Status of Shady Grove Study Area Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Defer comprehensive rezoning of properties by Sectional Map Amendment until there is evidence of a public/private commitment to implementation of transit.	✓	<p>In June 1996, the County Council adopted the Sectional Map Amendment (G-725) for the Shady Grove Study Area.</p> <p>The Shady Grove Interim Transit Plan was completed by the Department of Public Works and Transportation on March 19, 1996. The transit plan provides strategies for the operation, funding, and development of bus service for the Shady Grove Study Area and served as the triggering mechanism for the SMA rezonings. The expenditures and revenues for the Interim Transit Plan were explicitly identified in the Mass Transit Facilities Fund of the FY 97 Public Services Program.</p> <p>A Transportation Management District and Share-a-Ride District are underway and have not been formed.</p>
Allow better implementation of the mixed-use neighborhood concept with a new zone.	✓	<p>The new MXN Zone was adopted and approved for the 197-acre Traville property to promote a mix of low to moderate intensity employment, residential, and commercial uses.</p>
Eliminate the very detailed staging approach contained in the 1985 Gaithersburg Vicinity Master Plan.	✓	<p>The Master Plan stated that the Annual Growth Policy limitations and rules of procedures are more stringent in certain ways than the provisions of the 1985 Gaithersburg Vicinity Master Plan. Properties recommended for development prior to the SMA were subjected to the AGP limitations.</p>
Provide Transfer of Development Rights Option.	-	<p>Several large parcels (such as King and Thomas) totaling 710 acres were annexed by the City of Rockville. The Master Plan recommends that Rockville explore mechanisms for the accomplishment of this.</p> <p>Rockville did not require the use of TDR's in its annexation agreements when TDR receiving areas were involved. The King Farm was developed without the use of TDR's. The Thomas Farm has been rezoned by Rockville to allow for the mixed-use neighborhood concept.</p>
Reaffirm the 1985 Gaithersburg Vicinity Master Plan recommendations regarding interjurisdictional cooperation.	✓	<p>Cities of Gaithersburg and Rockville included staging components in the annexation agreements for the Washingtonian/Bechtel properties and the King Farm.</p> <p>For the Thomas/Pearson Farm annexation, the City of Rockville failed to incorporate conditions in the annexation agreement to adequately insure the implementation agreement to adequately insure the implementation of the Shady Grove Study Area Master Plan recommendations.</p>
Support future modifications to the Shady Grove Life Sciences Development Plan.	✓	<p>In 1995, the County Council approved an amendment to the Development Plan which was approved by the Planning Board in 1994.</p>

**Table 2: Status of Shady Grove Study Area Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Metro Station Library Kiosk: 300 modular structures for rush hour library service.	–	–	No activity.
Gaithersburg Elementary School: Construct 30 teacher stations to reach core capacity of 740 students.	✓	–	–
Summit Hall Elementary Additions: Construct 30 teacher stations to reach core capacity of 600 students.	✓	–	–
Stone Mill: Construct 34 teacher stations to reach capacity of 740 students.	✓	–	–
Muddy Branch Stream Valley Park Unit 3: Acquire 2 acres and develop Stream Valley Park.	✓	–	–
Big Pines Local Park: Construct Recreation shelter, athletic field, multi-use court, play equipment, parking area, benches, bicycle racks, drinking fountain and landscaping at existing 11-acre park.	✓	–	–
Fields Road Local Park: Acquisition and development of a 10-acre park with a recreation shelter, athletic fields, tennis courts, multi-use court, play equipment, parking area, benches, bicycle rack, drinking fountain and landscaping.	–	–	No activity on the Crown Farm.
Other Projects			
Life Sciences Center -- New Design: Design and construct improvements to enhance the image of the Life Sciences Center.	✓	–	–
Life Sciences Center: Design and construct site improvements to support the JHU Center for Advanced Studies.	✓	–	–

**Table 3: Status of Shady Grove Study Area Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
None.	–	–	–

**Table 4: Status of Shady Grove Study Area Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Ritchie Parkway: Construct 4 lanes from Glen Mill to MD 28.	-	-	Proposed City of Rockville project.
Decoverly Drive: Construct 4 lanes from Muddy Branch to Fields Road.	✓	-	The portion of the roadway from Great Seneca Highway to Diamondback Drive is built.
Fields Road: Widen from 5 to 6 lanes from Sam Eig Highway to Omega Drive.	-	-	No Activity.
Gaither Road: Construct 4 lanes from Redland to Gude Drive.	✓	-	-
Piccard Road: Construct 4 lanes from Redland to Gude Drive.	✓	-	-
Exclusive transitway connection from Redland Road west to Shady Grove Road.	-	-	In 1997, the Planning Board recommended to the County Executive that land for transit stations identified in the Corridor Cities Transitway Study should be acquired for interim use as bus stations and park-and-ride lots for the Shady Grove Interim Bus Service.
Great Seneca Highway: Widen from 4 to 6 lanes from Muddy Branch Road to Shady Grove Road.	-	-	No activity.
Key West Avenue-Shady Grove Road to Gude Drive: Construct 4 lanes of ultimate 6-lane divided roadway.	✓	-	-
Fields Road/Muddy Branch to Omega: Construct 5 lanes of an ultimate 6-lane roadway.	✓	-	-
Great Seneca Highway: Construct 4-lane divided major roadway.	✓	-	-
Gude Drive Extended: Construct 4-lane divided highway).	✓	-	-
Key West Avenue – Gude Drive to I-270: Construct 4 lanes of an ultimate 6-lane roadway.	✓	-	-
Key West Avenue & MD 28: Construct 4 lanes of an ultimate 6-lane roadway.	✓	-	-
Life Sciences Center Roadway Improvements: Intersection improvements within LSC.	✓	-	-
Muddy Branch Road: Construct 4 lanes of ultimate 6-lane divided major roadway.	✓	-	-

**Table 4: Status of Shady Grove Study Area Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Sam Eig Highway: Construct 6-lane divided major roadway from I-270 to Fields Road and 4 lanes from Fields Road to M-90.	✓	–	–
Key West Avenue: Widen to 4 lanes from MD 28 west to M-90.	✓	–	–
Muddy Branch Road: Widen from 4 to 6 lanes from MD 28 to I-270.	–	–	Proposed City of Gaithersburg Project.
Shady Grove Road: Construct 4 lanes from M-90 to Piney Meetinghouse Road.	–	–	Under construction.

**Table 5: Status of Other Shady Grove Study Area Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
A non-residential zone for the Shady Grove Life Sciences Center.	In 1996, during the SMA for the Shady Grove Study Area, the County Council adopted and approved the Life Sciences Center Zone (LSC) to reflect the current and future use for the Life Sciences Center.
Location of the light rail maintenance and storage yards.	In 1996, during the Master Plan Amendment process, the County Council recommended that issues relating to the location of the storage and maintenance yards would best be addressed in the context of the next phase of the Montgomery County Department of Public Works and Transportation Transit Study which will include more detailed analysis of the transitway as it extends from Metropolitan Grove north to Clarksburg. The Shady Grove-Clarksburg Transitway Study 2 (1998) addresses this issue.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Congestion Relief Study	<p>In March 1998, the ICC project planning study was placed on hold and three new State transportation initiatives were announced to address congestion in what was the ICC study area. These initiatives are the Short Term Intersection Improvement Project proposed by the State Highway Administration and the Potential Short Term Bus Improvement proposed by the Maryland Mass Transit Administration. The Long Term Transportation Solution Group was extended to a broad Transportation Policy group which met from 2000-2002 to evaluate and recommend long term solutions in the bi-county area.</p> <p>The proposed intersection improvements and transit enhancement will provide positive benefit to projects, such as, Life Sciences Center, in the Shady Grove Study Area.</p>
I-270 Corridor Cities Transit Easement Study (Phase 1)	<p>This study was completed in March 1993 by Parsons Brinckerhoff, Quade & Douglas, Inc., and Loiderman Associates for the Montgomery County Department of Public Works and Transportation.</p> <p>A 1996 Amendment to the Shady Grove Study Area Master Plan recommends modifications to the transitway designation and the addition of the alignment along a portion of Quince Orchard Road adjacent to the National Institute of Standards and Technology as a result of this more detailed study.</p> <p>It also reserves the right-of way for the transitway along Decoverly Drive and confirms the transit stop locations shown in the Shady Grove Study Area Master Plan and proposes additional transit stops in the Gaithersburg Vicinity Master Plan.</p>
Shady Grove-Clarksburg Transitway Study (Phase 2)	<p>The Montgomery County Office of Project Development, Department of Public Works and Transportation undertook this Phase 2 Study to examine transitway development in the I-270 Corridor. The study recommends specific actions and a recommended transitway alignment to guide regulatory review work to assure future implementation.</p>
City of Rockville Bicycle Master Plan Update (1997)	<p>This report is an update of the Bicycle Master Plan developed by the City in 1981 but not officially adopted. It includes policy recommendations for the King and Thomas Farms. The Planning Board recently reviewed and endorsed this report.</p>
City of Gaithersburg Parks, Recreation and Open Space Plan for the 21st Century (1998)	<p>This report includes a ten-year strategy to create and implement a master plan for parks, recreation, cultural and leisure time activities. The Planning Department staff is currently reviewing this report as it relates to the Shady Grove Study Area.</p>

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
City of Gaithersburg Master Plan (1997)	The City has been divided into six neighborhoods for land use planning purposes. The Master Plan includes land use and zoning recommendations for each of these neighborhoods. It also includes recommendations for properties outside the City's corporate limits but within the maximum expansion limits. The Planning Board reviewed and endorsed most of the Plan's recommendations.
City of Rockville Transportation Chapter (1997)	The Planning Board reviewed the plan and supports the recommendations for the King and Thomas Farms. The Plan recommendations would help implement the Shady Grove concept of mixed-use development.
City of Rockville Master Plan (1993)	The Plan includes a chapter on "Urban Growth Areas."
City of Gaithersburg Transportation and Sensitive Areas Master Plans (1996)	The Sensitive Areas Master Plan includes proposals for bikeways and trails.

Germantown Master Plan

**Approved and Adopted 1989
(New Master Plan Pending)**

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Germantown Master Plan

VISION STATEMENT

The Germantown Master Plan recommends that Germantown develop into a cohesive “new town” where the County government would seek to coordinate the efforts of many individual landowners through its planning, zoning, subdivision, and capital programming processes. New residential development is planned to encourage a predominance of single-family detached units with retail, employment, recreational, and educational opportunities in easily accessible locations so that residents can live, work shop, and recreate in Germantown. The Plan recommendations are intended to protect sensitive environmental features through the appropriate location and intensity of land use, establishing conservation easements, and enacting stringent mitigation measures. The Plan is intended to develop a greater sense of community identity by means of guidelines directing the scale and physical appearance of new development.

The 1996 Germantown-Clopper Road Amendment deleted the Master Plan recommendation for a grade-separated interchange at MD 117 and Great Seneca Highway. The amendment reflected changed land use and transportation conditions identified through the 1994 Clarksburg Master Plan which rendered the interchange at this location as unnecessary.

Policy Highlights

Since adoption of the Plan in 1989, the following policy decisions have been implemented:

- Increasing transportation capacity of the roadway network through expedited road construction projects, developer contributions, and participation in development district or road club projects.
- Proceeding with sewer staging levels to enable development of portions of Clopper, Neelsville, and Kingsview villages.
- Creating a new mixed use development zone—RMX Residential Mixed Use to accommodate planned retail centers and medium density residential uses in accordance with recommendations contained in approved and adopted master plans or sector plans.
- Developing the *Germantown Town Center Design Study* (April 1992) as guidance for the implementation of future development of the Town Center.
- Expanding job creation and retaining viable employment sites within the I-270 Corridor.
- Achieving a mix of housing types in Germantown with increased production of single family detached units and multi-family development.

- Increasing transit serviceability through development approvals which orient employment and commercial development within acceptable walking distance of future Corridor Cities Transitway stations and stops.
- Using Transfer of Development Rights purchase credits to increase residential density at the time of subdivision.

Implementation Highlights

The Germantown Master Plan was approved and adopted in 1989. While the Master Plan embraces the goals and objectives of the General Plan and the 1974 Germantown Master Plan, it recommends achieving them in slightly different ways.

A dominant feature of the 1989 Germantown Master Plan is shifting the housing mix in which attached single-family townhouse units constituted one half of all dwellings. Master Plan objectives established a target distribution of 29 percent single-family detached, 31 percent single-family attached and 40 percent multi-family units. The past eight years of implementation through private sector development proposals has resulted in a distribution of 27 percent single-family detached, 37 percent single-family attached, and 36 percent multi-family units.

Developing the community character and sense of place in Germantown is emphasized in both the 1974 and 1989 Master Plans. The community is defined by six villages, a town center and an employment corridor. Each of the village centers is to be developed under the Planned Development Zone with attention to the visual appearance of Germantown. The six village centers are approaching completion, and the Town Center has broken ground for a substantial portion of the housing, commercial, and civic elements. Recent acquisition of property in Town Center makes possible a new regional library site with adjoining public gathering space.

The employment corridor development pace has increased in recent years. The intensity of office and commercial development, however, remains less than recommended in the Master Plan.

The Master Plan recommends that Germantown be surrounded by a greenbelt of publicly owned parks providing an effective visual and physical border and supplying recreational opportunities and water quality protection. These parks (Seneca State Park, Great Seneca Extension Stream Valley Park, and Little Seneca Stream Valley Park, the lower reaches of Black Hill Regional Park, North Germantown Greenbelt Conservation Park, and South Germantown Recreation Park) open spaces and recreational sites are now in place and augmented by numerous local parks (existing and proposed). A number of recreation sites have been dedicated by developers in meeting the recreation needs generated by new development.

The Germantown Town Center in the "heart" of Germantown is now underway with approval for 550 dwelling units; a Town Commons area; a retail area and commercial uses consisting of a cinema, restaurants, and office. The Black Rock Center for the Arts will provide a signature civic space with a performing arts center. Adjoining civic uses include a library site and open space outdoor gathering place.

Adjacent to the Town Center, development associated with the Germantown Transit Center will feature, initially, a bus transfer facility with supporting pedestrian features, streetscape and outdoor seating. The ultimate development level will consist of housing, commercial and retail uses situated near a future transit station of the Corridor Cities Transitway.

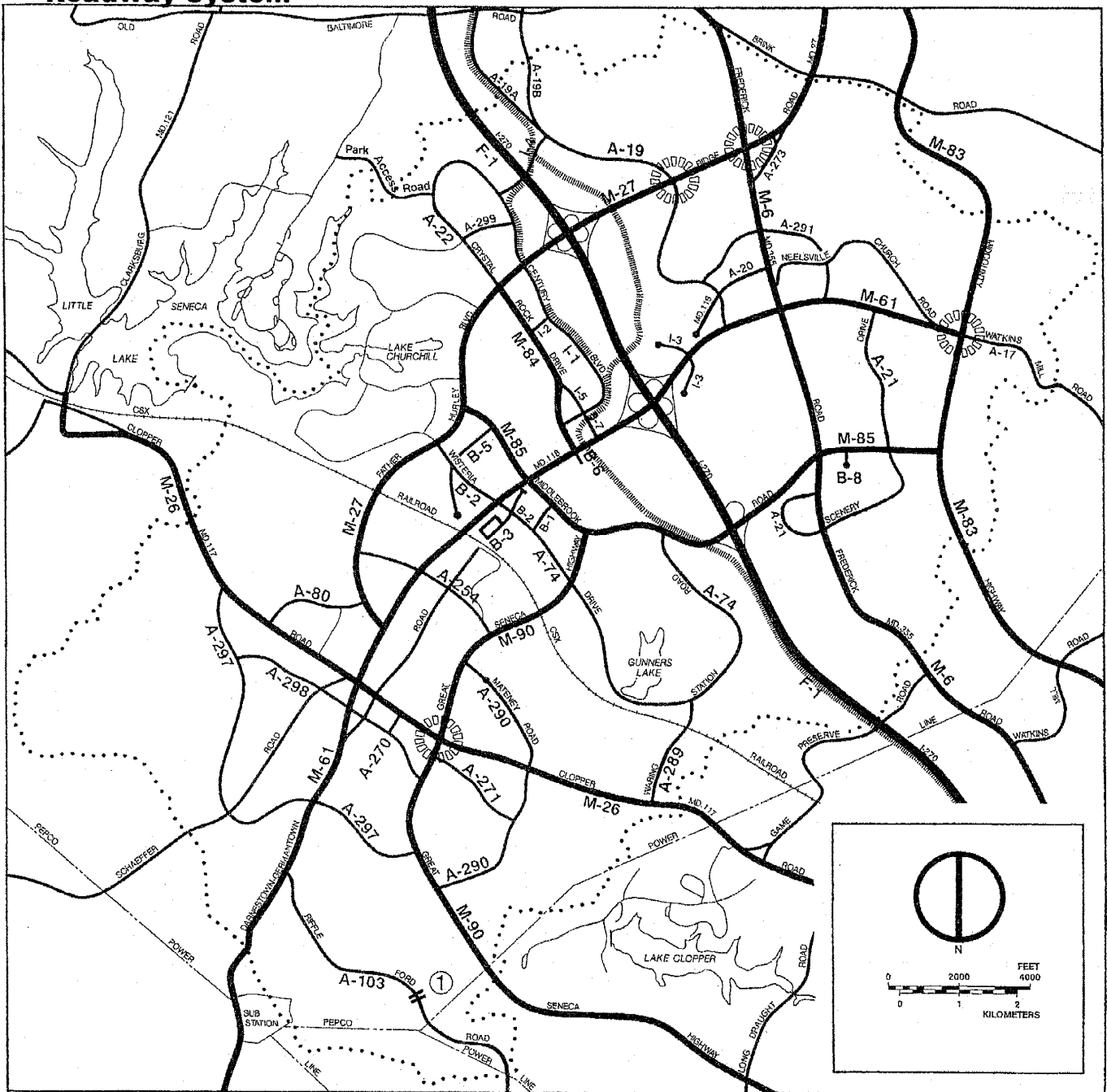
Another significant development is the Milestone development east of I-270 which has created a mixed use development consisting of single-family and multi-family dwellings, commercial and retail space and retention of a conservation area and historic site.

Employment centers in Germantown are sited adjacent to the I-270 roadway corridor. Projects such as Seneca Meadows, Milestone Business Park, Germantown Industrial Center, and the Cloverleaf Center have added approximately three million square feet of approved office and industrial space. Qiagen, a biotechnology supplier, is building a new headquarters with research facility adjacent to the Town Center.

Retail shopping needs directed through the potential regional shopping mall at the Neelsville Village Center have been accomplished through the Milestone Center "power center". Retail shopping needs at the village level have developed almost fully with the recent approval of a neighborhood shopping center at Kingsview Village.

New transportation and community facilities include: relocated Route 118 and subsequent conversion of the vehicular bridge of old Route 118 as a pedestrian link to the Germantown MARC station; an interchange at Father Hurley Drive and Interstate 270; Ridge Road Observation Drive; and improvements to Middlebrook Road. These roadways include pedestrian sidewalks or bicycle facilities and streetcape elements where directed by the *Germantown Streetscape Concept Plan*.

Roadway System



Roadway System

Grade-Separated Interchange

Freeway

Major Highway

Arterial(A), Industrial(I), and Business District Roads(B)

May be closed when Great Seneca Highway is opened to traffic through Great Seneca Park

Comprehensive Amendment to the Master Plan for Germantown
Montgomery County, Maryland

The Maryland-National Capital Park and Planning Commission

**Table 1: Status of Germantown Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Increasing transportation capacity.	✓	Three quarters of the roadway network recommended in the 1989 Germantown Master Plan is constructed.
Implement sewer staging levels for portions of Clopper, Neelsville, and Kingsview villages.	✓	-
Create a new retail and medium density mixed use development zone.	✓	The Residential Mixed Use (RMX) zoning text was adopted by County Council in January 1990. Additional zones using Transfer of Development Rights were adopted in June 1993.
Develop the <i>Germantown Town Center Design Study</i> to guide implementation of future development in the Town Center.	✓	The <i>Germantown Town Center Design Study</i> was published in April 1992 and used to guide public and private development decisions in the Town Center.
Achieving a mix of housing types in Germantown with increased production of single family detached dwellings and multifamily units.	✓	Private development approved in the past eight years has resulted in a sizeable shift away from attached single-family dwellings and a more balanced mix of single-family detached and multi-family dwellings.
Increase transit serviceability by siting residential and commercial land uses within walking distance of future Corridor Cities Transit stations and stops.	✓	Through the development review process, development is guided to include: densities supportive of transit usage; dedication of the transit alignment; building orientation and pedestrian circulation which is responsive to the future transit station; and encouragement of convenience retail uses adjacent to future transit stations.
Use Transfer of Development Rights purchase credits to increase residential density.	✓	A total of 1,126 acres in Germantown are designated through Sectional Map Amendment(s) as TDR receiving areas. The TDR Capacity is 3,093 with 903 credits remaining to be used in the Master Plan area.

**Table 2: Status of Germantown Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Hyattstown Fire Station 29: Addition.	✓	-	-
Germantown Police Station: Renovation and addition.	✓	-	-
Upcounty Government Center.	✓	-	-
Germantown Library (co-location with the Upcounty Government Center).	✓	-	-
Germantown Recreation Facilities.	✓	-	-
Clear Spring (Lake Seneca Area) Elementary School).	✓	-	-
Germantown Area 1991 (Fox Chapel) Elementary School.	✓	-	-

**Table 2: Status of Germantown Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Administrative Office, Area 3 of Montgomery County Public Schools (Co-location with the Upcounty Government Center).	✓	-	-
Clear Spring Local Park	✓	-	-
Clopper Local Park	✓	-	Renamed Leaman Local Park.
Germantown Estates Local Park	✓	-	-
Germantown Square Park	✓	-	-
Gunners Lake Local Park	✓	-	-
Middlebrook South Local Park	✓	-	-
North Germantown Conservation Park	✓	-	-
South Germantown Regional Park	✓	-	-
Waters Landing Elementary School	✓	-	-
Quince Orchard High School	✓	-	-
Kentlands (Quince Orchard Area) Elementary School)	✓	-	School named as Rachel Carson Elementary within the Kentlands community.
Germantown Middle School	✓	-	Kingsview Middle School co-located with Germantown Community Center and outdoor pool.
Area 3 High School	✓	-	New Northwest High School constructed.
Expand library or construct new branch library in Clopper Village, if needed.	✓	-	Constructed in 2006.
Construct two elementary schools	✓	-	-
Construct Cultural Arts Center	✓	-	Constructed in 2004.

Table 3: Status of Germantown Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Seneca Creek Wastewater Treatment Plant (WWTP) Upgrade	✓	-	-
Seneca Creek WWTP Retention Basin	✓	-	Completed FY 98.
Great Seneca Highway Water Loop	N/A	N/A	Never built; deleted from CIP.
Extend sewer lines into Employment Corridor and Neelsville Village	-	-	Dependent on developer funding.
Crystal Rock WWPS/Force Main	✓	-	-

Table 4: Status of Germantown Master Plan TRANSPORTATION PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
I-270 widening project: Construct partial interchange at Middlebrook Road and widen I-270 from 6 to 8 lanes north to Middlebrook Road and from 4 to 6 lanes from MD 118 to MD 121.	-	-	SHA Project Plan Study ongoing.
Crystal Rock Drive: construct 4 lanes between MD 118 and 400 feet south of MD 118.	✓	-	-
Germantown/Montgomery Village Connector: construct 4 lanes from Montgomery Village Avenue to MD 118 Extended (M-61) and 2 lanes to MD 355.	✓	-	Watkins Mill Road (2 lanes) constructed. M-83 in facility planning
Father Hurley Boulevard: Three phase project to extend to MD 27 and widen to six lanes and construct full movement interchange with I-270.	✓	-	Partially completed.
Father Hurley Boulevard widening. Widen from 2 to 4 lanes from Wynnfield Drive to Crystal Rock Drive.	✓	-	Bridge over CSX tracks in facility planning.
Construct a grade-separated interchange at the intersection of MD 117 and Great Seneca Highway.	N/A	N/A	The 1996 Germantown-Clopper Road Amendment removed this recommendation in lieu of wider rights of way at this intersection.
Great Seneca Highway Phase III: Construct four lanes from Middlebrook Road to Quince Orchard Road.	✓	-	-
MD 117 (Clopper Road); widen to 6 lanes between Relocated MD 118 and Great Seneca Highway.	✓	-	-
MD 118 Relocated: construct six lanes from west of Clopper Road to Wisteria Drive and from I-270 to MD 355.	✓	-	-

**Table 4: Status of Germantown Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Middlebrook Road from Great Seneca Highway to MD 355: widen from two lanes to six lanes from Great Seneca Highway to I-270 and construct three lanes from I-270 to MD 355; construct partial interchange at I-270.	✓	-	-
Waring Station Road: widen from two lanes to four lanes from CSX Railroad to MD 117.	-	-	-
Germantown Commuter Rail Station: Construct new parking area and construct replica of 1891 Station.	✓	-	Expanded surface parking completed in 1998; conversion of vehicular bridge for pedestrian use completed.
Shady Grove/Clarksburg Transitway Study.	✓	-	-
MD 355 (M-6): widen from two lanes to six lanes throughout the Planning Area.	✓	-	-
Midcounty Highway (M-83): widen from four to six lanes from Montgomery Village Avenue, beyond Planning Area eastern boundary to MD 118 Extended (M-61).	-	-	Facility Plan FY 09-11.
Midcounty Highway: widen from two to six lanes from M-61 to Planning Area northern boundary and beyond to Clarksburg.	-	-	Facility Plan FY 09-11.
Construct Transitway north from Shady Grove Metro Station, beyond Planning Area southern boundary, to Clarksburg, beyond Planning Area northern boundary, and stations with parking in Germantown.	-	-	Recommended as high priority project by Montgomery County Council.
Construct two Park and Ride facilities.	✓	-	Park and Ride facility constructed at Milestone Center and Kingsview Village retail center.
Plant street trees along Middlebrook Road from MD 118 to Great Seneca Highway.	✓	-	-
Install landscaping along Great Seneca Highway from Middlebrook Road to Dairymaid Drive.	-	-	Not funded.
Complete needed sidewalk and pathway connections.	-	-	Critical connections are being made through roadway improvements and developer requirements adjacent to new development.
Construct sidewalks on both sides of Waters Landing Drive from Hazelnut Court to Crystal Rock Drive.	✓	-	-

**Table 5: Status of Other Germantown Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
The Draft Master Plan of Trails and Bikeways recommended providing hard surface trail access from Germantown neighborhoods to the South Germantown Recreation Park.	The Park Master Plan and Soccerplex Facility Plan include hard surface trail connections between the adjacent neighborhoods and the park.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Recommendations	Comments
Maryland Planning Act of 1992	The Maryland Planning Act of 1992 directs infrastructure investments to be made in designated growth areas. The Germantown Town Center is a designated growth center in Montgomery County.
Maryland DOT I-270/US 15 Multi-Modal Study	Alternatives have been selected for further study which will provide findings on the use of express toll lanes and other transportation alternatives within the I-270 right of way.

2011

Clarksburg Master Plan and Hyattstown Special Study Area

Approved and Adopted 1994

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Figure 1

Clarksburg Master Plan and Hyattstown Special Study Area

VISION STATEMENT

The Clarksburg Master Plan guides the growth of Clarksburg from a rural settlement into a transit-and pedestrian-oriented town surrounded by open space. The vision for Clarksburg features a Town Center (which includes the Clarksburg Historic District); a regional transitway; two new neighborhoods; continuation of residential character along MD 355; an 11-mile greenway network; and employment along the I-270 Corridor. A major challenge in the Plan was how to address the human need for compact communities in an area where environmental features limit the amount of developable land.

The Master Plan includes a staging program which is responsive to wastewater treatment and conveyance limitations, fiscal concerns, infrastructure needs, development of community identity and water quality protection.

The vision for the Hyattstown Special Study Area - a subset of the Clarksburg Master Plan - is to preserve Hyattstown's significant collection of historic buildings and its intact rural village ambience. The Plan proposes ways to divert regional through traffic from MD 355, the main street of Hyattstown, and supports the provision of sewer and water service in the Historic District.

Policy Highlights

The following policy decisions have been made:

- Opening Stage 3 (Cabin Branch Neighborhood) for development in accordance with the staging recommendations of the Master Plan.
- Converting the former Rocky Hill Middle School site to the new Clarksburg High School.
- Approving the location of the new Rocky Hill Middle School on the site adjacent to Clarksburg High School.
- Purchasing a portion of the Linthicum East property for the replacement site for Clarksburg Elementary School due to the future construction of the transit stop with the use of the Planning Commission's Advance Land Acquisition Revolving Fund (ALARF).

- Acquiring two sites located at the intersection of MD 355 and Spire Street in the Clarksburg Historic District as open space for the proposed Clarksburg Triangle Park. This would allow for the continuation of open space in front of Clarksburg United Methodist Church.
- Acquiring land in the Newcut Road Neighborhood to allow development of a trail system as part of the Little Seneca Creek Greenway that will provide Clarksburg residents easy access to outdoor experiences.
- Refining the alignment of A-302 (Little Seneca Parkway) in order to improve the environmental impacts within the Cabin Branch Neighborhood during the Cabin Branch property rezoning application.
- Creating a Development District for the Clarksburg Town Center for the 267-acre Town Center property as an infrastructure financing mechanism.
- Approving a compliance program for Clarksburg Town Center that required an Interim Site Plan Amendment, Project Plan Amendment, Preliminary Plan Amendment, and new overall Site Plan that includes redesigning the mixed-use core.
- Approving a location for the Clarksburg Library in the Clarksburg Town Center mixed-use core area.
- Approving a location for the Interim Fire and Rescue Station on Gateway Center Drive in the Gateway 270 West Office Park.
- Approving funds to prepare a revitalization plan for the Clarksburg Historic District.
- Approving community space in the Arora Hills (Greenway Village) Clubhouse and at Highlands of Clarksburg Community Building (Clarksburg Ombudsman Office) located at MD 355 and Stringtown Road for use for the larger Clarksburg community.
- Encouraging the renovation of existing buildings in the Clarksburg Historic District for both residential and compatible light commercial uses, such as, small grocery stores, small restaurants, antique stores, tea rooms, and professional offices. The "Old General Store" located on MD 355 adjacent to the Horace Willson house has been renovated and currently is the location of the "Green Earth Goods" store. Another historic house in the District is now the Visitor's Center for the Clarksburg Town Center.

Implementation Highlights

Implementation of the Clarksburg Master Plan continues with considerable amount of regulation proposals approved and under review. Of the 15,000 dwelling units proposed in the Master Plan, approximately 9,300 have been approved by the Planning Board and approximately 2,500 of them have been built. Most of the development has occurred east of I-270 in the Town Center, Newcut Road Neighborhood, and Transit Corridor Districts. Some development has also occurred in the Ridge Road and Brink Road Transition Areas as suitable transitions from other communities (Damascus/Germantown) to Clarksburg.

The Master Plan recommends that the Town Center be a strong central focus for the entire Study Area. The Town Center development currently under construction is the product of a series of Development Review approvals beginning in 1995. In June 2006, the Planning Board approved a compliance plan to redesign the Town Center and to add additional community amenities, landscaping, and parking garages to support a pedestrian-friendly retail area. In April 2007, detailed plans that amend the current plans for the Stage III Area of the Town Center were filed. After staff review, the plans will be presented to the Planning Board by early 2008 for review and consideration.

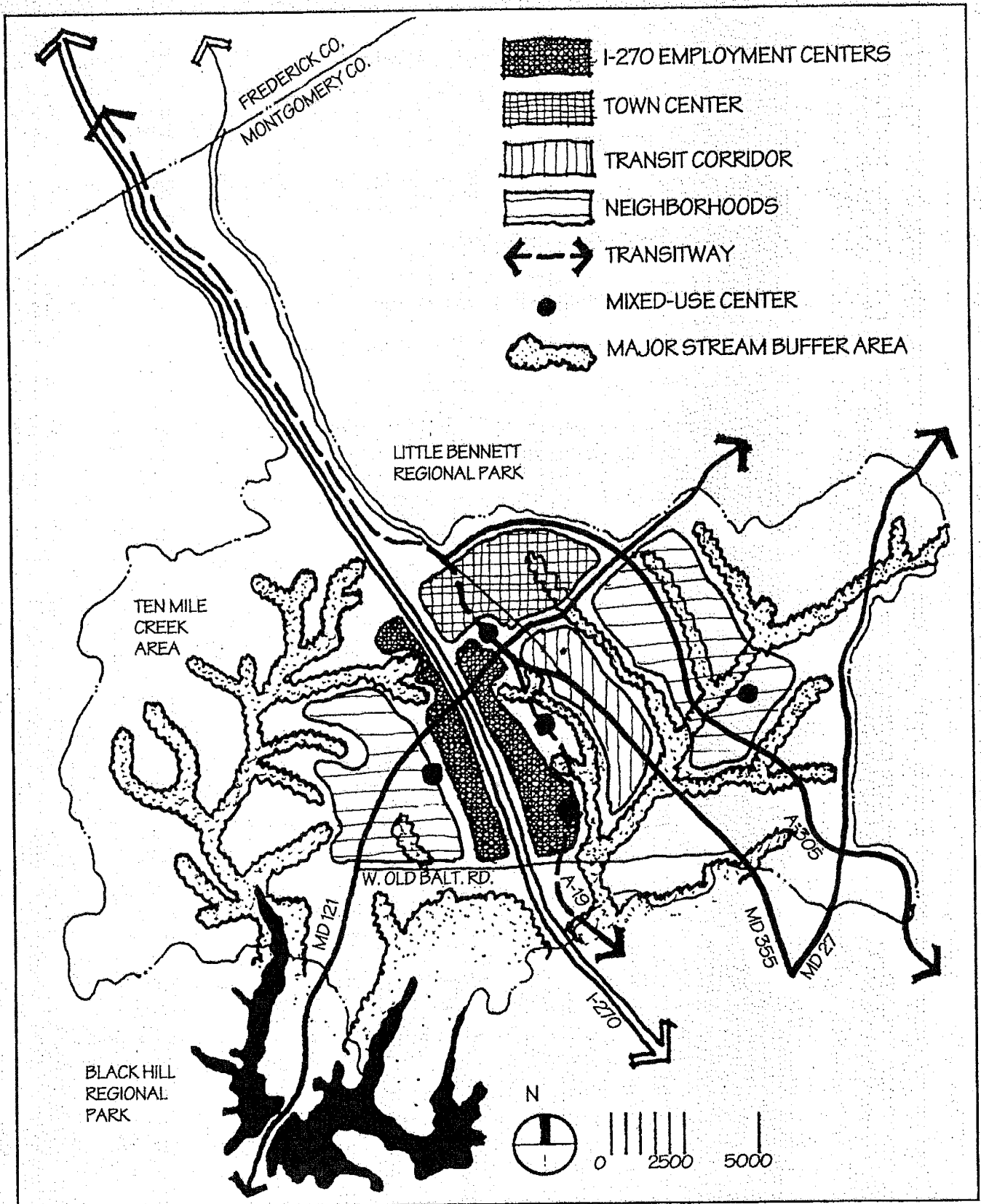
In the Newcut Road Neighborhood, Arora Hills (Greenway Village) and Clarksburg Village, Phase I are also currently under construction. Clarksburg Village, Phase II, currently under site plan review, will substantially complete the Newcut Road Neighborhood except for the Phase III retail center area that has not been filed. In the Transit Corridor District, the Planning Board has approved mixed-use residential site plans for the Highlands of Clarksburg, Gateway Commons, Glen of Hurley Ridge, Meadows of Hurley Ridge, and Eastside. Rezoning applications for the Garnkirk Farms and Eastside property to the PD-11 Zone were approved in 2005 and 2006. The Gateway Commons and Meadows of Hurley Ridge development are currently under construction.

West of I-270, the 535-acre Cabin Branch mixed-use project is currently under regulatory review. In 2003, a rezoning application for the Cabin Branch property to the MXPB Zone was approved by the County Council. The Town Center, Newcut Road Neighborhood, and Cabin Branch Neighborhood Areas includes interconnected streets, transit-oriented land use patterns, schools, trails, meaningful open space, and water quality protection as recommended in the Master Plan. A preliminary plan for the Linthicum West property (located south of West Old Baltimore Road) also in the Cabin Branch Neighborhood has been approved by the Planning Board. The Linthicum West is one of several projects approved with the purchase of TDRs to preserve agricultural land in Montgomery County. Other TDR developments are The Glens at Hurley Ridge, Meadows at Hurley Ridge, Gateway Commons, and portions of the Cabin Branch property and Clarksburg Village.

For the Master Plan Stage IV area, only the following development staging triggers have been met to allow development to proceed in the sensitive Ten Mile Creek watershed area. At least 2,000 building permits have been issued for housing units in the Newcut Road Neighborhood and the Town Center District. Allowing 2,000 units to get under way east of I-270 reinforces Clarksburg's town concept by providing sufficient critical mass to support the many public and private facilities that contribute to a community's quality of life and identity.

Regional Parks and the Greenway Network are proceeding at various stages to be dedicated and planned for as recommended in the Master Plan. The parks and greenways are significant features which distinguish Clarksburg and help create it as a unique place within Montgomery County.

Proposed Concept Plan for Clarksburg



**Table 1: Status of Clarksburg Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
<p>Opening of Stage 2 (Town Center) keyed to three staging events:</p> <ol style="list-style-type: none"> 1. Either (a) State or County enabling legislation for development districts, or (b) alternative infrastructure financing mechanisms is in place. 2. County Council adopts a new Water Quality Review Process (WQRP) and DEP issues Executive Regulations related to this process. 3. WSSC and the County Executive indicate that sufficient sewer treatment and conveyance capacity exists or is programmed to accommodate development in this stage and that sewer authorizations for the Germantown Town Center are not put at risk. 	✓	<p>Events have occurred. All of Development Stage 2 was approved for public water and sewer service. Some smaller, older properties (located outside the limits of the formal development staging around the Clarksburg crossroads are only conditionally approved for public service. These are awaiting decisions on how they will be provided sewer service without the need for additional capital sewerage projects, especially WSSC pumping stations and force mains.</p>
<p>Opening of Stage 3 (Newcut Road Neighborhood, Transit Corridor, Ridge Road, Brink Road, and Cabin Branch Areas) in accordance with Master Plan triggers.</p>	✓	<p>Based on satisfaction of the staging triggers in the Master Plan, the majority of this development stage triggers in the Master Plan is now approved for public water and sewer service. One area still pending approval for public sewer service is Fountain View Estates, which requires an evaluation and possible rehabilitation of its existing dry sewer mains.</p>
<p>Stage 4 (Ten Mile Creek) should await stream biological assessments, and monitoring of eastside BMPs.</p>	-	<p>Stage 4 triggers link the advancement of public water and sewer service for this area with water quality protection measures in the Town Center and Newcut Road areas. Since 2,000 building permits (one of the staging triggers) have been released in these areas, DEP is working on its annual report on the findings of the monitoring.</p>
<p>Amend Water and Sewer Plan in accordance with recommendations of Master Plan.</p>	✓	-
<p>Amend "Guidelines for Environmental Management" to include development objectives for Clarksburg Special Protection Area.</p>	✓	<p>Special Protection Area Regulations have been implemented.</p>
<p>Amend Montgomery County Road Code as follows:</p> <ol style="list-style-type: none"> a. Add new arterial road with a transit facility and Class I bikeways. b. Expand divided arterial from 100' to 100-200' to accommodate Class I bikeway. c. Allow sections of existing Frederick Road to remain in current configuration. d. Add new business street of 36' pavement within 70' row to implement Town Center. 	<p style="text-align: center;">✓ ✓ ✓ ✓</p>	<p>Road Code Amendments have taken place.</p> <p style="text-align: center;">- - -</p>

**Table 1: Status of Clarksburg Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Amend RMX Zone to help meet Plan objectives for Town Center.	✓	-
Amend RDT Zone to grandfather recorded lots.	✓	-
Amend I-3 Zone to provide grandfather clause related to setbacks.	✓	Approved by County Council
Amend Zoning Ordinance to create incentives to renovate existing historic properties.	✓	Approved text amendments to allow parking and reduced setbacks in certain cases in order to support adaptive reuse.
Create overlay zone for historic districts to allow commercial and service uses in existing historic resources under certain conditions.	-	To be done in countywide context. Not currently underway.
<ul style="list-style-type: none"> a. Comprehensively plan the location and character of the greenways as they traverse Clarksburg parks. b. Further define which side of the stream valleys the greenway trail should be located. c. Explore strategies for overcoming obstacles to movement along the greenway. 	✓	-
Reevaluate need for all the Master Plan recommended number of schools at time of development.	✓	Completed for east side of I-270 communities. Planning Board approved preliminary and site plans establishing number of needed schools with Montgomery County Public Schools coordination.
Final alignment of transitway subject to further study by MCDOT.	✓	The Shady Grove-Clarksburg Transitway Study (Phase II) has been completed. Further station Land Use Concept studies are needed to support transit access and use.
Review zoning cases for Master Plan compliance.	-	Ongoing. County Council approved a large portion of the Newcut Road Neighborhood (Greenway Village) for the PD-4 Zone, Cabin Branch property for the MXPD Zone, and the Eastside property and Garnkirk Farms for the PD-11 Zone. The owners of the former COMSAT property plan to submit a rezoning application for the MXPD Zone for the property.

**Table 1A: Status of Hyattstown Special Study Area
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Reaffirm and strengthen historic building patterns.	–	HPC and staff review as development occurs.
Provide linkages between Hyattstown and Little Bennett Park.	–	Little Bennett Park Master Plan (2006).
Encourage limited new construction compatible with historic structures.	–	HPC and staff review as development occurs.
Encourage installation and maintenance of street trees and sidewalks along Frederick Road, with appropriate lighting and street furniture.	–	HPC and staff review as development occurs.
Encourage appropriate historic preservation measures for expansion/alteration of Hyattstown Fire Station site.	–	Under review by HPC and staff.

**Table 2: Status of Clarksburg Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Seneca Detention Center	✓	–	New facility built west of I-270 on a portion of County-owned Site 30.
Clarksburg Postal Facility	✓	–	New facility built on Gateway Center Drive.
Schools			
Rocky Hill Middle School	✓	–	A new Rocky Hill Middle School is built. The former Rocky Hill Middle School was converted to the new Clarksburg Area High School.
Town Center Elementary School	✓	–	New school (Little Bennett Elementary School) built.
Newcut Road Neighborhood: 2 elementary schools and 1 intermediate school	–	–	Clarksburg Village preliminary plan determined that only two elementary schools and one intermediate school are needed to meet projected population. The proposed size of the community is less than anticipated.
Cabin Branch Neighborhood elementary school	–	–	Approved as part of the rezoning application. To be coordinated with the pending site plan.
Brink Road Transition Area: 1 intermediate school, 1 elementary school	–	–	The new Rocky Hill Middle School opened in 2004.
Town Center Civic Building	–	–	To be coordinated with pending Town Center Project, Preliminary, and Site Plan Amendments.
Parks			
Greenway Network	–	–	<p>Portion of Greenway in Town Center to be coordinated with pending Town Center Project, Preliminary, and Site Plan Amendments.</p> <p>Portion of Greenway in Arora Hills/Greenway Village was dedicated with preliminary plan approval. Portion of Greenway in Clarksburg Village to be coordinated with pending site plan for Clarksburg Village Phase II development.</p> <p>Facility Planning established character for the entire greenway.</p>
Black Hill Regional Park	✓	–	Master Plan is completed. It includes the implementation of Clarksburg Greenway study.
Ovid Hazen Wells Recreational Park	–	✓	Second phase approved by Planning Board for two options: an outdoor recreation option and an aquatic center and recreation option.

**Table 2: Status of Clarksburg Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Clarksburg Road Special Park	-	-	Site approved as part of Preliminary Plan for Linthicum West property.
Kings Pond Local Park	✓	-	Part of Town Center development process.
Newcut Village Local Park	-	-	A local park has been approved as part of the Arora Hills/Greenway Village development. The second local park is under review with the pending Site Plan application for Clarksburg Village Phase II.
Foreman Boulevard Local Park	-	-	The local park was approved at the time of site plan approval for Clarksburg Village Phase I.
Clarkmont Local Park	-	-	Under review as part of the pending Cabin Branch site plan application.

**Table 2A: Status of Hyattstown Special Study Area
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Extend greenway system to the Frederick County line to maximize potential for a regional greenway network.	-	-	An option in the Legacy Open Space Program.
Implement Little Bennett Park Master Plan (2006) recommendations visitor interpretative center, expanded trail network, historic interpretation new public access points.	✓	-	Expanded trail network part of Parks work program FY 08.

Table 3: Status of Clarksburg Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Expansion of Seneca Wastewater Treatment Plant	✓	–	Master Plan requires that “wastewater treatment and conveyance facilities, sufficient to serve all approved development in Germantown and the Stage 3 area of Clarksburg, are 100 percent funded in the first four years of the CIP” before Stage 3 can open. This occurred in FY 2000.
Little Seneca Trunk Sewer line	✓	–	Preferred option for serving both Town Center and Newcut Road neighborhood.
Extension of Sewer to Cabin Branch Neighborhood	–	✓	The Clarksburg Water Storage Facility and extension of sewer to the Cabin Branch Neighborhood are in the planning stages. A facility plan has been approved. This plan includes alternatives for the water storage facility and wastewater facilities serving the Cabin Branch Neighborhood.
Clarksburg Elevated Water Storage	–	✓	Preliminary design of the facility completed in 2007. Public outreach process underway. The mandatory referral for the Water Tower will be submitted to the Planning Department in the Fall of 2007.
Crystal Rock Pump Station	✓	–	This project is completed.

Table 3A: Status of Hyattstown Special Study Area ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Sewerage and Water			
Provide community water and sewer for historic district	–	–	–

**Table 4: Status of Clarksburg Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Transit			
Transitway	–	–	MCDOT study alignment and profile complete. Dedication of transitway will occur in Stages 3, 4. County Council affirmed corridor cities Transitway as priority transportation project.
Streets and Highways			
Midcounty Arterial (A-305)	✓	–	Portion between Stringtown Road and Clarksburg Road has been constructed by developer. Balance in Stage 3 will be built as development occurs.
Midcounty Highway (M-83) from Brink Road to Ridge Road	–	–	Under facility planning study by DPW&T.
Stringtown Road (A-260)	–	✓	Portion between Overlook Park Drive and Midcounty Arterial approved for construction by developer (Stage 2). Extension of Stringtown Road to I-270 is complete. Developer has proposed a Development District to fund additional road improvement not covered in CIP.
Clarksburg Road (A-27)	–	✓	Portion between MD 355 and Midcounty Arterial under construction by developer.
Redgrave Place (P-5)	–	–	Extension of Redgrave Place requires relocation of an historic building. Issues remain as to how to implement this recommendation (will likely require public-private venture).
Frederick Road (A-251)	–	–	Needs to be considered for future CIP given development activity.
Observation Drive (A-19)	–	–	This project is under facility study by DPW&T.
Newcut Road Extended (A-302)	–	–	Portion between MD 355 and proposed Brickhaven Way under construction by developer.
Foreman Boulevard (A-306)	–	–	Extension of Foreman Boulevard from its current terminus at Timber Creek Lane to A-305 approved for construction by developer.
Proposed Road (A-304) paralleling west side of I-270	–	–	Two business district roads approved as a part of the Cabin Branch development.
Newcut Road Interchange	–	–	Not programmed. Will require developer participation.

**Table 4: Status of Clarksburg Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Transit			
Transitway	--	-	MCDOT study alignment and profile complete. Dedication of transitway will occur in Stages 3, 4. County Council affirmed corridor cities Transitway as priority transportation project.
Streets and Highways			
Midcounty Arterial (A-305)	✓	-	Portion between Stringtown Road and Clarksburg Road has been constructed by developer. Balance in Stage 3 will be built as development occurs.
Midcounty Highway (M-83) from Brink Road to Ridge Road	-	-	Under facility planning study by DPW&T.
Stringtown Road (A-260)	-	✓	Portion between Overlook Park Drive and Midcounty Arterial approved for construction by developer (Stage 2). Extension of Stringtown Road to I-270 is complete. Developer has proposed a Development District to fund additional road improvement not covered in CIP.
Clarksburg Road (A-27)	--	✓	Portion between MD 355 and Midcounty Arterial under construction by developer.
Redgrave Place (P-5)	-	-	Extension of Redgrave Place requires relocation of an historic building. Issues remain as to how to implement this recommendation (will likely require public-private venture).
Frederick Road (A-251)	-	-	Needs to be considered for future CIP given development activity.
Observation Drive (A-19)	-	-	This project is under facility study by DPW&T.
Newcut Road Extended (A-302)	-	-	Portion between MD 355 and proposed Brickhaven Way under construction by developer.
Foreman Boulevard (A-306)	-	-	Extension of Foreman Boulevard from its current terminus at Timber Creek Lane to A-305 approved for construction by developer.
Proposed Road (A-304) paralleling west side of I-270	-	-	Two business district roads approved as a part of the Cabin Branch development.
Newcut Road Interchange	-	-	Not programmed. Will require developer participation.

**Table 4: Status of Clarksburg Master Plan
TRANSPORTATION PROJECTS**

Name of Project		Built/ Completed	Included In CIP	Comments
Bikeways				
B-1	North-South Greenway	--	--	Portion in Town Center will be built by developer (Stage 2).
B-2	Midcounty Highway	--	--	Portion in Town Center will be built by developer (Stage 2).
B-5	Old Frederick Road in Clarksburg Town Center	--	--	On-road; signage needed.
B-7	Shiloh Church Road	--	--	Stage 4.
B-8	West Old Baltimore Road	--	--	Stage 3, 4.
B-9	Clarksburg Road and Stringtown Road	--	--	Portions in Town Center and Clarksburg Village have been constructed by developer.
B-10	Proposed Bikeway (Implemented through subdivision review process.)	--	--	Stage 3.
B-11A	Black Hill Regional Bikeway (west leg)	✓	--	Completed.
B-11B	Black Hill Regional Bikeway (east leg)	✓	--	Completed.
B-12	Newcut Road Relocated	--	--	
B-19	Clarksburg Road (east)	--	--	Portion in Town Center under construction by developer.
B-13	West Old Baltimore Road	--	--	A portion has been constructed by developer.
B-14	Foreman Boulevard	--	--	A portion has been constructed and the remaining portion to be completed by developer.
B-15	Newcut Village Drive	--	--	--
B-16	Observation Drive	--	✓	Under facility planning study by DPW&T.
B-17	Gateway Center Drive	✓	--	Completed.
B-18	East-West Greenway through Ovid Hazen Wells Park	--	--	Stage 3.

**Table 4A: Status of Hyattstown Special Study Area
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Roads			
Delete I-270/MD 109 interchange in conjunction with a new interchange in the Urbana area of Frederick County.	–	–	No action foreseen until new interchange programmed.
Build MD 355 bypass of Hyattstown	–	–	No action foreseen until I-270/MD 109 interchange improvements programmed
Acquire right-of-way for Corridor Cities Transitway	–	–	Draft EIS underway
Designate as Rustic Road Old Hundred (MD 355 to I-270), Frederick Road (Hyattstown Bypass to Frederick County), and public portion of Hyattstown Mill Road (MD 355 to Park boundary).	–	–	Rustic Roads closed per recommendations of Little Bennett Park Master Plan
Bikeways			
Develop bikeways in Hyattstown Special Study Area-B-3 and B-4 (along Frederick Road).	–	–	Not programmed at this time.

**Table 5: Status of Other Clarksburg Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Initiative	Comments
Stage III Infrastructure Study	Stage 3 triggers have been met.
Black Hill Master/Management Plan	CBP staff has participated in Master Plan Committee to help implement greenway network.
Ovid Hazen Wells Park	CPB staff has participated in review of Phase I and Phase II to assure greenway connections are provided.

**Table 5A: Status of Hyattstown Special Study Area
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None	–

Table 6: Status of Clarksburg Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Maryland DOT I-270/US 15 Multi-Modal Study	The Environmental document has been prepared and submitted to FHWA and FTA. An early 2008 Public meeting is planned.
DEP/M-NCPPC Countywide Stream Protection Strategy	Defines existing and projected water quality based on proposed land use. Identifies protection strategies.

Table 6A: Status of Hyattstown Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Maryland DOT I-270/US15 Multi-Modal Study	Environmental document submitted to FHWA and FTA. Public meeting anticipated early 2008.

SECTION D

POTOMAC SUBREGION / RURAL AREA WEST (TEAM 4)

**MASTER PLAN STATUS REPORT
April 2008**

Potomac Subregion Master Plan	D-3
Agriculture and Rural Open Space Master Plan	D-15
Boyd's Master Plan	D-27

Potomac Subregion Master Plan

Approved and Adopted April 2002

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Land Use

- A comprehensive Sectional Map Amendment incorporating Master Plan and corrective amendments was approved in October 2002.
- Several Zoning Text Amendments to implement the Potomac Subregion Master Plan recommendations were approved in October 2002, including additional Transferable Development Rights (TDR) receiving areas, and TDR options in the I-3 and PD Zones.
- Following the Sectional Map Amendment, many preliminary plans of subdivision following Master Plan guidelines have been approved, including those for Fortune Parc (Potomac Park) and the two River Road stone quarries.

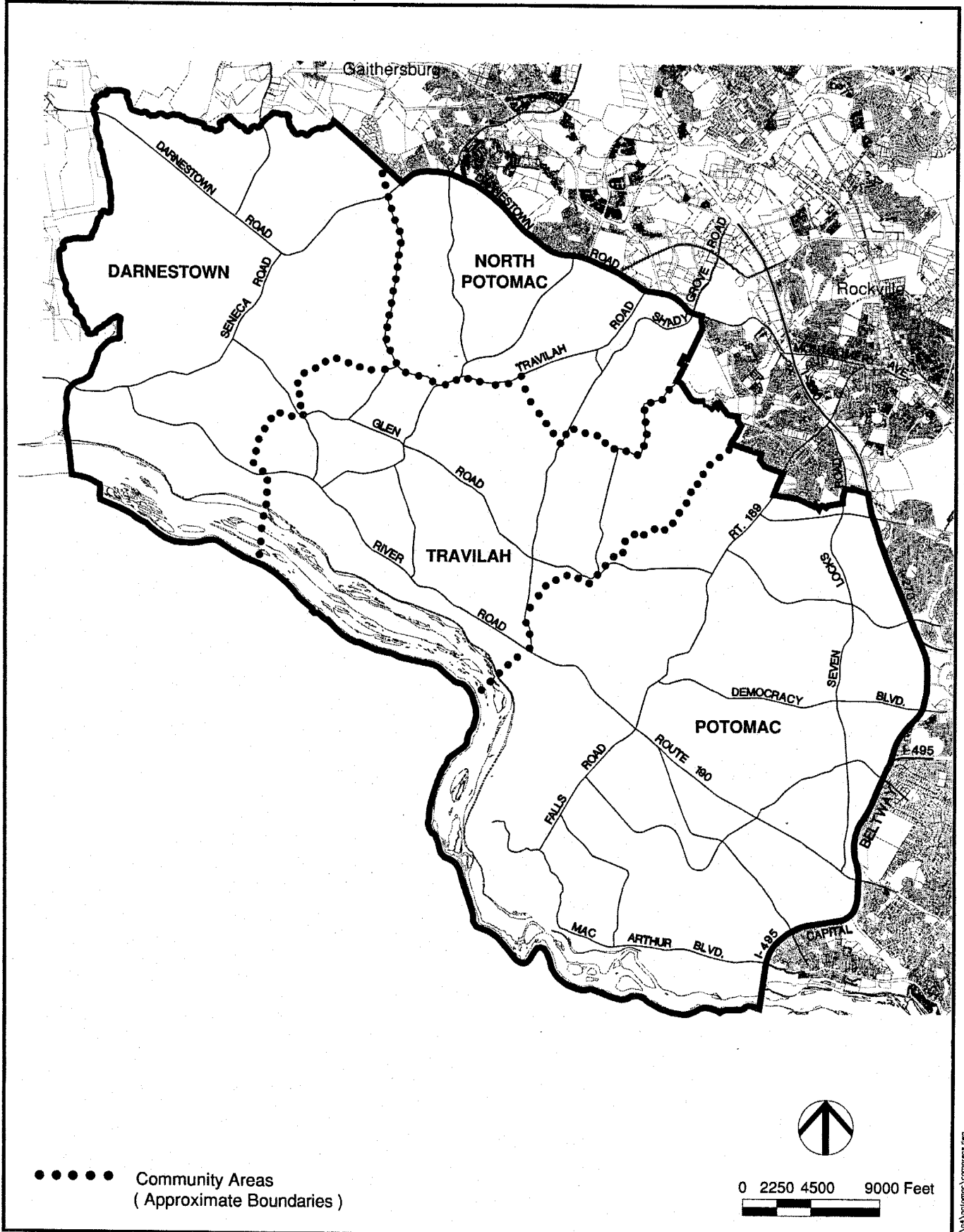
Transportation

- Travilah Road improvements and bikeway construction started in July and are scheduled to be completed in October 2008.
- Phase 2 of the Quince Orchard Road improvements and bikeway construction started in September 2007 and are scheduled to be completed in July 2008.
- The final design stage of the Falls Road bike path project was completed in May 2007. It is recommended for funding in the draft CIP of January 2008. It will complete a continuous section of bike path from River Road to MacArthur Boulevard.
- MacArthur Boulevard bikeway improvements are in the facility planning stage. The study area extends from the Old Anglers Inn to the Montgomery County-District of Columbia line. A project prospective has been completed and the mandatory referral was approved in February 2007. A design contract is currently being negotiated by the Montgomery County Department of Public Works and Transportation with the aim of completing the 35 percent design stage within an 18 - month time frame, commencing in December 2007.
- The Seven Locks Road bikeway construction project is in the Phase 2 facility planning stage and is recommended for funding in the draft CIP of January 2008.

Community Facilities

- Facility planning has been completed for the proposed North Potomac Community Recreation Center on Travilah Road. The project is in the land acquisition stage with design development scheduled for FY 09-10 and construction planned for FY 11-12.
- Facility planning has been completed for renovation of the Scotland Community Recreation Center. The project is recommended for funding in the draft CIP of January 2008.
- Facility planning for the Greenbriar Local Park on Glen Road has been completed. It is scheduled for design development in FY 10-11 and construction in FY 12.
- Facility planning for the Darnestown Square Urban Park was completed in September 2007 and is recommended in the CIP for design development in FY 09-10 and construction in FY 10-11.

Potomac Subregion



**Table 1: Status of Potomac Subregion Master Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
Preserve priority reforestation areas. These areas are primarily within stream valleys, but connections between forest tracts should also be preserved.	Ongoing	-
Preserve properties containing forested areas to prevent fragmentation or to maintain stream valley buffers.	Ongoing	-
Protect the function and value of stream buffers by placing storm water management and sediment and erosion control measures outside the stream buffer areas.	Ongoing	-
Maintain and protect existing stream buffer forest and supplement the existing riparian forest by replanting any unforested buffer.	Ongoing	-
Support efforts to provide more stringent County inspection programs for development sites, and inspection and maintenance programs for storm water management facilities.	Ongoing	-
Support efforts to identify and implement storm water management and stream restoration projects in a timely manner to improve water quality and aquatic habitat in streams exhibiting deteriorating conditions.	Ongoing	-
Encourage development clustering to protect environmentally sensitive areas. If applicable, development sites should provide forested stream buffers and open space to protect natural resources.	Ongoing	The Greenbriar and Greenbriar Estates subdivisions are examples of this policy.
Provide community sewer service in the subregion generally in conformance with <i>Water and Sewer Plan</i> service policies. This will generally exclude areas zoned for low-density development (RE-1, RE-2, and RC) not already approved for service from further extension of community service.	Ongoing	-
Allow for the limited provision of community sewer service for areas zoned RE-1 and RE-2 within and at the periphery of the proposed sewer service envelope. Exclude the Palatine subdivision and lower Greenbriar Branch properties from this policy. Emphasize the construction of sewer extensions, if needed, along roads rather than through stream valleys.	Ongoing	-
Help to protect water quality in the Stoney Creek subwatershed of Watts Branch by requiring that sewer main extensions to serve the few properties approved for community service be located along River and Stoney Creek Roads, rather than along the stream valley.	Ongoing	-

**Table 1: Status of Potomac Subregion Master Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
<p>Conduct a study of the Glen Hills Area. Based on the results of that study, develop a policy outlining the measures needed to ensure the long-term sustainability of septic service for new home construction and existing home renovations, minimizing the need for future sewer service extensions. Under this policy, the sole basis for providing new sewer service would be well-documented septic failures where extension could be provided consistent with the results of the study and in a logical, economical, and environmentally acceptable manner. Until a policy is developed, restrict further sewer service extension in Glen Hills to properties with documented public health problems resulting from septic system failures.</p>	-	Anticipated to start Spring 2008.
<p>Confirm the existing restricted access policy in the <i>Comprehensive Water Supply and Sewerage Systems Plan</i> for the Piney Branch subwatershed with three exceptions:</p> <ul style="list-style-type: none"> • Amend Piney Branch Restricted Access Policy to allow single home sewer hookups in the Piney Branch subwatershed for existing lots that abut and predate an existing sewer main. This exception is for single houses only and shall not be used to allow for multiple sewer hookups for subdivision/resubdivision of existing properties. • Former Stage I and Stage II Properties – Provide sewer to former sewer Stage I and II Properties that were not TDR receiving areas and therefore not generally eligible for community sewer service. These properties are now enclaves in the existing sewer envelope among the moderate-and high-density development in northern Piney Branch. • Provide public sewer service in the RE-2C Zone for cluster development at the southeast quadrant of Boswell Lane and Piney Meetinghouse Road. 	Ongoing	-
<p>Public sewer service should not be extended to the Darnestown Triangle area except as is technically and economically feasible to relieve any public health threat due to failing septic systems.</p>	-	-

**Table 1: Status of Potomac Subregion Master Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
Continue monitoring the mainstem of Seneca Creek concurrent with the operation and expansion of the Seneca Creek Wastewater Treatment Plant.	Ongoing	-
Continue to address the provision of community water service in the subregion consistent with Comprehensive Water Supply and Sewerage Systems policies.	Ongoing	-
<p>Undertake local initiatives to address air pollution, including:</p> <ul style="list-style-type: none"> • Encourage automobile alternatives such as biking and improved pedestrian access to transit to reduce air pollution. • Support expanded regional and County programs to reduce emissions. • Design new development and redevelopment to prevent conditions that create local air pollution nuisances. 	Ongoing	-
Review new development and redevelopment to prevent conditions that may create local noise pollution nuisances.	Ongoing	-
<p>Limit the impacts of existing special exceptions in established neighborhoods. Increase the scrutiny in reviewing special exception applications for highly visible sites, and properties adjacent to the Chesapeake & Ohio Canal National Historical Park.</p> <p>Avoid an excessive concentration of special exceptions along major transportation corridors.</p>	Ongoing	-
<p>Retain and expand the supply of affordable housing in the Potomac subregion.</p> <p>Encourage the Housing Opportunities Commission (HOC) and the Department of Housing and Community Affairs (DHCA) to acquire the maximum number of new and existing MPDUs in Potomac to retain as rental units or for resale as affordable housing.</p>	Ongoing	-
Maintain the 1980 Potomac Subregion Plan's system of two-lane roads with limited opportunity to expand road capacity.	Ongoing	-

**Table 2: Status of Potomac Subregion Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
North Potomac Community Recreation Center	-	Yes	Construction Programmed for FY11.
Scotland Community Recreation Center	-	Yes	Facility planning completed.
Greenbriar Local Park	-	Yes	Construction Programmed for FY12.
Darnestown Local Park	-	Yes	Construction Programmed for FY10.
North Potomac/Travilah Class II fire-rescue station	-	Yes	To be located at the Public Service Training Academy site in the Gaithersburg Vicinity Planning Area.

**Table 3: Status of Potomac Subregion Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Acquired	Included in CIP	Comments
Callithea Farm	Yes	-	Included in Blockhouse Point Study.
North and South Serpentine Barrens	Yes	-	Conservation Park with minimal facilities. Public-private partnership with Smith Foundation.
Cahoon property	Yes	-	Addition to Watts Branch Stream Valley Park.
Glen Hills School	-	-	Surplus school site – addition to Glen Hills Local Park.
Cervantes Avenue P170	-	-	Addition to Muddy Branch Stream Valley Park.
Brickyard Road	-	-	Surplus elementary school site (River Falls).

**Table 4: Status of Potomac Subregion Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Travilah Road	-	Yes	Construction 2007-08.
Quince Orchard Road	-	Yes	Construction 2007-08.
Falls Road Bike Path	-	-	Recommended for CIP.
MacArthur Boulevard bikeway improvements	-	-	Final Design Phase.
Seven Locks Road bikeway	-	-	Recommended for CIP.
Multi-modal transit centers – Montgomery Mall and Traville	-	-	Preliminary plans and site plans approved.
Tobytown paratransit study	-	-	-

**Table 5: Status of Potomac Subregion Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
On October 26, 2002, the County Council approved a sewer category change (WSSCCR 00A-TRV-03) inconsistent with the specific requirements of the Water and Sewer Plan's Piney Branch Sewer Restricted Access Policy because of special circumstances.	The County Council stated that approval represents an exception to the Piney Branch Sewer Restricted Access Policy and is not a precedent for possible future exception requests.
Corrective Map Amendment G-807 – Fortune Parc and Lots 40 and 41, Wheel of Fortune.	During due diligence by contract purchasers of Fortune Parc, including a title search, new property survey, and computer mapping, it was discovered that State tax records of property boundaries and rights-of-way had several errors.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Recommendations	Comments
State of Maryland, University of Maryland at Shady Grove expansion.	Mandatory referral approved for campus master plan and Education Building 3. New referral pending for parking structure.
Naval Surface Warfare Center, Carderock.	Mandatory referral approved for Center master plan.
Revenue Authority, Falls Road Golf Course.	Mandatory referral approved for improvements. Renovation complete.

Agriculture and Rural Open Space Master Plan

Approved and Adopted 1980

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared by
THE MONTGOMERY COUNTY DEPARTMENT OF PLANNING**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Agriculture and Rural Open Space Master Plan

VISION STATEMENT

The critical land use issue in this 1980 Master Plan is the loss of farmland and rural open space. The focus is the identification and application of land use regulations and incentives to help retain farmland and complementary rural open space areas. The goal is to preserve an Agriculture Reserve of 99,000 acres, in order to support a viable critical mass of farmland in the County.

The Plan highlights the significant issues and recommends a course of innovative action to protect the area using farmland, rural open space, residential development, and rural centers as defined in the General Plan. The Plan proposes preservation techniques, and land use policies and recommendations appropriate for these components. Agriculture is recognized as a permanent land use, and not simply a temporary use of land that will be available for future development.

Policy Highlights

Since adoption of the Plan, the following major policy decisions have been implemented:

- Creation of the RDT Zone with accompanying TDR receiving areas in downcounty master plan areas where additional density is planned.
- Limitation of public sewer service in the entire study area, except in Clarksburg/Hyattstown.
- Limited CIP investments in the RDT Zone.
- Road improvements in Agricultural Reserve limited to maintenance and safety projects.
- Extensive policy recommendations for farm markets and agricultural support implemented through the Agricultural Services Division of the Department of Economic Development.

Issues of concern in the Agricultural Reserve and its communities include:

- A significant drop-off in TDR sales and prices in the past two years. The lack of receiving areas to accommodate the number of TDRs available to be sent from RDT land has been identified by the Ad Hoc Agricultural Working Group as an ongoing problem.

- RDT property owners can use 1 TDR for each 25 acres as a potential building lot. Thus, a substantial number of potential building lots remain viable in the Agricultural Reserve. The value of lots for residential development in the Agricultural Reserve is significant, providing an incentive to sell lots for development.
- The language in the Zoning Ordinance pertaining to Child Lots is ambiguous and subject to multiple interpretations, and has resulted in new homes being built in the Agricultural Reserve that are not occupied by children of landowners.
- The Zoning Ordinance limits density in the RDT zone to 1 house per 25 acres, and yields substantially less than the base zone due to sewer limitation policies. The use of sand mounds has the potential to substantially increase the total number of buildable lots in the RDT zone.
- The increased pace of subdivision development in the agricultural reserve and the design of those subdivisions.
- Conflicts between farming and residential uses, and farm equipment and automobiles and trucks.
- The need for rural bicycle routes and horse trails.
- Techniques to encourage "traditional" but small scale agricultural food production. The ability to earn an adequate income from farming operations is essential for the long term preservation of the Agricultural Reserve. Small scale specialty production offers potential for agricultural diversity and less reliance on row crops. With development increasing exponentially in portions of the Counties (Loudoun, Howard and Frederick Counties) adjacent to the Agricultural Reserve, Montgomery's agricultural vision will experience increased development pressure, and become increasingly significant as "breathing space" for the entire region.

Implementation Highlights

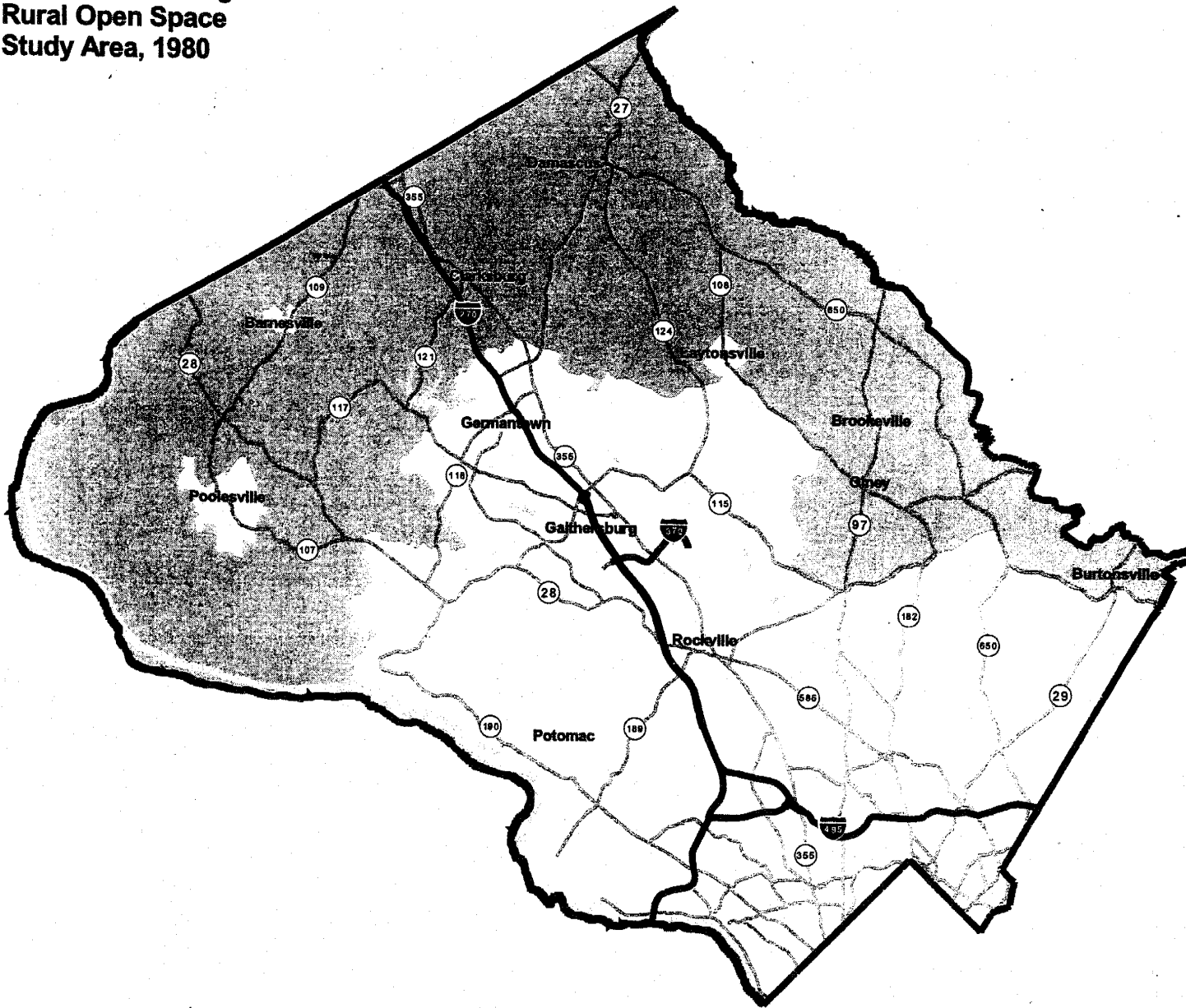
The Agriculture and Rural Open Space Master Plan was approved and adopted in 1980 to implement the vision of retaining a significant agricultural presence in the County. The four primary techniques developed to preserve farmland and rural open space included:

- 1) The Maryland Agricultural Land Preservation Program - State supported farmland district and easement purchases recommended for use in all Agricultural Preservation Areas for farms meeting criteria established by the State and the Agricultural Board.
- 2) Rural Clustering - Recommended in designated Rural Open Space areas via the Rural Cluster Zone. These are areas where subdivision activity has already eroded parts of the critical mass of farmland.
- 3) Transfer of Development Rights (TDRs) - The Rural Density Transfer Zone (RDT) recommended for areas designated as the Agricultural Reserve.
- 4) County Development Rights Bank - The County Development Rights Bank was funded by general obligation bonds to commit all or part of the money available each year to guarantee loans to farmers through private banks, make loans, and/or purchase TDRs at a level which would permit acquisition of development rights at the historic rate of farm sales during the previous decade. This technique was later abandoned after strong private market pricing for TDRs was established.

Since the Master Plan was adopted in 1980, most of the recommendations of the Plan have been implemented, the most significant including:

- Rezoning of designated areas to Rural Density Transfer and Rural Cluster;
- Adoption of the Olney and Sandy Spring/Ashton Master Plans with their recommendations for farmland and rural open space preservation;
- Adoption of the Damascus and Clarksburg Master Plans;
- Designation of TDR receiving areas in numerous master plans.

**Preservation of Agriculture and
Rural Open Space
Study Area, 1980**



**Table 1: Status of Agriculture and Rural Open Space Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Farmland Preservation Policy		
Approve use of a County Development Rights Bank to purchase development rights.	✓	Enacted, but eliminated when determined to be unnecessary. Some TDR purchases have been made as part of the Legacy Open Space program.
Limit CIP spending in the Agricultural Reserve except for safety and maintenance projects.	✓	CIP spending has generally been limited except for projects such as the waste/energy transfer plant.
Require an agricultural activity protection notice on final plats for residential uses in the Agricultural Reserve.	✓	-
Examine State and County nuisance laws and initiate legislative action to protect farms.	✓	-
Develop criteria for development rights purchases to ensure purchase of easements with the greatest agricultural public benefit.	✓	-
Revise tax laws to respond to the recommendations of this Plan.	✓	-
Continue and expand marketing information programs for the small or new farmer.	✓	Implemented by Agricultural Services Division DED.
Publicize marketing opportunities such as County sponsored farm markets.	✓	Implemented by Agricultural Services Division DED.
Work with the Board of Education to enlighten students about careers in the agricultural industry and respect for farm property.	✓	Implemented by Agricultural Services Division DED.
Assess new government programs and regulations to measure impact on agricultural land.	✓	Ongoing.
Encourage private and government land acquisition programs or voluntary covenants for preserving farmland and open space.	✓	Primarily implemented by Agricultural Services Division of DED – through MALPF, MET, and AEP, and also Legacy Open Space Program.
Land Use Policy		
Use master plans to identify TDR receiving areas.	Ongoing	Have been incorporated into most master plans.
Update the 1968 Clarksburg Master Plan.	✓	New master plan adopted 1994.
Update the Damascus Master Plan.	✓	Master plan adopted in 1982, and amended 1985. An updated plan was adopted in 2006.
Approve Olney Master Plan and Sandy Spring-Ashton recommendations for farmland and rural open space preservation.	✓	Master plan for Olney and Sandy Spring adopted in 1980. Updated Sandy Spring/Ashton Plan adopted 1998, and Olney Master Plan in 2005.
Approve SMA to create the RDT Zone.	✓	Approved following Master Plan.
Prepare individual master plans for selected rural communities which maintain their existing scale of development.	-	The Damascus Master Plan implemented the Rural Village Center Overlay Zones for the Villages of Browningsville, Etchison and Purdum.
Develop tools for rehabilitating or replacing dilapidated structures.	✓	HPC incentives in place.

**Table 1: Status of Agriculture and Rural Open Space Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Transportation Policy		
No road improvements for 15-20 years except for maintenance and safety.	✓	Adopted Rural Road Policy has generally been followed.
Encourage use of Scenic Setback Regulations in area master plans.	✓	Implemented through footnote to front yard setbacks in Agricultural Zones.
Amend Master Plan of Highways to conform to this Master Plan.	✓	Some exceptions, primarily safety improvements on state roads.
Bikeways and Trails		
Assess impact to rural settlements from proposed major roads.	✓	Policy has generally been followed. Countywide Park Trails Plan adopted in 1998. Countywide Bikeways Master Plan adopted in 2005.
Water and Sewer Policy		
Set policy of no public water in the RDT Zone.	✓	Policy has generally been followed.
Set policy of no public sewer in the Agricultural Reserve except in Clarksburg/Hyattstown.	✓	Policy with guidelines for extending sewer for private institutional facilities was adopted April 1996, updated in 2003, and again in 2005.
Set policy of no public sewer in the RDT Zone unless required for public health.	✓	Guidelines for extension adopted 1997.
Modify 10 Year Water and Sewer Plan text on on-site rural sanitation systems.	✓	Guidelines for extensions adopted by Council in 1997, and updated in 2003.
Environmental Protection Policy		
Provide solutions to water resource problems through conservation, treatment, and animal waste management measures.	Ongoing	Implemented through voluntary participation with the Montgomery County Soil Conservation District and the USDA Natural Resource Conservation Service.
Protect, maintain and restore high quality chemical, physical and biological conditions in the waters of the County.	Ongoing	Countywide Stream Protection Strategy completed in February 1998.
Initiate watershed studies and establish agricultural land management policies for areas in the Agricultural Reserve.	-	Functional Master Plan for Patuxent River adopted in 1993.

**Table 2: Status of Agriculture and Rural Open Space Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Water and Sewer			
Consider use of small-scale public sewage systems in rural communities when needed for public health, to preserve open space, or allow "infill" of rural village areas.	-	-	Recommendation not followed due to Health Department concerns.

**Table 3: Status of Agriculture and Rural Open Space Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Roads			
Poolesville area. Straighten curves in Whites Ferry Road near Partnership Road east of Poolesville.	-	-	Designated a County Arterial in Rustic Road Plan. Need for curve realignment noted in Plan.

Table 4: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Rustic Roads Functional Master Plan – 1996.	Provides a guide for many roads in the Master Plan area, limiting improvements and superseding some recommendations of the 1992 Master Plan for Highways and the AROS Master Plan.
County TDR Status Report- updated 2007.	TDR Program works in tandem with AEP, ASLPF and MET Programs.
Study types of agricultural operations suitable for Montgomery County.	A major study of the horse industry in the County was completed in 2004. Additional studies on other topics may follow.
Facilitate the ability of farmers to raise capital by easing subdivision requirements.	This has been partially implemented by amendment of the subdivision regulations to allow "minor" subdivision.
Commit adequate resources (TDR receiving capacity and agricultural easement funds) to complete acquisition of protective easements on the land in the Agricultural Reserve within the next few years.	-
County Agricultural Advisory Committee.	Committee works primarily with County Agricultural Services Division. Functions as clearinghouse on any legislative or land use issues that affect agriculture.
County Agricultural Preservation Board.	Board works primarily with County Agricultural Services Division. Functions as clearinghouse on issues that relate to the agricultural preservation program.
Maryland Agricultural Land Preservation Foundation Easements (MALPF).	Applicants work with Agricultural Services Division of DED. Functions as adjunct to TDR, AEP, and MET programs.
Maryland Environmental Trust (MET).	Applicants work with Agricultural Services Division of DED. Functions as adjunct to TDR, AEP, and MALPF programs.
Legacy Open Space Program – 1999-2008.	Program initiated to fund purchase of land or easements on properties of particular importance facing immediate development threats. Multiple resources in the Agricultural Reserve are under consideration that meet farmland preservation, environmental sensitivity, water supply protection, historic resource, and trail connection criteria.

Table 4: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Ad-Hoc Agriculture Policy Working Group (AAPWG)	
Child Lots	<p>AAPWG recommends continuing to allow child lots in the RDT zone. AAPWG believes that the child lot provision is an important means to preserve and promote agriculture by allowing children to farm with their parents on the family farm. AAPWG recommends the County Council amend the Zoning Ordinance to clarify the density provisions for child lots, ensure ownership by the child, and protect farmland. AAPWG recommends the maximum density of subdivisions with child lots be one lot per child <i>in addition</i> to the base density allowed in the RDT zone.</p> <p>The Planning Board recommends that the child lot exemption of the RDT Zone be amended to include the same provision that is provided in the Rural Zone (i.e. that the total number of lots created from a parcel, including child lots, must not exceed the density limitations of the zone). Planning staff are currently working on a set of design standards to guide staff review of child lot case.</p>
Sand Mounds	<p>The Working Group's majority proposal would allow one sand mound per 25 acres for the first 75 acres, then one for each 50 acres thereafter. The minority recommended one mound per 50 acres. All agreed on their use (or other alternative technologies to trench septs) for failing systems, tenant homes on a common lot, and to locate a residence on poorer soils to protect better agricultural soils.</p> <p>The Planning Board strongly recommends that all alternative technologies to trench systems should be prohibited in the Agricultural Reserve (RDT Zone) except for limited situations, and for parcels existing as of December 1, 2006. The Planning Board also recommends that Council Resolution 12-1503 of February 22, 1994, be amended to remove paragraph 2 and an attachment from the Department of Health.</p>

Table 4: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
<p>Ad-Hoc Agriculture Policy Working Group (AAPWG)</p> <p>Transferable Development Rights (TDRs)</p>	<p>AAPWG recommended that (1) the Planning Department finish the necessary steps they have identified to complete implementing a system to track the use of TDRs, (2) the Planning Board maximize the number of receiving areas identified in master plans, (3) the Planning Department draft amendments to the Zoning Ordinance to amend the TDR program and require excess TDR receiving capacity in floating zones, and (4) begin working with municipalities to develop an inter-jurisdictional TDR program.</p> <p>Planning staff completed the 2007 Tracking Transferable Development Rights Report, and provided detailed information in an Update on Receiving Area Capacity, diminished capacity, TDR utilization by receiving area, and potential TDR capacity in upcoming Master Plans. These Master Plans will maximize the use of TDRs.</p> <p>Amendments to the zoning ordinance are presently being drafted for the TOM-X Zones and certain floating zones. Planning staff continues to meet with staff of the Cities of Rockville and Gaithersburg with a view to realizing the terms of a joint Memorandum of Understanding signed by the Mayors of both municipalities on July 23, 1992, which stated, "Rockville and Gaithersburg recognize the importance of creative development initiatives such as Moderately Priced Dwelling Units and Transferable Development Rights. The Cities will continue to utilize these and other appropriate innovative concepts to further the common development goals for the area."</p>
<p>Building Lot Termination (BLT) Program</p>	<p>AAPWG recommends establishing a BLT easement program as a way to prevent fragmentation of farmland in the Agricultural Reserve. A BLT program is designed to compensate a landowner financially in exchange for an easement that eliminates future development of a lot shown to be viable for building through a soil percolation test.</p> <p>There are two goals and purposes of a BLT program: (1) reduce the number of buildable lots in the Agricultural Reserve while providing equity to landowners; and (2) preserve by easement as much usable farmland as possible.</p> <p>AAPWG recommends strict eligibility criteria for participation in the BLT program to ensure that a bona fide development lot is terminated and appropriate public benefit is derived.</p> <p>As a basis for compensation, AAPWG recommend a landowner prove that the lot can support a house with a viable septic system before participating in the BLT program. Regarding funding, AAPWG recommends public funding of the BLT program initially using proceeds from the Agricultural Transfer Tax with compensation set at a percentage of the fair market value of a buildable lot in the RDT zone. AAPWG recommends the County create a buildable TDR program to provide private funding via the purchase of TDRs by developers of non-residential property.</p>

Table 4: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Ad-Hoc Agriculture Policy Working Group (AAPWG)	
Building Lot Termination (BLT) Program (continued from previous table)	The Planning Board concurred with all of the Working Group's recommendations regarding the proposed Building Lot Termination (BLT) easement program, except for one. _Contrary to the Working Group's position, the Board recommends that sand mounds should not be used in determining the existence of a buildable lot. The objective of the master plan is to limit residential development in the Agricultural protection area of the Reserve to the natural holding capacity of the land. Thus, buildable lots are those that can be served by traditional deep trench septic systems rather than by any other sanitation systems, whether classified as alternative or conventional.
Education	AAPWG recommended the County invest in an education campaign to inform County residents of the importance and location of the Agricultural Reserve. Working jointly with the Montgomery Countryside Alliance and the Montgomery County Department of Economic Development, Agricultural Services, staff produced an Agricultural Reserve Resources Guide which is now located on the Department's web page.
Design Guidelines	<p>AAPWG recommended that Design Standards would guide the location of residential lots created in the RDT Zone to maintain farmable areas and minimize the impact of residences.</p> <p>Planning staff has researched Design Standards for agricultural areas used by jurisdictions across the U.S. and are currently drafting standards for consultation with the agricultural community.</p>
Agricultural Zone Notification	<p>AAPWG recommended the County Council enact legislation requiring that potential buyers of homes in agricultural zones be notified of laws that protect farmers from certain nuisance claims.</p> <p>Planning staff constructed a new web page feature that allows people to look up whether their property is in an agricultural zone, and met a County Council deadline of March 1, 2008. This tool was mandated by County Council bill12-07 which requires people to be notified that there may be noise and odors, etc. when they move into agricultural areas. Real estate agents requested a simple method of locating the information so that they could prepare the buyer notification.</p>

Boyds Master Plan

Approved and Adopted 1985

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Boyds Master Plan

VISION STATEMENT

Boyds is a rural community in the northern section of Montgomery County. The major issue which dominated the community for many years and the planning process of the 1985 Master Plan was whether or not a rock quarry operation should be permitted in Boyds. The Plan recommended a site and conditions for a quarry, but the issue is no longer germane as the site is now subject to agricultural preservation easements. Other major local issues addressed in the Plan included:

- 1) protection of the existing rural community;
- 2) impact of the development of the 500 acre Little Seneca Stream Valley;
- 3) provision of some additional housing and commercial growth;
- 4) improved road circulation; and
- 5) provision of a local public park.

The overall vision for Boyds is for it to continue, in accord with the General Plan, as a rural, residential community composed of single-family detached dwellings at varying densities with a small commercial center. Land use recommendations should be in harmony with the Germantown and Clarksburg Master Plans.

Policy Highlights

Since the adoption of the Plan, the following policy decisions have been implemented:

- Determining appropriate recreational uses for Black Hill Regional Park in the proximity of Boyds through the park master plan process.

Future Recommendations

Boyds was originally scheduled for a master plan update to begin in 2001. The County Council deferred the update primarily because the potential quarry operation was eliminated.

This community may provide the opportunity to consider the rural village overlay zone as opposed to using the R-200 residential zone in certain areas. When a master plan update is scheduled by the County Council these issues and other environmental concerns will need to be addressed.

Implementation Highlights

The Boyds Master Plan was approved and adopted in 1985.

In general the community character has remained constant with little impact from Seneca Lake. The Black Hills Regional Park Master Plan was approved in 2002. That Plan provides additional recreation opportunities for area residents through various hard surface and natural surface trail connections.

Few changes have occurred in the commercial area with the exception of some additional parking and a new shelter added to the MARC Rail stop.

Sewer and water constraints limit additional housing in the community. Development of an 11-acre local park near the town center has been included in the CIP as a candidate project for Facility Planning. The road intersection at the railroad bridge has yet to be improved. Master Plan recommendations implemented include:

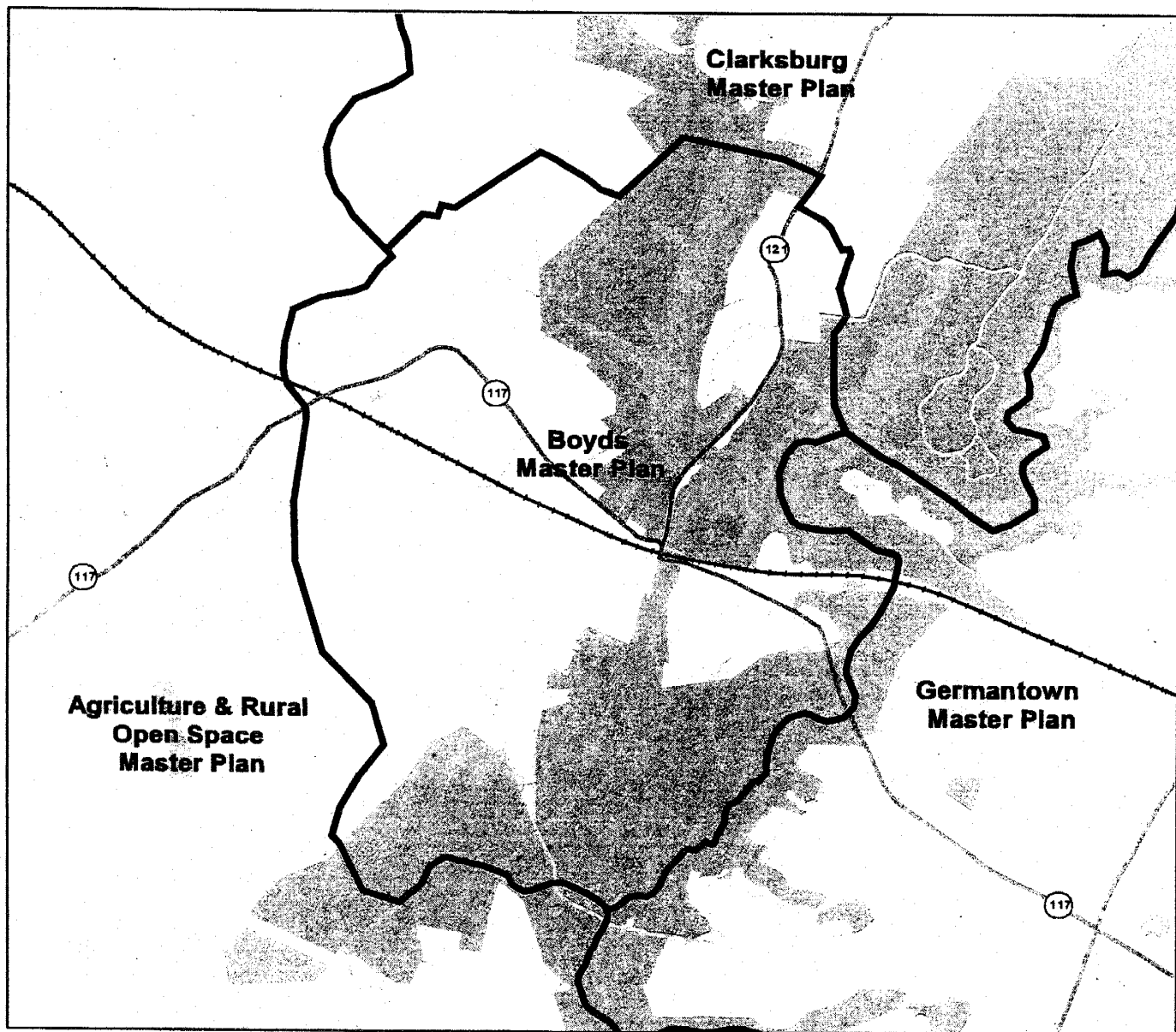
- Extend RE-2 Zone northeast of Barnesville Road to create a definable edge of the RE-2 Zone and a more logical zoning transition from Clarksburg to Boyds.
- Shift light industrial zoning from the center of Boyds to the northwest intersection of Bucklodge Road and the B&O Railroad track.
- Improvements to the MARC commuter rail station – build platform and shelter to encourage pedestrian use of the station.

At least two issues are important to residents of the Boyds community:

1. The potential use of the parcel of I-1 zoned property at Bucklodge Road and the railroad track. This tract was subdivided in 1998 and an interior road was constructed. Area residents fear that an inappropriate (but permitted) use in this zone will be placed on the property causing traffic, noise, pollution, and other problems in the surrounding rural area. To date, no building permit requests have been received for this site.
2. The headwaters of the Little Seneca Creek are in the Boyds planning area. Portions of this area contain habitats of rare, threatened, and endangered species in unusual communities as a result of the underlying geology.

These concerns have arisen since the last master plan was adopted, and environmental concerns will be a major focus of any future master plan update for this area.

Boyd's Master Plan Area



**Table 1: Status of Boyds Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Residential Land Use Recommendations		
Extend RE-2 zoning northeast of Barnesville Road, to create a definable edge of the RE-2 Zone and a more logical zoning transition from Clarksburg to Boyds.	✓	-
Industrial Land Use Recommendations		
18 acres of light industrial zoning (I-1) at the northwest intersection of Bucklodge Road and the CSX Railroad track.	✓	Potential use of this site is a source of community concern.
Approve a designated area for Mineral Resource Recovery subject to a range of conditions and the requirements of the MRR Zone.	✓	Potential for quarry has been eliminated through agricultural preservation easements.
Commercial Land Use Recommendations		
Locate future commercial expansion on north side of Barnesville Road across the street from existing commercial development to allow the commuter rail parking lot to be used jointly with the commercial center.	-	Never implemented, and no impetus for changes at this time.
Water and Sewer Policy		
If community sewer service is needed due to public health concerns, it should be limited to areas along White Ground Road and Hoyles Mill Road.	-	Service not yet required.
Provide community water service only with community sewer service unless County determines a need for a water system to safeguard public health.	-	Service not yet required.

**Table 2: Status of Boyds Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
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.	✓ Some items	✓ Some items	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.

Table 3: Status of Boyds Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
No specific projects recommended.	-	-	-

Table 4: Status of Boyds Master Plan TRANSPORTATION PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Roads			
Realign intersection at Barnesville, Clopper, and White Ground Roads to 90-degree intersection.	-	-	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.)	✓	-	-
Commercial Area Improvements			
Improve the MARC commuter station – build platform and shelter to encourage pedestrian use.	✓	-	-
Rehabilitate the existing pedestrian underpass.	-	-	Never initiated, and little support in the absence of a development project in the area.
Develop part of recommended commercial expansion site as a commuter parking lot and consolidate commercial and commuter parking.	-	-	Never implemented.
Coordinate public transit programs for the area with those for the Germantown area.	-	-	Never implemented.
Bicycle Access			
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.

Table 5: Status of Boyds Master Plan RECOMMENDATIONS IMPLEMENTED AFTER MASTER PLAN ADOPTION

Recommendations	Comments
None.	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
None.	-

SECTION E

GEORGIA AVENUE PLANNING AREA (TEAM 5)

MASTER PLAN STATUS REPORT

April 2008

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Olney Master Plan

VISION STATEMENT

All master plans and sector plans are guided by the County's General Plan and constitute amendments to the General Plan. The General Plan designates the northern portion of the Olney Master Plan area as the agricultural wedge and the southern half as a satellite community around the intersection of Georgia Avenue and Route 108.

The 2005 Olney Master Plan reinforces the General Plan's vision of conserving agricultural and open space by concentrating development in and around the Town Center. Northern Olney includes some of the County's richest farmland and the satellite town concept is an important tool in the preservation of the agricultural wedge.

The vision for the Olney Master Plan is summarized in the following four points:

- Reinforce the concept of Olney as a satellite community in the residential and agricultural wedge area.
 - Protect the Patuxent watershed including the drinking water reservoir; and agricultural and rural open space.
 - Protect the low-density character of the Southeast Quadrant.
 - Provide a wide choice of housing types and neighborhoods for people of all income levels and ages at appropriate densities and locations.
-

Policy Highlights

The implementation of the following policy recommendations of the Olney Master Plan is on-going through regulatory process.

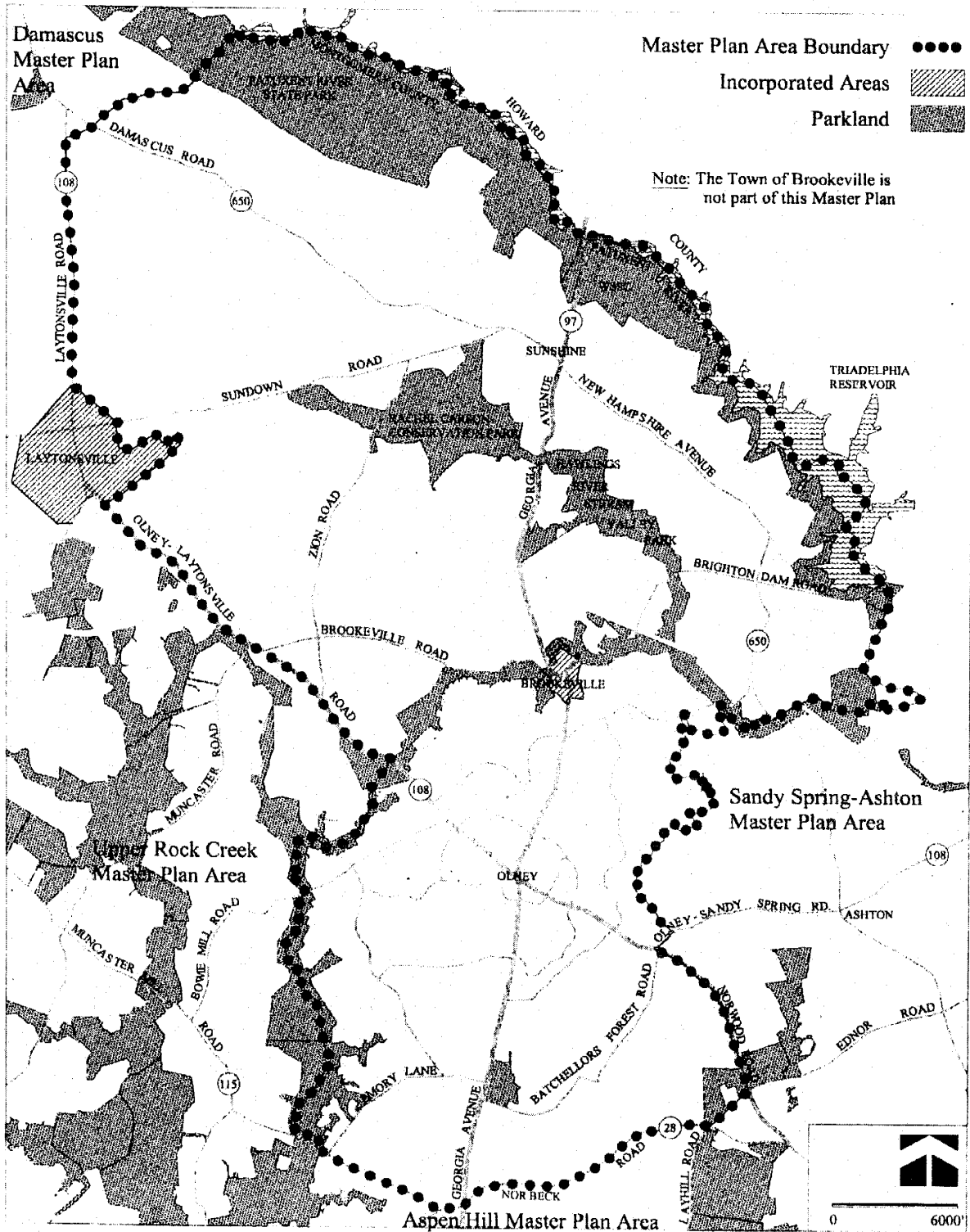
- Retain the current land use pattern of Olney as a satellite community in the rural and residential wedge of the County's overall Land Use Plan.
- Discourage expansion of commercial uses outside the Town Center. Do not expand the current commercial uses at Sunshine (Georgia/New Hampshire) and Norbeck (Georgia/Norbeck).
- Support a modest increase in local retail and commercial uses in the Town Center.
- Support Montgomery General Hospital as the major employer in Olney.
- Protect forested areas and wetlands, particularly the large interior forests on the Spurrier (Becker), Carmen, Mitchell, Nash, Central Union Mission and PEPCO properties. Consider Legacy Open Space funding and forest conservation banking for easement protection. Add the Carmen property and portions of the Spurrier, Mitchell, Central Union Mission and Nash properties to proposed parkland (see Implementation chapter for Legacy Open Space recommendations for these properties). If development is proposed on these properties, use appropriate regulatory and park dedication tools to protect the key resource areas.

- Protect forested areas and wetlands that contribute to the health of the drinking water supply through the development process and applicable conservation programs.
- Retain the former Oaks Landfill site in public ownership for potential recreation use in the future.
- Maintain the character and existing scale of development in the rural communities in northern Olney. Prohibit additional zoning for commercial uses, or expansion of commercially zoned areas in these communities.
- Preserve open space, streams, significant forests, and the low-density character of the Southeast Quadrant through cluster development, or community sewer where appropriate.
- Preserve forest in and around the stream valleys of the Batchellors Forest tributary of Northwest Branch on existing residential properties using forest conservation easements and land banking.
- Restore forested stream buffers and wetlands on properties as they redevelop.
- Integrate bikeways, walkways and park trails to enhance access to parks and other facilities for pedestrians and cyclists.

Implementation Highlights

The Olney Master Plan was approved and adopted in April 2005. Recommendations for rezoning of specific properties to the RNC Zone, and the Olney Town Center to a mixed use zone (MXTC) have been implemented through the comprehensive SMA following the approval of the Master Plan. Recommendations for floating zones, open spaces, bike paths or other amenities on specific properties will be implemented through redevelopment of individual properties. Implementation of infrastructure improvements will occur through either the redevelopment of large properties or the County and State CIP.

Olney Planning Area



**Table 1: Status of Olney Master Plan
PUBLIC FACILITIES PROJECTS**

Recommendations/Policy	Built/ Completed	Included In CIP	Comments
Parks			
Designate the 17.2-acre portion of the Casey property as rural open space under the RNC Zone and acquire it through dedication for a local park for active recreation purposes at the time of subdivision.	✓	-	-
Expand Olney Manor Recreational Park through acquisition of the Kimble property and all or part of the Graefe property.	-	-	-
Construct a skateboard park facility at Olney Manor Park.	✓	-	-
Acquire the open field site adjacent to Farquhar Middle School for a new local park.	-	-	Dedication completed. Park development to occur through Parks CIP.
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.	-	-	-
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.	-	-	-
Use a portion of the proposed parkland on the Mess property for a trail connection from Sandy Spring to Dellabrooke.	-	-	-

**Table 2: Status of Olney Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
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.
Link the existing equestrian trail systems on the former Oaks Landfill and the Percheron Trail.	-	-	-
Provide a natural surface trail along the Patuxent River. Opportunities for new trails in future developments in the area should be considered.	-	-	-
Connect Olney Manor Park and the proposed bike path in the ICC right-of-way through a hard surface trail or bike path.	-	-	-
Provide trail access from Olney Mill residences to the Olney Boys and Girls Club.	-	-	-

**Table 3: Status of Olney Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Water Quality			
Designate two areas within the Olney Master Plan as Special Protection Areas and an overlay zone with an 8% imperviousness cap: 1) the Upper Rock Creek Watershed within the Olney Master Plan boundaries north of Route 108 and west of Reddy Branch Stream Valley Park; and 2) the Norbeck Country Club property on Cashell Road.	✓	-	Completed as part of the master plan approval.

**Table 4: Status of Olney Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
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
Complete the unbuilt portion of Buehler Road north of King William Drive and reduce the pavement width for the 48-foot-wide section to a size generally consistent with a Primary Residential Street.	-	-	-
Connect Hillcrest Avenue with a realign Appomattox Avenue through the Village Mart Shopping Center property.	-	-	-
Extend North High Street to Morningwood Drive as a business district street with a 70-foot right-of-way.	-	-	-
Extend the primary residential roadway, Old Vic Boulevard Extended, designated as P-16 in this Plan, to terminate at Batchellors Forest Road opposite one of the Farquhar Middle School entrances.	-	-	Partially built, remaining will be done as part of the Casey property development currently underway.
Construct the Georgia Avenue Busway as a two-lane, bi-directional busway within the Georgia Avenue median between Norbeck Road and the vicinity of Spartan Road.	-	-	-

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

Initiative	Comments
Brookeville Bypass by SHA.	Facility planning completed.
Intercounty Connector (ICC) by SHA.	Phase I underway.

Upper Rock Creek Area Master Plan

Approved and Adopted April 2004

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Upper Rock Creek Area Master Plan

VISION STATEMENT

The Upper Rock Creek Area Master Plan has as a primary goal the protection of stream quality and other sensitive environmental resources by maintaining streams, forests and wetlands in their natural states. This goal builds on the open space heritage of the Upper Rock Creek watershed. Of equal importance is the preservation of residential character. The generally low-density nature of the watershed is in keeping with the wedges and corridors concept outlined in the General Plan. Low residential densities contribute to stream quality by limiting imperviousness.

Policy Highlights

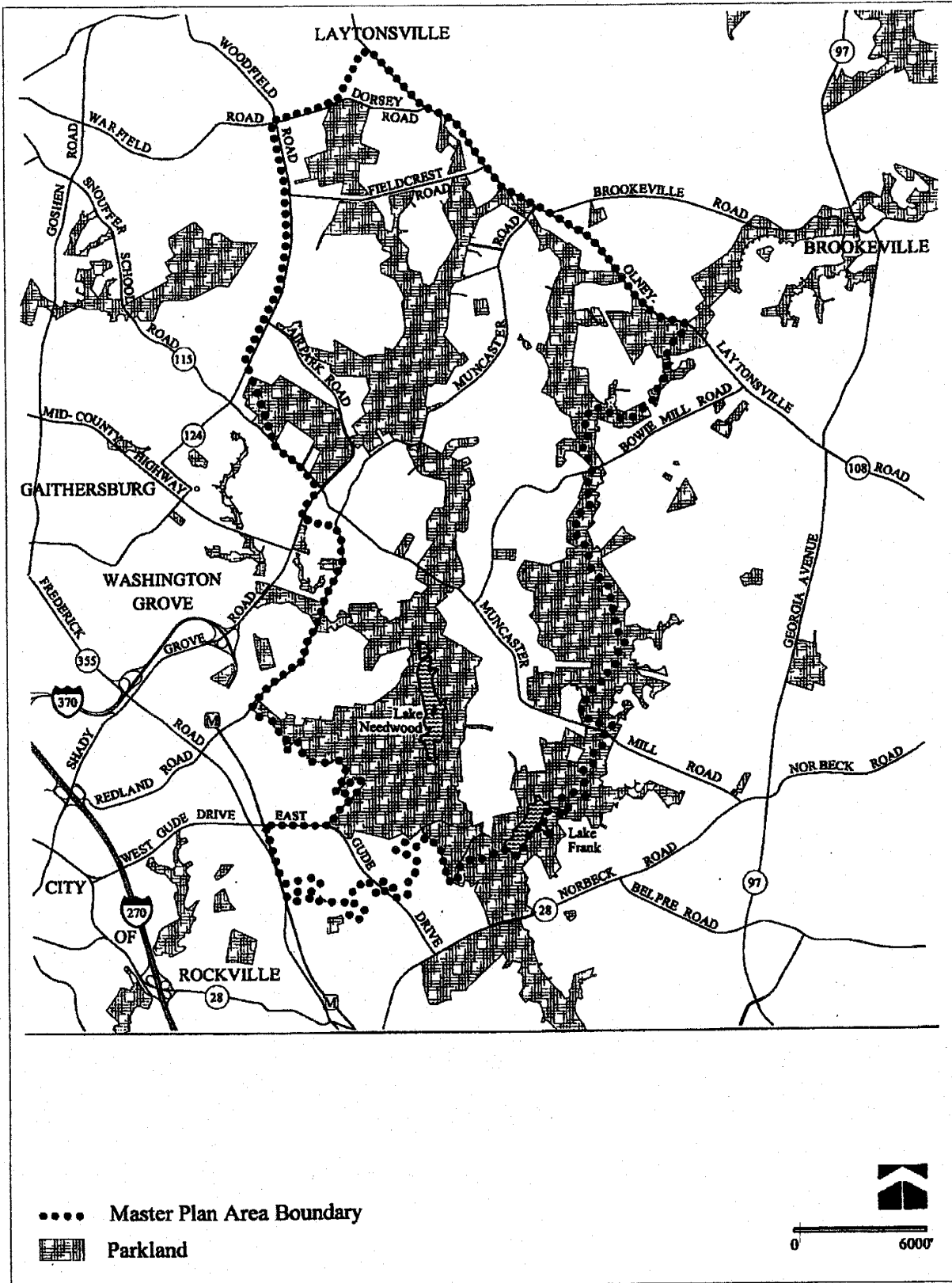
To achieve these goals, the Plan:

- Directs development away from stream valleys, forests and sensitive areas;
- Establishes low density zones to insure the preservation of open space;
- Encourages new development that is consistent with the character of neighboring communities and maintains lowest densities nearest stream valleys;
- Encourages integration of new and existing communities to maintain residential character;
- Recommends protection of significant views and open spaces that contribute to community character;
- Maintains existing commercial and industrial districts; and
- Recommends development of a bikeway and trail network that enhances access to community facilities and commercial areas as well as connecting to regional bicycle and trail systems.

Implementation Highlights

The Upper Rock Creek Area Master Plan focused its land use recommendations on four large undeveloped properties in the watershed. Development of two of these properties began soon after approval of the plan and is ongoing. The Plan will continue to guide this development.

Upper Rock Creek Planning Area



**Table 1: Status of Upper Rock Creek Area Master Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
Maintain the open space system in the watershed to enhance stream quality and preserve sensitive resources.	-	Plan recommends cluster development for several undeveloped properties and uses zone designed to increase amount of land available for open space.
Maintain high stream quality and manage impacts of human activity on natural resources.	-	Plan recommends preservation of forest, wetlands and other natural resources through acquisition or easements and recommends creation of Special Protection Area with environmental overlay zone for much of planning area.
Keep the watershed as a low-density housing resource compatible with existing community.	-	Plan recommends low density zone that allows density to be set in Master Plan and that enables Plan to provide design guidelines aimed at achieving policy.
Continue to allow commercial and industrial land uses at their existing scales and intensities and provide appropriate transitions from non-residential to residential uses.	-	Plan confirms existing commercial and industrial zones and improves transition from Redland commercial area to adjacent residential areas.
Enhance the ability of local residents to reach community facilities and important destinations safely on bicycle or on foot.	-	Plan recommends additional trails and shared use paths.

**Table 2: Status of Upper Rock Creek Area Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Upper Rock Creek Local Park	-	-	Land in public ownership.
Winters Run Local Park	-	-	Proposed for development of playground and soccer/lacrosse field.
Bowie Mill Local Park	✓	-	Additional land dedicated during subdivision process.
Muncaster Recreational Park	-	-	-
Laytonia Recreational Park	-	✓	Facility planning underway; new animal shelter to be located at park.
Rock Creek Regional Park	-	✓	Improvements to Lake Needwood dam and Needwood Golf Course.
Agricultural History Farm Park	-	✓	Candidate for facility planning funds
Pope Farm Nursery	-	✓	Upgrading of water and sewer lines.
Trail Corridors			
Rock Creek Regional Park	-	✓	Candidate for facility planning funds: Lake Needwood to Agricultural History Farm Park (natural surface trail).
Schools			
Redland Middle School	-	✓	Modification of open plan classrooms

**Table 3: Status of Upper Rock Creek Area Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Sewerage			
Wastewater pump stations on Casey property.	-	-	Facilities to be funded by developer as part of construction.

**Table 4: Status of Upper Rock Creek Area Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Transportation			
Muncaster Road.	–	✓	Roadway improvements between Hollingsworth Lane and the Agricultural History Farm Park, including widening, realignment and replacement of the bridge over Rock Creek.
Redland Road.	–	✓	Reconstruction of Redland Road between Crabbs Branch Way and Baederwood Lane, including widening, turning lanes, storm drain modifications and an 8-foot shared use path.
ICC shared use bikepath.	–	–	Shared use path in right-of-way remains preferred alignment; some realignment may occur to avoid environmentally sensitive areas.
MidCounty Highway shared use bikepath.	–	–	Alignment may be adjusted as a result of ICC realignment to use MidCounty Highway right-of-way.
East Gude Drive shared use bikepath.	–	–	No action.

**Table 5: Status of Other Upper Rock Creek Area Master Plan
RECOMMENDATIONS IMPLEMENTED AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	–

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
Intercounty Connector.	Ongoing.

Capitol View and Vicinity Sector Plan

Approved and Adopted 1982

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Capitol View and Vicinity Master Plan

VISION STATEMENT

The 1982 Capitol View and Vicinity Sector Plan contains five generalized planning goals: (1) to preserve and protect the predominantly single-family residential nature of the community; (2) to preserve its historic nature; (3) to assure a high degree of public safety for residents and other users of the community; (4) to assure that future development is sensitive to the natural environment; and (5) to assure that current and future residents are protected from inappropriate development pressures and from intrusions of traffic, noise and flooding.

Policy Highlights

- Preserve and protect Capitol View's predominantly single-family character by retaining the R-60 Zone for the sector plan area.
- Preserve and protect sensitive areas and open space by use of the cluster option for new residential development and by designation of conservation easements.

Implementation Highlights

Capitol View's residential character remains essentially unchanged. The 1996 Forest Glen Sector Plan, which includes a portion of the special study area evaluated by the Capitol View and Vicinity Sector Plan, confirmed both existing residential and commercial zoning.

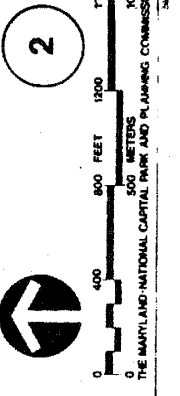
Capitol View Avenue, however, has not yet been realigned, although some right-of-way has been acquired. The Plan recommended a realignment that was the result of cooperative effort between planners and residents and could be achieved with the taking of only three houses. The need for the realignment remains and should, following public consultation, be implemented.

These Sector Plan recommendations have been implemented.

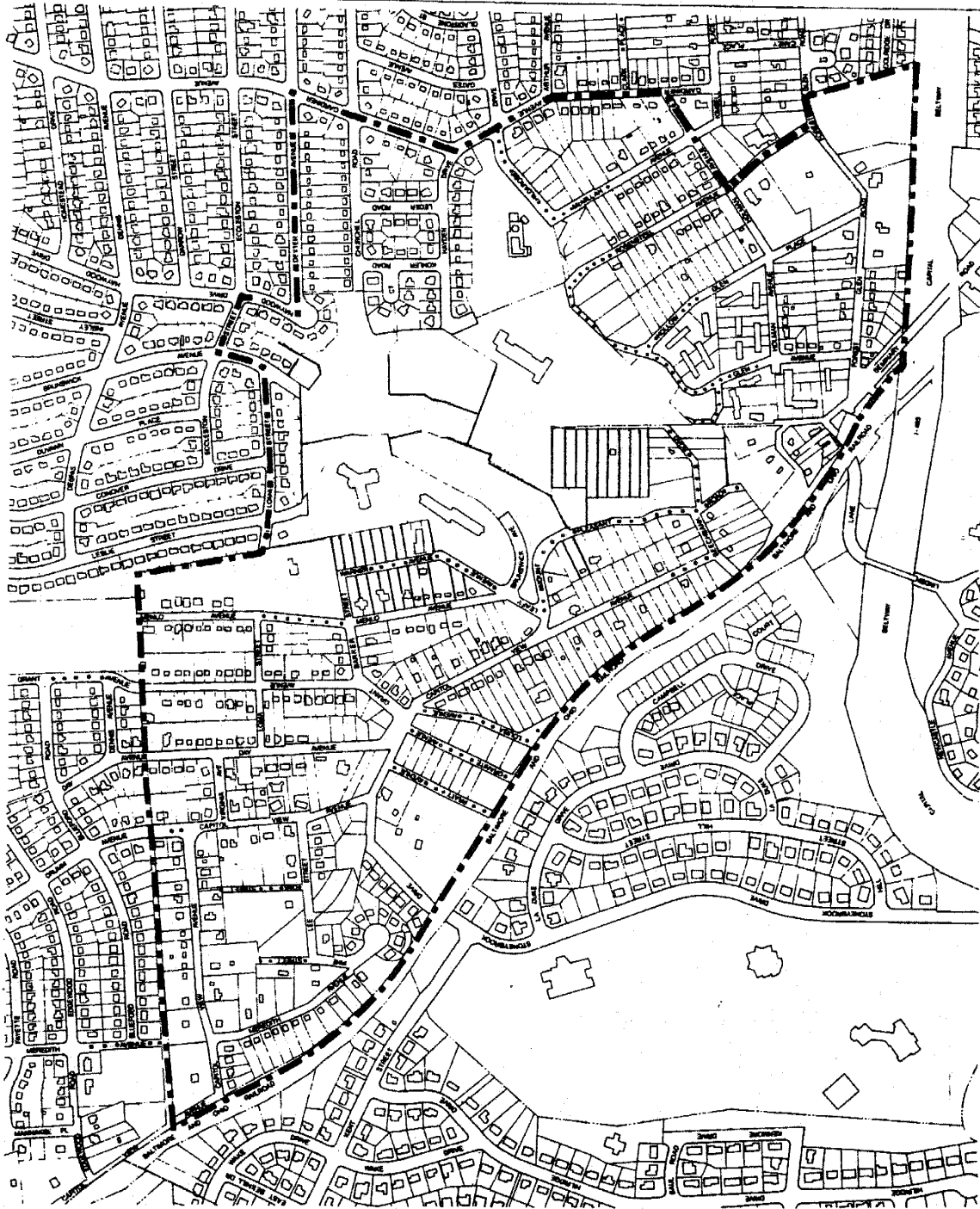
- Creation of an environmentally sensitive cluster subdivision on an eight-acre property that also addresses noise and traffic safety issues in the Capitol View Avenue-Stoneybrook Drive vicinity.
- Establishment of an historic district for the Capital View community.

**SECTOR PLAN
AREA**

**--- SECTOR PLAN
BOUNDARY**



2



Capitol View Special Study Area

KENSINGTON - WHEATON PLANNING AREA

**Table 1: Status of Capitol View and Vicinity Sector Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
Preserve and protect Capitol View's predominantly single-family character	-	A Sectional Map Amendment following the Plan's adoption confirmed the R-60 Zone for the entire sector plan area, with the exception of two areas designated for multi-family uses and a small commercial area.
Preserve the historic nature of the Capitol View community.	-	The Capitol View Historic District was added to the Master Plan for Historic Preservation in 1982.
Assure that future development is sensitive to the physical environment.	-	The Plan recommends the R-60 cluster option for two properties to encourage environmentally sensitive development. One property subsequently developed using the cluster option; the other remains redevelopable.
Preserve and protect sensitive areas and open space through creation of private conservation areas for two tributaries to Rock Creek when development occurs.	-	Some land in this area is publicly owned; conservation easements have been provided on others. Some property has yet to redevelop; conservation areas can be sought as part of the development process.
Assure safe and orderly traffic circulation for local and through traffic.	-	The Plan recommends short- and long-term improvements for Capitol View Avenue. Some short-term improvements, such as warning signs and sight distance enhancements, have been completed. The long-term solution, realignment of the road, has seen no action other than preservation of some right-of-way.

**Table 2: Status of Capitol View and Vicinity Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Brunswick Avenue/McKinney Hills Park Bridge and Pedestrian-Bicycle Path	✓	-	-

**Table 3: Status of Capitol View and Vicinity Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
The Capitol View Sector Plan contains no environmental projects.	-	-	-

**Table 4: Status of Capitol View and Vicinity Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Realign and widen Capitol View Avenue	-	-	Ongoing. Properties in the proposed right-of-way are acquired if they are for sale.
Special SHA project for short-term improvements to Capitol View Avenue	✓	-	Some portions of this project, such as improvements to the Stoneybrook Drive intersection, remain incomplete.

**Table 5: Status of Other Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
No recommendations have been made subsequent to adoption of the Sector Plan	-

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Recommendations	Comments
No state, county, municipal or federal initiatives or other reports are ongoing.	-

Kensington-Wheaton Master Plan

Approved and Adopted 1989

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Kensington-Wheaton Master Plan

VISION STATEMENT

The Kensington-Wheaton Master Plan emphasizes the preservation of residential communities in the planning area and the importance of protecting those communities from the impacts of non-residential activities. As part of its aim of preserving residential character, the Plan strives to lessen the impact of non-residential uses on major highway corridors that are predominantly residential by establishing “green corridor” guidelines for those highways. The Plan also has the goal of creating a transit system that provides a mix of transit services that can serve as an alternative to the automobile, and the maintenance of the existing system of community facilities.

The Plan excludes five areas—Capitol View, Forest Glen, Glenmont, the Town of Kensington and the Wheaton Central Business District—that have separate sector plans to guide development. It recognizes, however, that land uses in the sector plan areas and those in the remaining Kensington-Wheaton communities are linked and that the sector plan areas contribute significantly to the area’s overall character.

Policy Highlights

- Protecting and stabilizing existing land uses and maintain low-and medium-density residential character by recommending confirmation of existing zones for underdeveloped and redevelopable land in the planning area and by making recommendations for specified critical parcels that reflect this policy.
- Preserving the identity of residential areas along major highways and softening the impact of those highways adjacent homes by confirming existing residential zones on properties that abut major highways, and by establishing guidelines for “green corridors” along major highways.
- Proposing a transit system that provides rapid, intermediate and feeder services to the planning area by indicating improvements that would provide an effective transit system in the planning area. Some, such as the Glenmont Metro station, have been completed. Others, like the Georgetown Branch trolley, remain in the planning stages.

Implementation Highlights

The Kensington-Wheaton Master Plan focuses in large measure on the “infill” development potential of remaining vacant or redevelopable properties in the planning area. Development of these properties began soon after adoption of the plan and is ongoing. The Plan will continue to guide this development.

These recommendations of the Master Plan have been implemented:

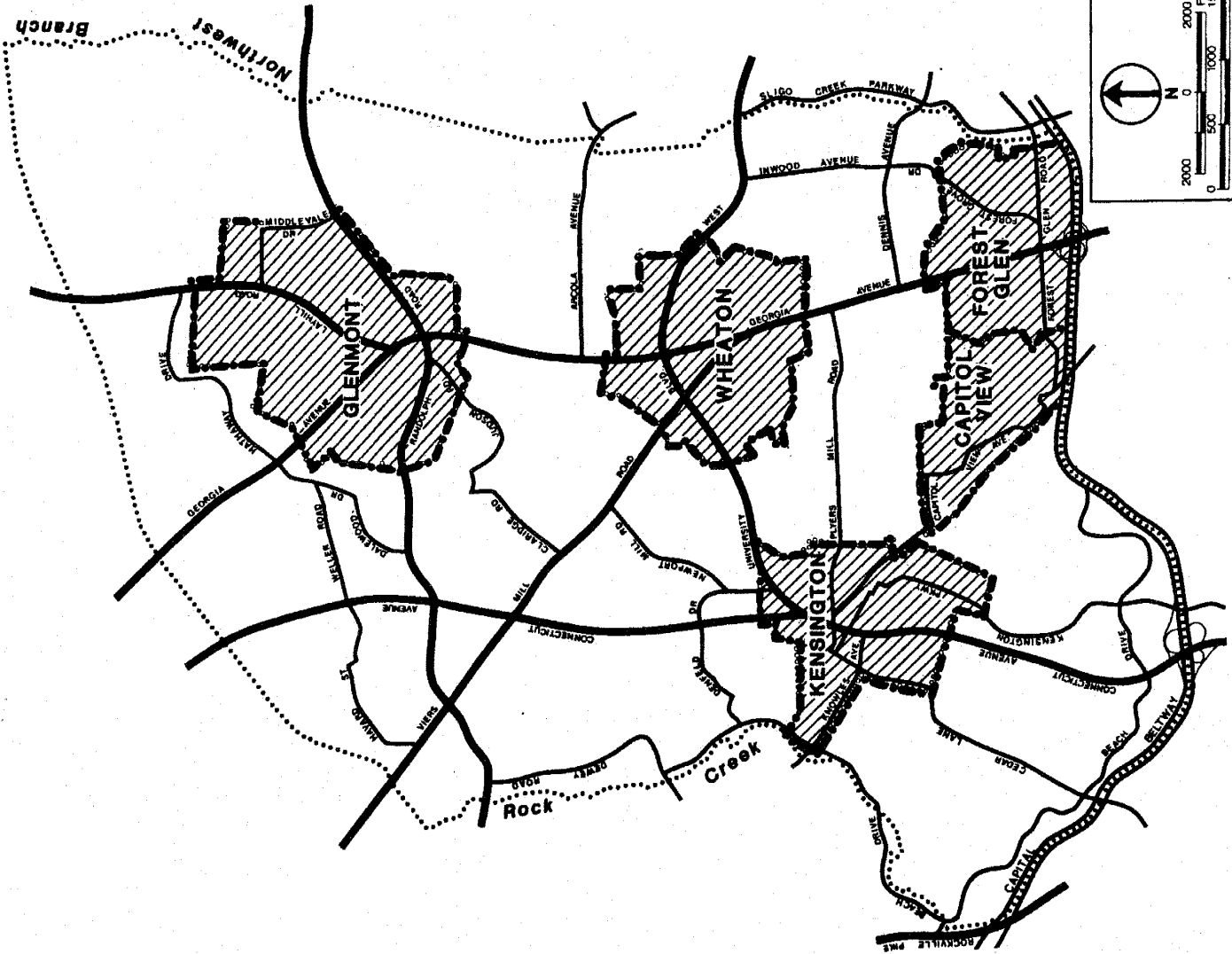
- Revitalization of the shopping district at Veirs Mill and Randolph roads through the efforts of a public-private partnership organized by the then-Department of Housing and Community Development.
- Reuse of Kensington Junior High School for housing and parkland.
- Acquisition of Rockville Facility right-of-way for parkland.
- Development of an approximately seven-acre property at Georgia Avenue and Shorefield Road with Transferable Development Rights by the Housing Opportunities Commission.



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

Sector Plan Areas

- PLANNING AREA BOUNDARY
- SECTOR PLAN BOUNDARY



**Table 1: Status of Kensington-Wheaton Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Protect and stabilize existing land uses and maintain low-and medium-density residential character.	ongoing	-
Preserve the identity of residential areas along major highways and soften the impact of those highways on adjacent homes.	ongoing	-
Revitalize the commercial center at Veirs Mill and Randolph roads.	✓	-
Establish a balance between the planned transportation system and planned development.	ongoing	-
Establish a transit system that provides rapid, intermediate and feeder services to the planning area.	ongoing	-
Provide a sidewalk and trail network that serves transportation and recreation needs.	ongoing	-
Maintain the park system of natural areas, open spaces and recreation facilities.	ongoing	-
Support continued provision of high quality public school facilities and promote compatibility with adjacent neighborhoods when school sites are reused.	ongoing	-
Protect water quality in stream systems and prevent erosion/flood damage.	ongoing	-

**Table 2: Status of Kensington-Wheaton Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Wheaton Veteran's Park	✓	-	-
General Getty Neighborhood Park	✓	-	-
Glen Haven Neighborhood Park	✓	-	-
Glenfield Local Park	✓	-	-
Capitol View Local Park Rehabilitation	✓	-	-
Randolph Hills Local Park Rehabilitation	✓	-	-
Wheaton Community Center	✓	-	-
Dewey Local Park	✓	-	-
Newport Mill/Pleasant View Local Park Renovation	✓	-	-
Kensington Junior High School Local Park	✓	-	Renamed Rock Creek Hills Local Park.
Winding Creek Local Park	-	✓	Subject to MOU between WSSC and MNCPPC.
Wheaton Regional Park	ongoing	-	-
Schools			
Einstein High School Second Gym	✓	-	-
Lee Intermediate Addition	✓	-	-
Veirs Mill Elementary Modernization	✓	-	-
Highland Elementary Modernization	✓	-	-
Sligo Middle School Modernization	✓	-	-
Kensington-Parkwood Elementary School Modernization	✓	-	-
Belt Junior High School reopening	✓	-	-
Arcola Elementary School reopening	✓	-	-
Connecticut Park Elementary School reopening	✓	-	-
Libraries			
Kensington Park Library Renovation	✓	-	-
Housing and Community Development			
Pleasant View Elementary School Conversion	✓	-	-
Colonial Veirs Mill Shopping Center	✓	-	-

Table 3: Status of Kensington-Wheaton Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included in CIP	Comments
Water and Sewer			
Georgia Avenue Main Replacement	✓	-	-
Rock Creek Storage Facilities	✓	-	-
High Zone Water Main, part 2	✓	-	-
Stormwater Management			
Ken-Gar Stormwater Management Facility Retrofit	-	✓	-
Matthew Henson Stormwater Management Facility Retrofit	-	✓	-

Table 4: Status of Kensington-Wheaton Master Plan TRANSPORTATION PROJECTS

Name of Project	Built/ Completed	Included in CIP	Comments
Capital Beltway widening (MD 97 to I-270)	✓	-	-
Veirs Mill Road resurfacing	✓	-	-
Dewey Road widening (Dahill Road to Garrett Park Road)	✓	-	-
Randolph Road bridge over Rock Creek	✓	-	-
Dennis Avenue Bridge #156	✓	-	-
Stoneybrook Drive Bridge #76	✓	-	-
On-road bikeways: Beach Drive	✓	-	-
Matthew Henson Trail	ongoing	✓	-
Veirs Mill Road widening	-	-	No action to date.
Connecticut Avenue/Veirs Mill Road interchange	-	-	No action to date.

Table 5: Status of Other Master Plan RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION

Recommendations	Comments
None	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
"Green Corridors" policy	Ongoing

Wheaton Central Business District and Vicinity Sector Plan

Approved and Adopted 1990

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Wheaton Central Business District Sector Plan

VISION STATEMENT

The Plan envisions Wheaton as one of the County's economic centers with a wide diversity of activities including shopping and employment opportunities. Wheaton Marketplace is the heart of Wheaton and defines its character with a number of ethnic shops and restaurants. The Sector Plan reinforces this unique character by implementing a Retail Overlay Zone for the core of Wheaton.

The Plan also envisions the Metro station in Wheaton as the focus of a transportation network which will support the economic activity and the surrounding residential community through a network of attractive, safe and convenient routes which tie together the CBD and the adjacent neighborhoods.

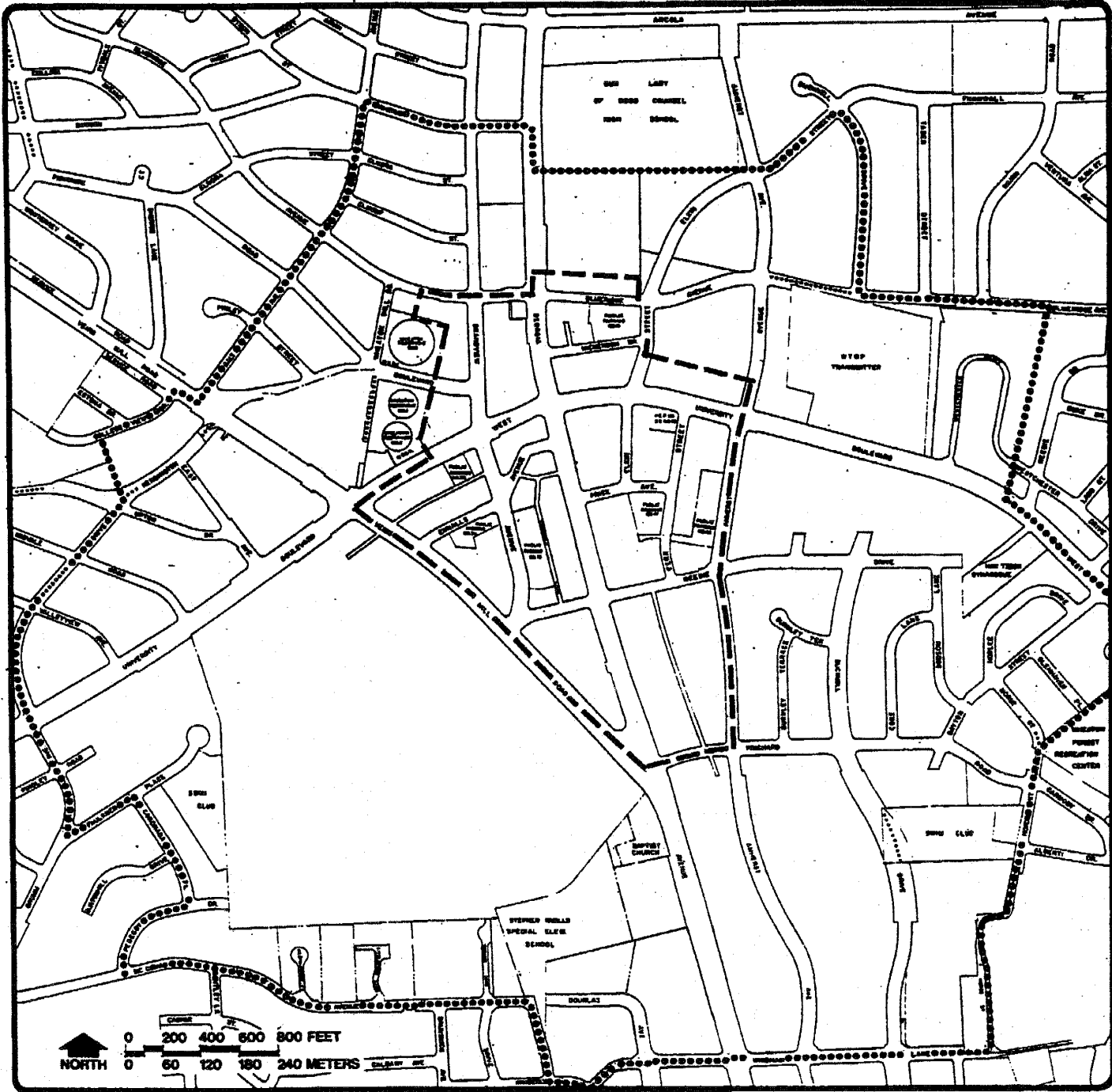
In addition, all new developments would be compatible with the existing buildings. New development around the Metro station would reinforce the Marketplace in terms of scale and character. All new developments are intended to increase retail activity in the Marketplace and create a walkable, pleasant street life in the center. Office and residential buildings are to sit among plazas and streets lined with trees. Tree-lined walks reinforce a network of clean, green spaces. And, a wide choice of housing types and prices would be available for a diversity of lifestyles and incomes.

Policy Highlights

- The following policy recommendations have either been implemented or are ongoing:
- Reinforce the "marketplace" by preserving the existing scale of development and retaining the mix of goods and services.
- Provide a range of housing opportunities to expand the age and family size mix in Wheaton, which will further support the existing retail, entertainment and recreation.
- Retain low-density residential character along Amherst Avenue.
- Develop large vacant tracts of land on the fringes of the business areas with low and moderate density residential uses.
- Balance development potential and traffic carrying capacity.
- Channel through traffic into the main arterials through the Central Business District. Feeder and circulation bus service should serve low-density residential neighborhoods and link to Metro.

Implementation Highlights

The Department of Housing and Community Affairs (DHCA) has implemented street improvements including streetscape, undergrounding of utilities on some blocks.



SECTOR PLAN AREA

--- Central Business District Boundary

..... Sector Plan Boundary

WHEATON



SEPT. 1990

2



**Table 1: Status of Wheaton CBD Sector Plan
POLICY RECOMMENDATIONS**

Recommendations/Policy	Completed	Comments
Retain low-density residential character along Amherst Avenue.	ongoing	-
Reinforce the "marketplace" by preserving the scale of development and mix of goods and services.	ongoing	-
Provide a range of housing types.	ongoing	-
Upgrade the physical environment of the business areas.	ongoing	-
Improve pedestrian access and avoid massive paved areas.	ongoing	-

**Table 2: Status of Wheaton CBD Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Develop an attractive open space in the "Metro Center" parcel.	-	-	Implementation of this recommendation needs redevelopment of this parcel.
A new open space in the Wheaton Triangle area.	-	-	Implementation of this recommendation needs redevelopment of this area.
DHCA continue its streetscape improvements.	✓	-	Ongoing.

**Table 3: Status of Wheaton CBD Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
None.	-	-	-

**Table 4: Status of Wheaton CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Extend Windham Lane to Douglas Avenue.	-	-	Status of all transportation-related improvements recommended in the Sector Plan to be determined.
Extend McComas Avenue from St. Margaret Way to Douglas Avenue.	-	-	No action to date.
Reconstruct Windham Lane/Douglas Avenue intersection so that east leg of Windham Lane connects only to the north leg of Douglas Avenue.	-	-	No action to date.
Windham Lane should have a four-lane intersection with Georgia Avenue; add a left turn lane to northbound Georgia Avenue.	-	-	No action to date.
Realign Grandview Avenue so that it intersects Reddie Drive at right angles. Reddie Drive should have three eastbound lanes and two westbound lanes to the east of Grandview Avenue.	-	-	No action to date.
University/Veirs Mill intersection: A right-turn lane should be added to northbound Veirs Mill Road, and a right-turn lane should be added to eastbound University Boulevard. The westbound right-turn lane should be signed and striped as right-turn lane only.	-	-	No action to date.
Windham Lane between Bucknell Drive and Horde Street should be widened to 36 feet with curb, gutter and sidewalk.	-	-	No action to date.
Kensington Boulevard between Veirs Mill Road and Wheaton Hills Road, should be widened to 36 feet with curb, gutter, and sidewalk, in conjunction with development of the properties along the south side of the street. This widening should occur entirely on the south side.	-	-	No action to date.
Blueridge Avenue between Amherst Avenue and Bucknell Drive should be constructed to provide a secondary access for residential development on the WTOP site.	-	-	No action to date.

**Table 4: Status of Wheaton CBD Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Blueridge Avenue should be completed between Nairn Road and the existing section of Blueridge Avenue 400 feet to the east.	-	-	-

**Table 5: Status of Other Wheaton CBD Sector Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	-

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
None.	-

Aspen Hill Master Plan

Approved and Adopted 1994

MASTER PLAN STATUS REPORT

April 2008

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Aspen Hill Master Plan

VISION STATEMENT

The Aspen Hill Master Plan reinforces the primarily suburban and residential character of the area by retaining existing residential zoning with few changes. Building and strengthening the sense of community within the Aspen Hill Planning Area is one of the Plan's primary goals. The Plan creates opportunities for increased community interaction and connections and recommends recreational, environmental and transportation improvements that sustain and improve the overall quality of life.

Policy Highlights

The Plan reaffirms the overall concept of the 1970 Aspen Hill Plan with few exceptions. Its underlying policy encourages the protection, enhancement and continuation of current land use patterns, protecting the integrity of the existing neighborhoods and increasing housing resources in a sensitive manner.

Transportation policy focused on ensuring a circulation system that minimized the impact of traffic growth on residential communities, providing travel choices and sufficient capacity to support the land use recommendations.

Environmentally, the Plan proposed continued protection of the natural resources that contribute to the quality of life in Aspen Hill.

Implementation Highlights

Since the 1994 County Council approval of the Aspen Hill Master Plan, many of the public facilities proposed in the Plan, such as trails, bikeways, parks and schools, have gone into the next stage of planning. The Countywide Master Plan of Bikeways and Trails, for example, further refined a system of trails throughout the planning area.

The Georgia Avenue Busway Study developed several alternative roadway designs for the corridor, including transit, bicycle, pedestrian and landscape improvements. Landscape, pedestrian and circulation improvements have been made to several local shopping centers by the private sector based on recommendations in the Plan.

Development of the Matthew Henson Greenway Phase I is underway.

Aspen Hill Planning Area



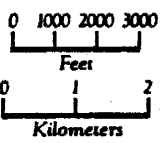
 THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION



..... Planning Area Boundary

———— Primary Roads

———— Secondary Roads



ASPEN HILL MASTER PLAN

**Table 1: Status of Aspen Hill Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Promote a sense of community in Aspen Hill by increasing connections between neighborhoods and opportunities for interaction.	ongoing	—
Protect and enhance the existing neighborhoods.	ongoing	—
Discourage the development of a regional shopping center in Aspen Hill.	ongoing	—
Minimize the impact of traffic growth on residential communities.	ongoing	—
Protect and enhance current land use patterns, reinforcing the primarily suburban and residential character of the area.	ongoing	—

**Table 2: Status of Aspen Hill Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Develop Aquarius Local Park.	—	—	—
Develop Harmony Hills Neighborhood Park.	Deferred	—	Community did not want it developed when funds were available.
Develop Strathmore Local Park.	—	—	—
Develop Northwest Branch Park.	—	—	—
Provide park historic markers for the original Veirs Mill site and the Norbeck Colored School.	—	—	Veirs Mill marker to be installed in 2001. Norbeck Colored School removed from Historic Atlas.
Provide 8,000 square foot expansion of Bauer Drive Recreation Center.	—	—	—
Provide 24,000 square foot recreation center east of Georgia Avenue.	—	—	Mid-county Community Recreation Center in site selection.
Water and Sewer Facilities			
Repair sewer main along Turkey Branch.	—	—	—
Wheaton Water Pumping and Storage.	✓	—	—
Rock Creek Pumpover Facilities Plan.	✓	—	—
Wheaton High Zone Water Main.	✓	—	—

Table 3: Status of Aspen Hill Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included in CIP	Comments
No environmental projects recommended.	N/A	N/A	N/A

Table 4: Status of Aspen Hill Master Plan TRANSPORTATION PROJECTS

Name of Project	Built/ Completed	Included in CIP	Comments
Roadways			
Reconstruct Aspen Hill Road between Connecticut and Georgia Avenue.	-	-	No action to date
Reconstruct Norbeck Road between Georgia Avenue and Layhill Road.	-	-	No action to date
Reconstruct Layhill Road as 4-lane divided highway between Norbeck Road and south of ICC.	-	-	No action to date
Widen Veirs Mill Road to six lanes through Aspen Hill.	-	-	No action to date
Extend Montrose Parkway to Veirs Mill Road.	-	-	Facility planning underway
Intersection Improvements			
Norbeck Road and Bauer Drive.	-	-	Congestion Relief Study (CRS) category 2
Connecticut Avenue/Aspen Hill Road.	-	-	No action to date
Norbeck Road/Bel Pre Road/Emory Lane.	-	-	No action to date
Veirs Mill Road/Parkland Drive.	-	-	No action to date

**Table 4: Status of Aspen Hill Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Trails and Bikeways			
Connect Northwest Branch Stream Valley Park to Rock Creek.	-	-	Proposed in Countywide Bikeways and Trails - no implementation yet.
System of park trails including Northwest Branch and Rockville Facility right-of-way.	Ongoing	-	-
Hiker/biker access to Lake Frank and Meadowside Nature Center.	-	-	No action to date.
Network of bikeways to the Glenmont Metro.	Ongoing	-	-
Class I bikeway south side Muncaster Mill Road, Norbeck to North Branch Stream Valley Park.	-	-	No action to date.
Bikeway on Georgia Avenue from Norbeck Road to Glenmont Metro.	-	-	No action to date.
Bikeway on Norbeck Road between Georgia Avenue and Layhill Road.	-	-	No action to date.

**Table 5: Status of Other Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
Muncaster Road and Muncaster Mill Road Highway Classification and Alignment.	The Amendment adopted in November 1995 changed the road classifications and added a Class I bikeway on Muncaster Mill Road.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
No initiatives occurring.	-

Forest Glen Sector Plan

Approved and Adopted 1996

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Forest Glen Sector Plan

VISION STATEMENT

The Forest Glen Sector Plan preserves and strengthens the existing residential communities around the Forest Glen Metro Station. It focuses future development or redevelopment on properties adjacent to the station and attempts to improve the sense of community by providing enhanced and recognizable public open spaces. It envisions Georgia Avenue as a landscaped boulevard and balances the public benefit of Holy Cross Hospital's location with the need to preserve community character by establishing limits for future hospital expansion. The Plan also encourages alternative means of transportation by enhancing access between residential neighborhoods and community facilities, including Metro and the Montgomery Hills commercial center.

Policy Highlights

- Limiting future development at Holy Cross Hospital to the existing campus and confirms zoning in residential communities as a way to preserve and strengthen Forest Glen's residential communities.
- Recommending that Georgia Avenue become a landscaped boulevard to enhance community identity by providing public open spaces and pedestrian-friendly streets.
- Focusing new development near Metro by identifying adjacent properties as suitable for planned developments at appropriate densities.
- Connecting pedestrian and bicycle routes from Forest Glen's neighborhoods with shopping, recreation, community facilities and with Metro.
- Recommending intersection improvements on Georgia Avenue that will provide safe and efficient traffic circulation for local and regional traffic.

Implementation Highlights

These Sector Plan recommendations have been implemented:

- General Getty Neighborhood Park has been completed and includes playgrounds, a plaza, gazebo, and sitting areas;
- Montgomery County has constructed a pedestrian bridge connecting Forest Glen's neighborhoods with the Montgomery Hills shopping district;
- The Freeman property, recommended for single-family attached housing at 12.5 units to the acre, has developed adjacent to Metro and is called Forest Glen Station.

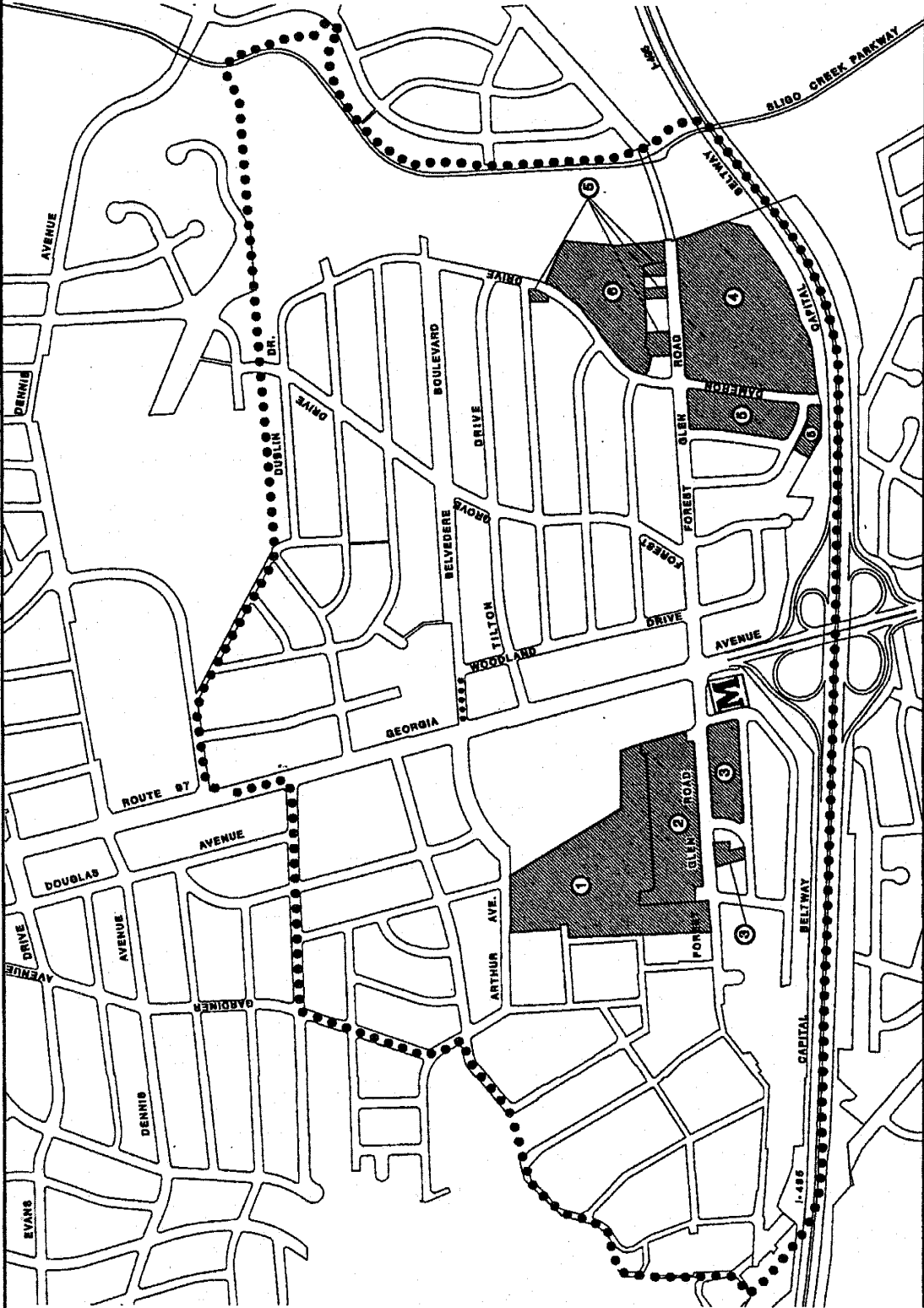
Forest Glen Planning Area

M-NCPPC

Figure 5

FOREST GLEN SECTOR PLAN: Land Use & Zoning

Land Use Issues



- PLANNING AREA BOUNDARY
- ||||| DEDICATED RIGHT-OF-WAY BUT NO STREET
- ① FREEMAN PROPERTY
- ② WMATA PROPERTY
- ③ AUXIER PROPERTY
- ④ HOLY CROSS HOSPITAL
- ⑤ RESIDENTIALLY-USED PROPERTY OWNED BY HOLY CROSS HOSPITAL
- ⑥ FORMER FOREST GROVE ELEMENTARY SCHOOL BUILDING AND SITE

**Table 1: Status of Forest Glen Sector Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Preserve and strengthen Forest Glen's residential communities	–	The Plan limits future development at Holy Cross Hospital to the existing campus and confirms zoning in residential communities; it offers guidelines to insure that non-residential special exception uses are in harmony with residential communities. The Plan will guide development projects undertaken by the hospital.
Enhance community identity by providing public open spaces and pedestrian-friendly streets	–	Improvements to Georgia Avenue are of particular importance to meeting this policy goal. The reconfiguration of the I-495/Georgia Avenue interchange is complete, as is the pedestrian bridge connecting Forest Glen and Montgomery Hills. Studies for remaining improvements to Georgia Avenue should begin as soon as possible.
Focus new development near Metro	–	The plan identifies property near the Metrorail station as suitable for planned development at 18 units to the acre and provides guidelines that can be used as development projects are submitted. The Freeman property has developed as recommended.
Provide safe and efficient traffic circulation for local and regional traffic	–	The Plan makes recommendations for intersection improvements on Georgia Avenue at major cross streets that will enhance circulation between neighborhoods and provide access to those neighborhoods. Studies for remaining improvements to Georgia Avenue should begin as soon as possible. The Plan also identifies local streets used by regional traffic for DPWT traffic calming studies. The studies themselves are initiated by neighborhood organizations.
Encourage non-vehicular travel to major destinations and Metro	–	The Plan depicts pedestrian and bicycle routes that connect Forest Glen's neighborhoods with shopping, recreation, community facilities and with Metro. The draft Master Plan of Countywide Trails and Bikeways recommends reevaluation of trail and bikeway recommendations in the overall context of the Georgia Avenue corridor.
Protect neighborhoods from excessive noise	–	The Plan encourages consideration of nonresidential land uses as redevelopment occurs on Georgia Avenue. Noise walls have been installed along the Beltway.
Protect environmentally sensitive forests and stream systems	–	The Plan supports ongoing efforts to implement stream quality improvement projects, regulate stormwater management systems and identify other improvement opportunities in the Rock Creek and Sligo Creek watersheds.

**Table 2: Status of Forest Glen Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Expansion of General Getty Neighborhood Park	✓	–	Completed 1999. Playgrounds, plaza, gazebo, sitting areas included.

**Table 3: Status of Forest Glen Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Sligo Creek stream channel improvements	✓	–	–
Rock Creek stream channel improvements	✓	–	–
Sligo Creek stormwater management retrofits	✓	–	–

**Table 4: Status of Forest Glen Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Georgia Avenue improvement studies, including traffic signals, elimination of median breaks and lane additions	–	–	No action to date; these improvements are of particular importance to the policy goal of enhancing community identity by providing public open spaces and pedestrian-friendly streets.
Street connection between Forest Glen Road and Arthur Avenue	✓	–	Included in development of Forest Glen Station.
One-way restrictions on Rosensteel Avenue and Hollow Glen Place	–	–	No action to date; DPWT should consider this step to reduce accident potential exists at these streets' intersections with Forest Glen Road.
Cut-through traffic restrictions	–	–	The Sector Plan identified neighborhoods suitable for study; local communities must request DPWT evaluation.
Abandonment of Woodland Drive	✓	–	–
Dedication of Belvedere Boulevard right-of-way for Getty Park	✓	–	–

**Table 4: Status of Forest Glen Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Georgia Avenue-Forest Glen Road intersection improvements, including widening and signal timing.	-	-	No action to date; these improvements are of particular importance to the policy goal of enhancing community identity by providing public open spaces and pedestrian-friendly streets.
I-495/Georgia Avenue interchange reconstruction.	✓	-	Construction completed in FY99.
Bikeways			
Forest Glen Road between Sligo Creek and Metro.	-	-	No action to date.
General Getty Park.	✓	-	Completed within the park only.
Sligo Creek Park to Dameron Drive.	-	-	No action to date.
Glen Avenue from Forest Glen Road to Sector Plan boundary.	-	-	No action to date.
Georgia Avenue between Metro and Montgomery Hills.	✓	-	A pedestrian bridge has been completed to connect the communities.
Belvedere Place-Arthur Avenue connection.	✓	-	Included in development of Forest Glen Station.
Sligo Creek Parkway between Beltway and northern sector plan boundary.	-	-	No action to date.
Dameron Drive from Belvedere Boulevard to Forest Glen Road.	-	-	No action to date.
Forest Grove Drive From the northern sector plan boundary to Forest Glen Road.	-	-	No action to date.
Woodland Drive from Medical Park Drive to Forest Glen Road.	-	-	No action to date.
Belvedere Boulevard from Dameron Drive to Woodland Drive.	-	-	No action to date.
Belvedere Boulevard from Georgia Avenue to Greeley Avenue.	-	-	Awaits Georgia Avenue improvement studies by SHA/DPWT.
Forest Glen Road from Belvedere Place to Seminary Road.	-	-	No action to date.
Churchill Road from Greeley Avenue to McKenney Hills Park.	-	-	No action to date.
Greeley Avenue from Churchill Road to Arthur Avenue.	-	-	No action to date.

**Table 4: Status of Forest Glen Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
North side of Forest Glen Road from Sligo Creek to Woodland Drive (2,800 feet).	–	–	No action to date.
Both sides of Dameron Drive north of Forest Glen Road (1,100 feet).	✓	–	East side largely complete; west side partially complete.
Both sides of Forest Grove Drive north of Forest Glen Road (1,000 feet).	✓	–	Partially complete
Both sides of Belvedere Boulevard from Dameron Drive to Woodland Drive (1,450 feet).	✓	–	South side complete.
North side of Forest Glen Road from Belvedere Place to Hollow Glen Place (1,500 feet).	✓	–	Complete to Rosensteel Avenue.
South side of Forest Glen Road from Forest Glen Court to Seminary Road (improvement, 2,000 feet).	–	–	No action to date.
East side of Gardiner Avenue from Churchill Road to Kimball Place (1,800 feet).	–	–	No action to date.
West side of Georgia Avenue from Metro to Montgomery Hills.	✓	–	The Forest Glen Pedestrian Bridge project is a hiker-biker trail.

**Table 5: Status of Other Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	–

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
None.	–

Glenmont Transit Impact Area and Vicinity Sector Plan

Approved and Adopted 1997

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared By
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Glenmont Transit Impact Area and Vicinity Sector Plan

VISION STATEMENT

The Glenmont Sector Plan envisions the Glenmont of the future to be a transit-oriented, compact, mixed-use center surrounded by residential neighborhoods. The recently opened Glenmont Metro Station is the impetus and the focus of the Sector Plan. Higher-density residential development is envisioned near the Metro center while existing residential areas farther away are preserved and protected. The plan promotes the use of alternate modes of transportation. Pedestrian and bicycle paths would provide easy and safe access to transit, retail and community facilities. Georgia Avenue will have a boulevard-like character with a greenway on the west side and street trees to soften its harsh expanse of pavement and to make it more pedestrian-friendly.

The plan also envisions an improved and enhanced shopping center to replace the existing center at the northeast corner of Randolph Road and Georgia Avenue. It encourages improvements to the shopping center through public-private partnership in the near future, and in the long term, envisions a diverse, mixed-use residential and commercial center with offices, retail and community facilities at this location.

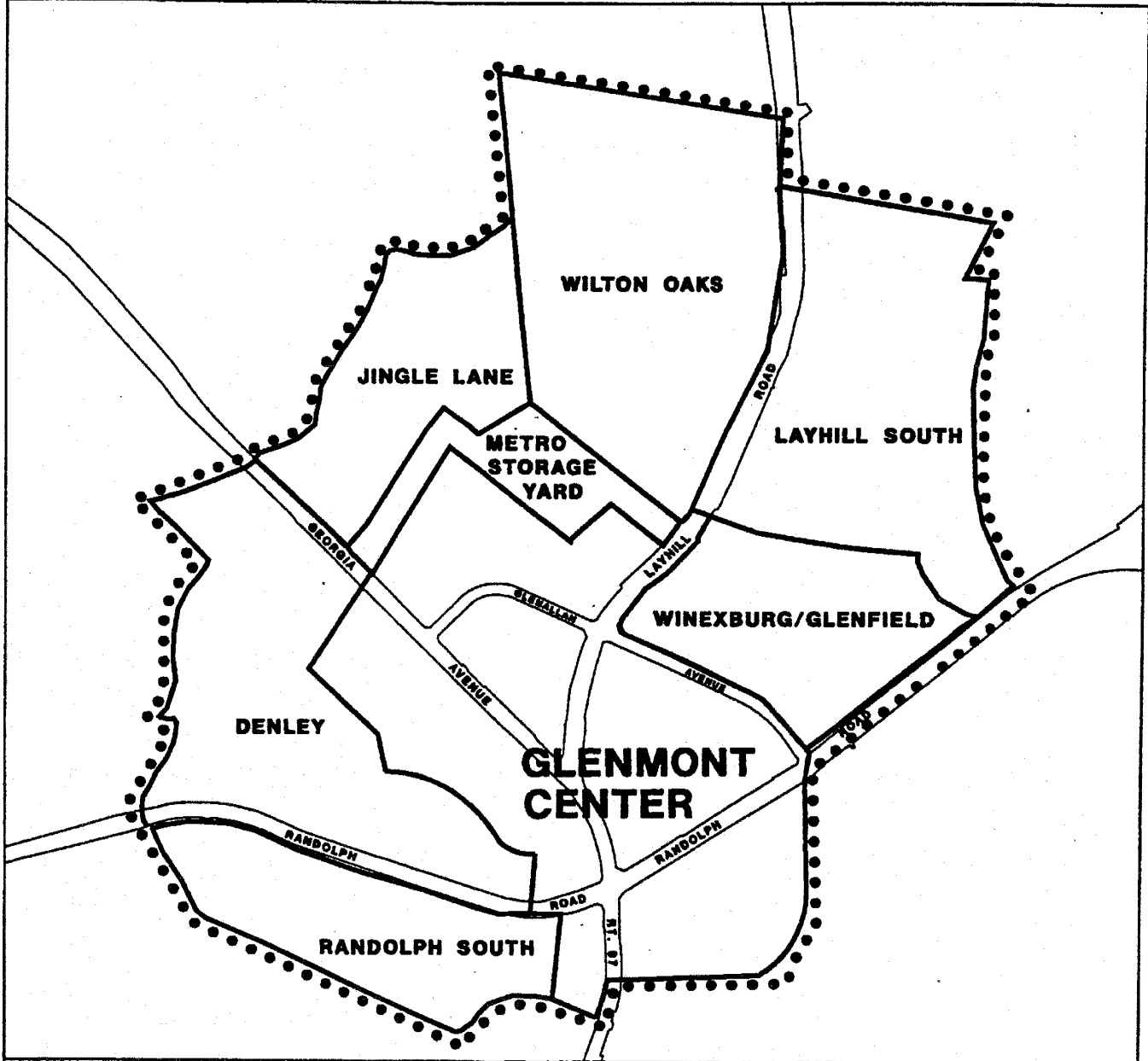
Policy Highlights

- Establishing an identifiable commercial center for Glenmont by recommending using a cooperative public-private approach to revitalizing the Glenmont Shopping Center.
- Preserving and enhancing the neighborhoods surrounding the center by improving connections among them and improving links to the commercial center.
- Promoting alternate methods of transportation by providing easy and safe access to transit, retail and community facilities for pedestrians and bicyclists.

Implementation Highlights

The Glenmont Urban Park, a four-acre "greenway" on the west side of Georgia Avenue between Randolph Road and Denley Street has been completed.

Glenmont Sector Plan Area



••••• SECTOR PLAN BOUNDARY



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

Recommendation/Policy	Completed	Comments
Establish an identifiable commercial center for Glenmont	ongoing	No action to date.
Focus new development at appropriate locations near Metro	ongoing	No action to date.
Preserve and enhance the neighborhoods surrounding the center	ongoing	No action to date.
Promote alternate methods of transportation by providing easy and safe access to transit, retail and community facilities for pedestrians and bicyclists	ongoing	No action to date.

**Table 2: Status of Glenmont Sector Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Parks			
Glenmont Urban Park	Completed		-
Glenmont Revitalization	ongoing	✓	-
Other Facilities			
Glenmont Elementary School site/ Montgomery County Conservation Corps	-	-	No action to date.

**Table 3: Status of Glenmont Sector Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Water and Sewer			
Glenmont Water Tower	-	-	No action to date.

**Table 4: Status of Glenmont Sector Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Extend Glenallan Avenue from Georgia Avenue to Flack Street	–	–	No action to date.
Denley Road Extended	–	–	No action to date.
Private road through Glenmont Shopping Center from Randolph Road to Georgia Avenue	–	–	No action to date.
Grade separation for Georgia/Randolph intersection	–	–	Facility planning complete; construction funding needed.
Turn lane at Glenallan Avenue and Randolph Road	–	–	No action to date.
Construct Kiss and Ride facility at western Metro entrance	Completed	–	–
Georgia Avenue Busway	–	–	No action to date.

**Table 5: Status of Other Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	–

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Georgia/Randolph Interchange	State has selected an approved facilities plan – right-of-way acquisition underway.

Damascus Master Plan

Approved and Adopted 2006

**MASTER PLAN STATUS REPORT
April 2008**

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Damascus Master Plan

VISION STATEMENT

Damascus is a small town surrounded by the agricultural and rural open spaces of the County's Agricultural Reserve. The protected areas of agricultural and rural open spaces buffer Damascus from the more intense growth patterns in adjoining master plan areas and adjoining counties. A primary goal of this Plan is to enhance the identity of central Damascus as the heart of the community and to provide a moderated amount of planned growth oriented primarily in and adjoining the Town Center.

Policy Highlights

The adoption of the Damascus Master Plan (2006) resulted in the following plan highlights and policy direction for future land use:

- Fulfills a vision of Damascus as the heart of the community with a mixed use Town Center connected to its residential neighborhoods and surrounded by rural open spaces.
- Creates a designated Town Center in Damascus that provides mixed use zoning which emphasizes design, proportion, and architectural context of structures.
- Recommends a Village Overlay Zone for the three rural villages of Browingsville, Etchison and Purdum.
- Directs and channels additional growth through the use of Transferable Development Rights (TDR's) in the Town Center and selected nearby neighborhoods.
- Enhances and expands pedestrian, bicycle and vehicle movements throughout the planning area.
- Protects the area's environmental resources through techniques that minimize forest fragmentation and encourage reforestation of stream valleys.
- Supports efforts to identify and implement stream restoration projects to improve water quality and aquatic habitat in streams of deteriorating conditions.
- Continues support of agriculture and rural open spaces through the use of Rural Density Transfer Zone and agricultural uses on rural land.

Implementation Highlights

The Damascus Master Plan was approved and adopted in 2006. Due to its recent adoption, many of the land use and policy recommendations have not been implemented. The Plan continues to reaffirm the town's identity as a small, residential and rural commercial center, but it also seeks to develop the town's community oriented commercial uses, to create a variety of housing types, and to provide a mix of uses in the Town Center to serve residents of the surrounding single family residential neighborhoods.

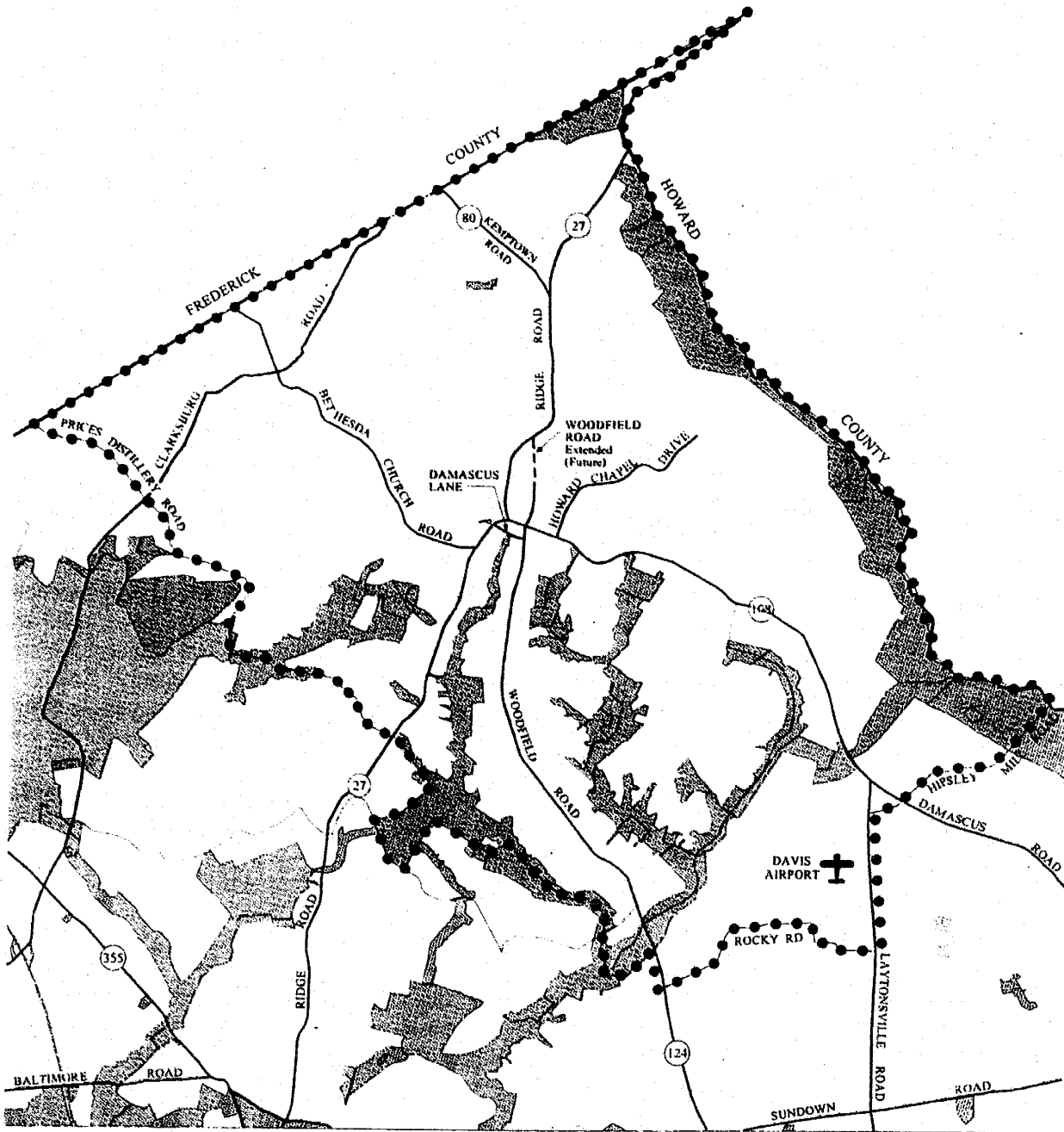
The Smart Miner subdivision, approved by the Planning Board in July 2007 for 15 lots, encouraged cluster development under the RNC/TDR zone while establishing a new receiving site for TDR's. This development will put future residents in close proximity to surrounding schools and nearby services of the Town Center.

Residential growth has been strong in recent years with traffic congestion during rush periods a major local issue. Most of the congestion is from through commuter traffic along Route 27 that originates in Howard County, Frederick County, and southern Pennsylvania. Key recommendations to be implemented in the Plan include:

The proposed park and ride lot at the intersection of MD 27 and Woodfield Road will increase transit options for commuter traffic presently using Damascus roadways.

The proposed extension of Woodfield Road to its intersection with to Faith Lane/Ridge Road will alleviate congestion and backups on other north-south roadways serving this area.

Damascus Planning Area



- Current Master Plan Area Boundary
- Previous Master Plan Area Boundary
- ▨ Existing and Proposed Parkland



**Table 1: Status of Damascus Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Designated a Town Center to include mixed uses and residential development.	–	New MXTC Zone (Mixed Use Town Center) implements this policy.
Designate Browningsville, Etchison and Purdum as rural villages.	–	Amended Rural Village Center Overlay Zone per 59-C-18.23 to protect and guide new development in villages.
Created new Transfer Development Rights (TDR) receiving areas and in Town center to accommodate increased densities and future growth.	–	New MXTC Zone (Mixed Use Town Center) implements this policy.
Encourage clustered residential development (RNC) in selected neighborhoods and increased density through the use of TDR's.	–	Achieved through use of RNC/TDR zone as development occurs.

**Table 2: Status of Damascus Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included In CIP	Comments
Parks			
Create east-west natural surface trail to link Seneca Greenway (east) to Little Bennett Trail system (west).	–	–	Implement as development occurs.
Include a sidewalk or bike path along Valley Park Drive for east-west connection.	–	✓	–
Extend Magruder Branch hiker biker Trail from Valley Park Drive to Damascus Town Center.	–	–	Facility planning approved by Planning Board 2007.
Schools			
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.
Other			
Renovate Laytonsville Fire Station No. 17 or relocate to nearby site.	–	–	Future study needed.
Install sidewalks or shared use paths connections to key activity centers.	–	–	Implement as development occurs.

Table 3: Status of Damascus Master Plan ENVIRONMENTAL PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Sewer Service			
Extend sewer service to RNC properties within the sewer envelope	ongoing	–	Only if cluster development is used and Master Plan recommendations followed.
Extend sewer service to designated RNC/TDR receiving areas.	ongoing	–	As development occurs.
Water Quality			
Install storm drain system along Damascus Lane to collect run-off from Town Center development.	–	–	Implement when development occurs.

Table 4: Status of Damascus Master Plan TRANSPORTATION PROJECTS

Name of Project	Built/ Completed	Included In CIP	Comments
Roads			
B-2 Construct Damascus Lane to connect to Ridge Road and Woodfield Road.	–	–	Replaced Damascus Boulevard of 1993 plan amendment; achieved as approvals for subdivisions occur.
A-12 Extend Woodfield Road to Ridge Road to alleviate congestion.	–	–	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.	–	–	Future facility planning for Oak Drive needed.
Public Transportation			
Construct new Park and Ride lot in vicinity of MD 27 and Woodfield Road intersection.	–	–	Currently in conceptual design stage at DPWT.
Improve pedestrian access at existing Park and ride lot at MD108/MD124.	–	–	Future study needed.
Bikeways			
Build P-44 along MD 108 from Ridge Road to Etchison.	–	–	No action to date.
Build B-4 along Long Corner Road from Howard County Line to MD 108.	–	–	No action to date.

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

Initiative	Comments
State Rural Legacy Program – begun 1997	Potential for funding in portions of Damascus planning area to augment existing programs.
Country Rustic Roads Master Plan – 1997	Several interim and country Rustic Roads included within the master planning area.

SECTION F

EASTERN MONTGOMERY COUNTY PLANNING AREA (TEAM 6)

MASTER PLAN STATUS REPORT April 2008

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Kemp Mill Master Plan

Approved and Adopted 2001

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Kemp Mill Master Plan

VISION STATEMENT

The Kemp Mill Master Plan acknowledges the established and stable nature of the neighborhoods that make up Kemp Mill. The Plan contains recommendations that reinforce the unique character of these neighborhoods. The Plan recognizes that a neighborhood commercial center should serve as a focal point for the surrounding residential neighborhoods. The Plan reinforces the ordering of residential, commercial, instructional and public uses in ways that continue to create neighborhoods in which people can live, play and shop.

Policy Highlights

Community and Center

This Master Plan implements the General Plan Refinement Goal to provide for land use patterns and land uses that offer ample opportunity for social interaction and promote a strong sense of community through private and public cooperation. Policies include:

- Encouraging development of townhouses and elderly housing near the town center to provide more options for housing.
- Adjusting zoning to match development patterns to reduce potential development pressures in existing neighborhoods.

Transportation

The Master Plan transportation policy provides the residents of Kemp Mill with a safe means of getting to facilities and services in their community while improving regional access. The Plan recommends:

- Improving pedestrian crossings of major roads.
- Reusing paper streets for non-vehicular access between neighborhoods.

Community Facilities and Linkages:

The Master Plan supports providing community facilities as needed including:

- Using the US 29 Spur Right of Way from University Boulevard of Northwest Branch Park for parkland.
- Providing a community recreation facility.

Environment

The Master Plan goal is to protect and enhance natural resources for the enjoyment of residents and to sustain a stable and healthy biological environment for native plant and animal populations. The Plan also provides for community public water and sewer in an environmentally sensitive manner for the entire master plan area.

Implementations Highlights

Community and Center

The Plan:

- Supports and reinforces the existing development patterns in the Kemp Mill area.
- Recommends improved pedestrian access when the Kemp Mill Shopping Center redevelops.
- Encourages redevelopment of properties adjacent to the Kemp Mill Town Center with townhouses or elderly housing to provide additional options for housing choices.
- Suggests considering the potential for co-locating elderly housing on the Northwood School site, should a non-school reuse be considered.

Transportation

The Plan:

- Remove highways previously removed from adjoining master plans: the Northern Parkway, a limited access highway connecting Washington D.C. to the outer Beltway and the US 29 Spur, connecting University Boulevard to US 29. The Plan recommends that the US 29 Spur right-of-way be used for parkland except to the extent it is needed for highway or pedestrian improvements.
- Recommends improving mobility by encouraging a safe and efficient transportation system with a range of alternatives.
- Recommends enhancing the existing sidewalk, bikeways and trail systems to provide improved access in, around and through the neighborhoods.
- Recommends continuous sidewalks along University Boulevard.
- Recommends improving paper streets for pedestrian and bicycle use.
- Recommends safe connection between the trails in Sligo Creek and Wheaton Regional Parks.

Community Facilities and Linkages

The Plan:

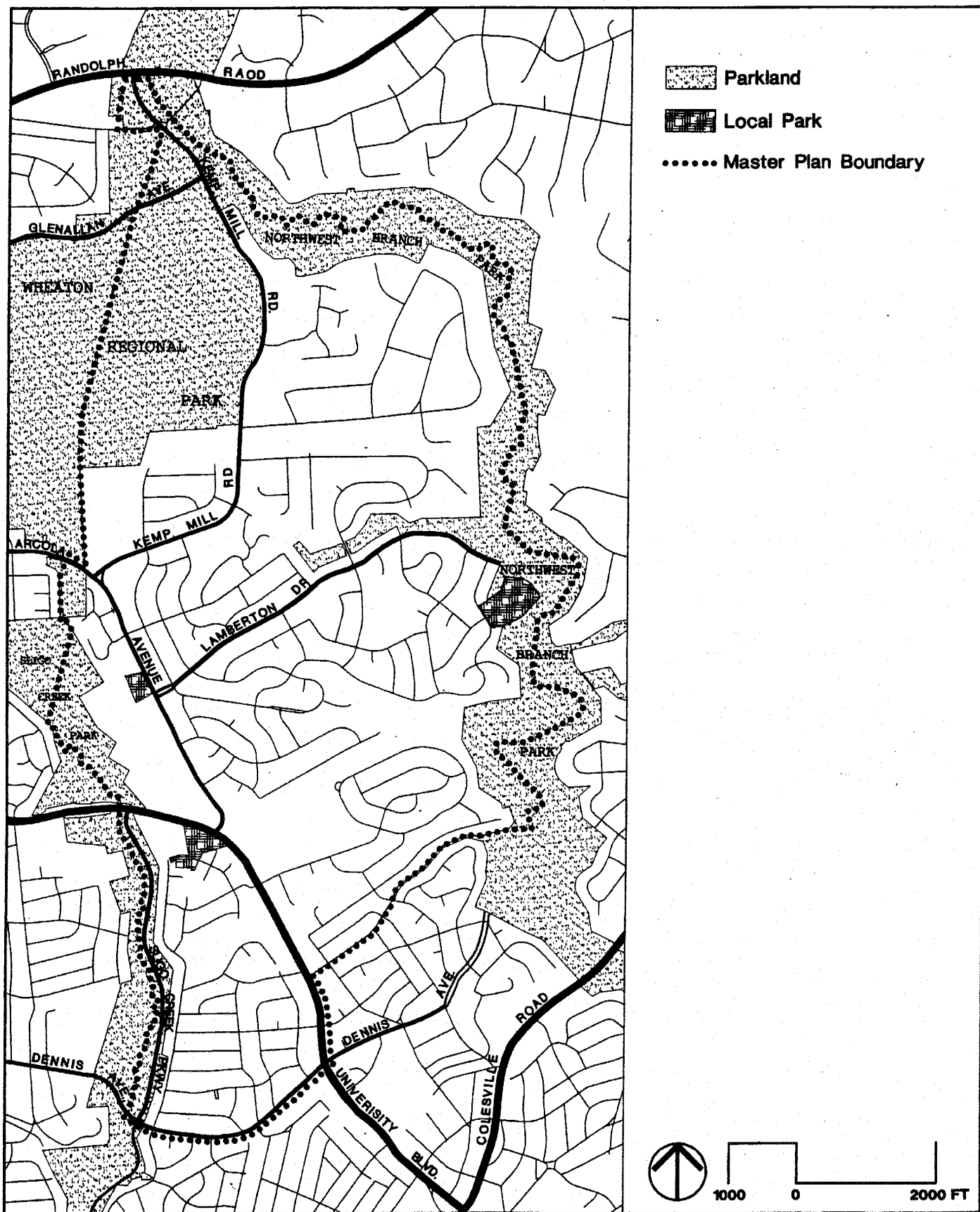
- Recommends enhancing pedestrian and cyclist access between the neighborhoods and local facilities and institutions.
- Recommends improving connections to the trails in the surrounding stream valley and regional parks.
- Provides sufficient public facilities to support the neighborhoods of Kemp Mill.
- Provides linkages to access local facilities and institutions safely and efficiently.

Environment

The Plan:

- Recommends protection and enhancement of natural resources.
- Extends community water and sewer in an environmentally sensitive manner.
- Recommends participation in the County's efforts to provide storm water management retrofits and stream valley restoration under the Watershed Restoration Program.

KEMP MILL MASTER PLAN AREA



**Table 1: Status of Kemp Mill Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Land Use	✓	A Sectional Map Amendment was filed to implement the zoning recommendations in the Master Plan.
Transportation	✓	Remove Northern Parkway.
	✓	The US 29 Spur, east of Northwest Branch, should be used for parkland unless needed for bikeway or pedestrian improvements.

**Table 2: Status of Kemp Mill Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Community Recreation Center	-	-	Site selection in process.
Northwood High School	✓	-	Plan also recommends co-location of elderly housing should non-school reuse be considered for site.

**Table 3: Status of Kemp Mill Master Plan
ENVIRONMENTAL PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
No environmental projects recommended	-	-	-

**Table 4: Status of Kemp Mill Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Northern Parkway	-	-	Removed by act of State Legislature, Land reverted back to original owner or was added to Sligo Creek Park.
US 29 Spur	-	-	200 ft. right-of-way, west of Northwest Branch in Kemp Mill, is still owned by SHA and is recommended for use as parkland.

**Table 5: Status of Other Kemp Mill Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
Northwood High School	The MCPS reopened Northwood High School in 2004.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
None.	-

Fairland Master Plan

Approved and Adopted 1997

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Fairland Master Plan

VISION STATEMENT

The land use concept for the Fairland Master Plan area has three components: 1) Fairland is composed of livable suburban communities, 2) that the communities are surrounded and interlaced by a system of open spaces and greenways, and 3) that the communities are served by neighborhood commercial and employment centers.

Policy Highlights

Communities and Centers

This Master Plan reinforces the existing development patterns in the Fairland Master Plan area with appropriate adjustments based on the 1993 General Plan Refinement and the goal of balancing land use against available facilities and infrastructure. Policies include:

- Emphasize suburban densities and single-family detached housing.
- Maintain suburban densities in suburban communities as defined by the General Plan Refinement.
- Lower densities in the transition area between Residential Wedge and the Suburban Communities as defined by the General Plan Refinement.
- Maintain low-density development pattern within the Residential Wedge and Patuxent watershed.
- Define and improve the circulation, access, and appearance in the two neighborhood shopping centers, Briggs Chaney and Burtonsville, through public/private partnerships.
- Diversify uses in the two employment centers, US 29/Cherry Hill Road Area and Burtonsville Industrial Area, to develop self-sufficient, modern centers.

Transportation

The Fairland Master Plan recommends enhancing mobility by providing a safe and efficient transportation system with a wide range of alternatives. The policy is:

- Interconnect local streets, bikeways, sidewalks/paths for access between communities, public facilities, and neighborhood centers.

Community Facilities and Linkages

The Community Facilities goal in the Fairland Master Plan is to provide sufficient public services to support the neighborhoods and communities in Fairland. The policy is:

- Provide public open space and new recreation facilities in future residential development, including playgrounds, ballfields, and an expanded golf course.

Environment

This Plan uses an approach for resource management that includes resource protection, environmental restoration, and Special Protection Area designation to sustain and support the natural resources in Fairland. Policies include:

- Adding critical pieces to expand the stream valley park system.
- Developing a greenway system.

Implementation Highlights

Communities and Centers

The Plan:

- Increases the potential for a greater percentage of single-family detached homes in undeveloped or underdeveloped areas within Fairland while maintaining a mix of housing types.
- Recommends a golf course community that straddles the Montgomery and Prince George's Counties' boundary and incorporates the revitalization of the public Gunpowder Golf Course, located off Gunpowder Road.
- Recommends redevelopment of the Great Oaks site with an institutional use or as a residential subdivision by using Transfer of Development Rights (TDRs).
- Removes TDR development options wherever environmental and access constraints limit using increased densities.
- Recommends streetscaping and sidewalk improvements in the Briggs Chaney Road and Burtonsville neighborhood retail areas.
- Recommends overlay districts to encourage diversification of uses in the US 29/Cherry Hill Road Employment Area and to provide opportunities for redevelopment in the Burtonsville Industrial Area.
- Recommends a new low-intensity regional shopping center in a 42-acre portion of the West*Farm Technology Park.
- Recommends sidewalk, trail, and roadway connections between new and existing communities.

Transportation

The Plan:

- Recommends grade-separated interchanges for all east-west crossings of US 29 and the need to reserve right-of-way for all improvements.
- Provides improved traffic circulation for through and local traffic.
- Recommends a rear access road in the Burtonsville neighborhood retail area to improve circulation along MD 198.
- Recommends improved access to the Burtonsville Elementary School.
- Recommends streetscaping, sidewalks, and pedestrian crossings in the Briggs Chaney Road and Burtonsville neighborhood retail areas.
- Recommends extension of existing local and regional bus service.
- Recommends a Transportation Demand Management Program to encourage transportation alternatives to the single-occupancy automobile, including car pooling and mass transit.
- Provides a safe and convenient bikeway network that connects to local community centers, services, and recreational facilities and expands commuting opportunities for biking.
- Expands the system of sidewalks and walkways to improve access to public transit, commercial centers, schools, parks, and places of employment.

Community Facilities and Linkages

The Plan:

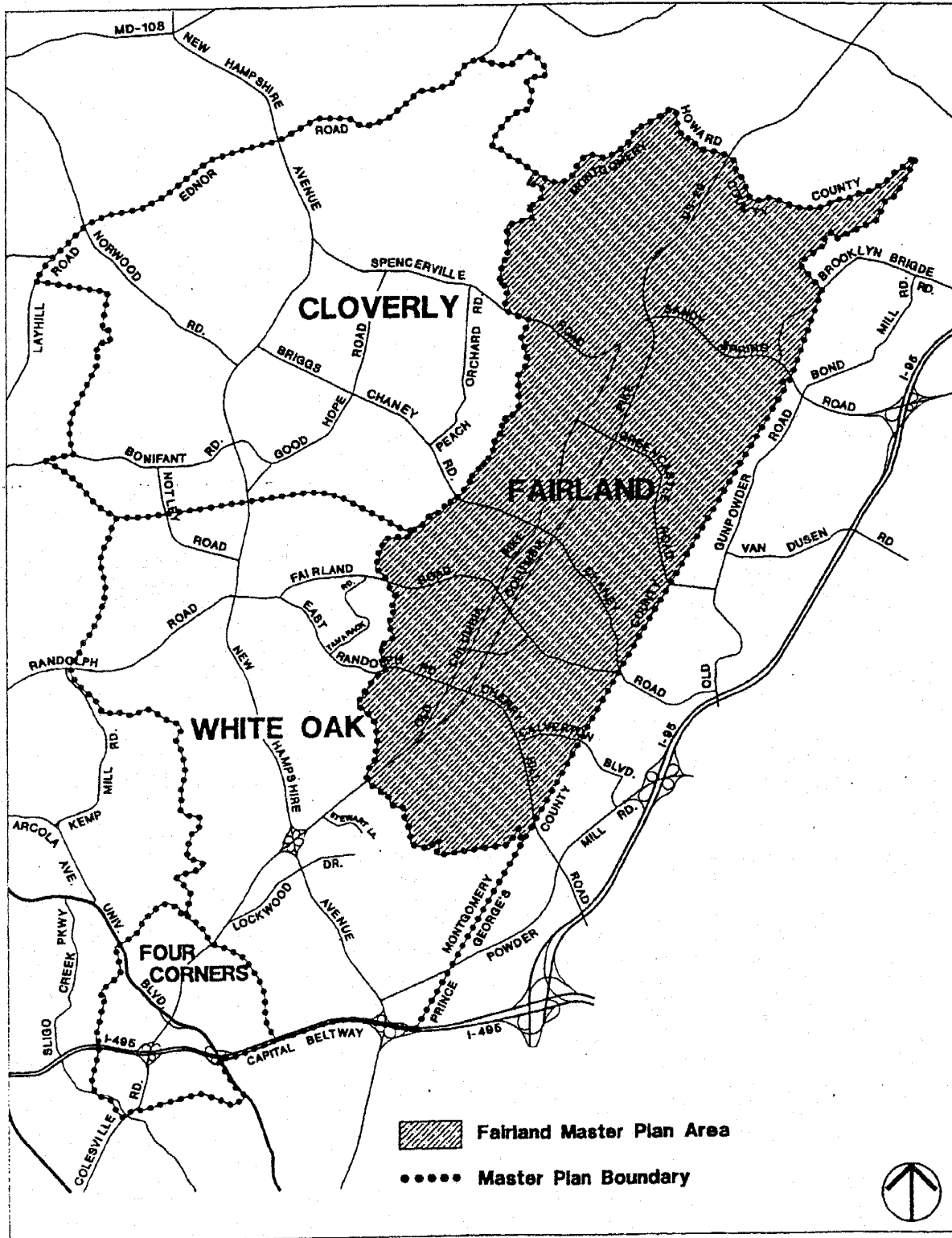
- Recommends sites for an elementary school and two local parks.
- Recommends reuse of existing public facilities for recreation centers or other public uses.
- Recommends locations for additional recreation facilities such as ballfields, ball courts, and playgrounds.
- Recommends improving the public Gunpowder Golf Course as part of a new golf course community.
- Recommends extension of existing trails and connections to the Paint Branch Stream Valley Park.
- Recommends trails and connections to the Fairland Recreational Park through the Little Paint Branch stream valley.
- Expands park acquisition/dedication beyond current areas to ensure access to and protection of natural resources.
- Proposes a Greenway Network incorporating the Patuxent, Paint Branch and Little Paint Branch stream valleys.

Environment

The Plan:

- Recommends continued low-density land uses in the Patuxent watershed to support the high-quality water resources.
- Designates the Patuxent watershed as an Environmental Preservation Area.
- Recommends an environmental overlay in the upper Paint Branch watershed above Fairland Road.
- Recommends additional parkland to protect sensitive resources in the Silverwood tributary of the Little Paint Branch watershed and the Right Fork of the Paint Branch watershed.
- Recommends portions of the Paint Branch and Little Paint Branch watersheds as Environmental Restoration Areas.
- Recommends low/medium densities where environmental constraints limit potential development.
- Recommends limiting imperviousness in all three watersheds to preserve high water quality.
- Recommends stormwater management facilities for the Burtonsville neighborhood retail area.
- Supports improving air quality by encouraging design in new and existing development that promotes pedestrian, bicycle, and mass transit access.
- Recommends the Montgomery County Regional Composting Facility (Site 2) be considered for phase out.

FAIRLAND MASTER PLAN AREA



**Table 1: Status of Fairland Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Communities and Centers: Land Use/Zoning recommendations	✓	Sectional Map Amendment was adopted in 1997. Text Amendments for Overlay zones in employment centers and new C-6 Commercial zone were adopted in 1997. SMA increases potential for single-family detached homes east of US 29 and allows development of "big box" commercial center between US 29 and Cherry Hill Road.
Transportation	in progress	See Transportation Projects.
Facilities and Linkages	in progress	Recommends dedication and acquisition of parkland in Right Fork Tributary of Paint Branch. Recommends park acquisition in Little Paint Branch watershed near McKnew Local and Fairland Recreational Parks.
Environment	✓	Supports designation of Special Protection Area (1995) and recommends creation of Environmental Overlay Zone (1997) that would minimize imperviousness.

**Table 2: Status of Fairland Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Gunpowder Golf Course*	-	-	Remain as existing golf course.
East County Recreation Center	✓	-	-
Calverton-Fairland Local Park	✓	-	-
Firestation 15 Burtonsville	✓	-	-
Briggs Chaney Road Transit Center	✓	-	-
Fairland Community Recreation Center	✓	-	-
East County Government Service Center	✓	-	-
Galway Elementary School Addition	✓	-	-
Burtonsville Elementary School Addition	✓	-	-
Stormwater Management – Auto Sales Park	-	-	-
Site 2 Standby Odor Scrubber	✓	-	-
Site 2 Process Control	✓	-	-
Site 2 Improvements	✓	-	-
Little Paint Branch Sewer	-	-	-
McKnew Local Park	✓	-	-
Stonehedge Local Park	✓	-	-

Table 3: Status of Fairland Master Plan ENVIRONMENTAL PROJECTS*

Name of Project	Built/ Completed	Included in CIP	Comments
Acquisition Little Paint Branch	✓	✓	-
Acquisition Paint Branch	✓	✓	-
Martin Luther King/Old Columbia Trail	✓	✓	-

*Listed in Plan as New CIP Project

Table 4: Status of Fairland Master Plan TRANSPORTATION PROJECTS*

Name of Project	Built/ Completed	Included in CIP	Comments
MD 198/Burtonsville Rear Business Access Road	in progress	✓	Phase I Feasibility Study completed. Phase II scheduled.
Briggs Chaney Streetscape*	in progress	✓	-
Sheffield Manor sidewalks	In progress	✓	Built by developers.
McKnew Road sidewalks	-	✓	-
Briggs Chaney Road w/sidewalks	✓	✓	-
Loma Linda sidewalks	✓	✓	-
US 29 Interchanges Randolph Road MD 198/Dustin Road Briggs Chaney Road	✓	✓	Completed by SHA.
Old Columbia Pike sidewalks	✓	✓	-
Friendlywood/Fairdale sidewalks*	-	-	-
Blackburn Road sidewalks	-	-	-
Greencastle Road w/sidewalks	-	-	-
Robey Road	✓	✓	-
Fairland Road	in progress	✓	-

*Listed in Plan as New CIP project

Table 5: Status of Other Fairland Master Plan RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION

Recommendations	Comments
WSSC Site 2	Plan recommends closing Site 2. The Montgomery County Department of Economic Development has recommended reuse of Site as East County Center for Science and Technology. Center will provide office and lab space for technology companies, higher education facility, and incubator space.
WSSC Consolidated Water Laboratory	WSSC built the consolidated water testing laboratory on Washington Post site.

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Intercounty Connector	Under construction.

White Oak Master Plan

Approved and Adopted 1997

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

White Oak Master Plan

VISION STATEMENT

The vision for the White Oak Master Plan accentuates the positive attributes of each community in the Master Plan area and encourages a shared ideal of neighborhood and community. This Master Plan envisions the area remaining residential in nature. In-fill development will follow the established residential pattern. Redevelopment within the commercial centers will enhance the character of the communities, and the character and density of the neighborhoods will not appreciably change. A variety of housing stock will serve residents of all ages and incomes. Higher density residential development will be located around commercial centers and provide convenient access to shopping and transit. Adequate recreational facilities will serve the entire Master Plan area.

Commercial areas encourage and provide opportunities for residents of the White Oak Master Plan area's communities to come together and interact. This Plan envisions the commercial centers of the White Oak Master Plan area as multi-purpose centers that provide daily services (dry cleaning, banking, grocery shopping, etc.) as well as movies, restaurants, playgrounds, and cultural activities for residents of all ages. The commercial centers of the future are attractive, pedestrian friendly and accessible by many different means of transportation.

Natural resource protection continues to be a major goal in the Northwest Branch and Paint Branch stream valleys. These two stream valleys are part of the regional park network and have a strong positive influence on the character and quality of the neighboring communities. This Plan envisions enhanced water and habitat quality in both stream valleys and a healthy biological environment for the enjoyment of the public and wildlife. Within the stream valley parks there will be a network of carefully planned trails that are designed to protect the environmentally sensitive stream valleys and tie together the residential communities.

Policy Highlights

Communities and Commercial Centers

This Plan supports and reinforces the existing land use patterns of the White Oak Master Plan communities and encourages development in the commercial centers that will strengthen their function and sense of place.

Transportation Network

This Plan recommends safe and attractive transportation improvements that enhance local circulation and convenience for all modes of travel within and through the communities of the White Oak Master Plan area.

Community Facilities and Linkages

This Plan recommends community facilities and linkages to the surrounding communities to meet their recreational, social, and human service needs.

Environment

This Plan recommends protection and enhancement of the natural resources in the White Oak Master Plan area for the enjoyment of its residents and to sustain a stable and healthy environment for native plants and animal populations.

Implementation Highlights

Communities and Commercial Centers

This Plan:

- Retains existing residential zoning to protect and reinforce the integrity of the existing neighborhoods.
- Continues to clearly delineate residential and non-residential areas, and encourages landscaping or other physical separation between residential neighborhoods and non-residential uses.
- Encourages single-family housing on the Dow Jones and the Milestone Drive Properties in the White Oak Community to provide a variety of housing types and development that is similar to and compatible with the surrounding neighborhoods.
- Provides guidance for future improvements and development within the commercial centers to strengthen their function as retail facilities and places of community interaction.
- Encourages redevelopment along Vital Way in the Colesville Commercial Center and along Lockwood Drive in the White Oak Commercial Center and suggests low-rise buildings adjacent to the public sidewalk with parking in the rear to achieve a "Main Street" form of development that enhances pedestrian circulation.
- Enhances the pedestrian environment along major highways and arterials within commercial centers by encouraging streetscape improvements.

Transportation Network

This Plan:

- Proposes two transit centers for consideration, one in Colesville and the other in White Oak, to provide for a more efficient, safe, and attractive transit system and reduce the dependence on the automobile.
- Supports a grade separation at the Stewart Lane/US 29 intersection. The grade separation at Stewart Lane will facilitate pedestrian and bicycle circulation in both directions across US 29 and improve vehicular access to the White Oak Center.
- Recommends intersection improvements, including a study of the need for a traffic signal, at Randolph Road and Vital Way to improve local vehicular and pedestrian access between the Colesville Shopping Center and commercial properties along Vital Way.

- Expands the system of walkways to improve pedestrian access to and from transit stops, community retail centers, schools, parks, and employment areas.
- Provides a safe and convenient bikeway network that connects community centers and services and supports a regional recreational bikeway network.
- Recommends street trees and sidewalk improvements to enhance the pedestrian experience and improve community character.

Community Facilities and Linkages

This Plan:

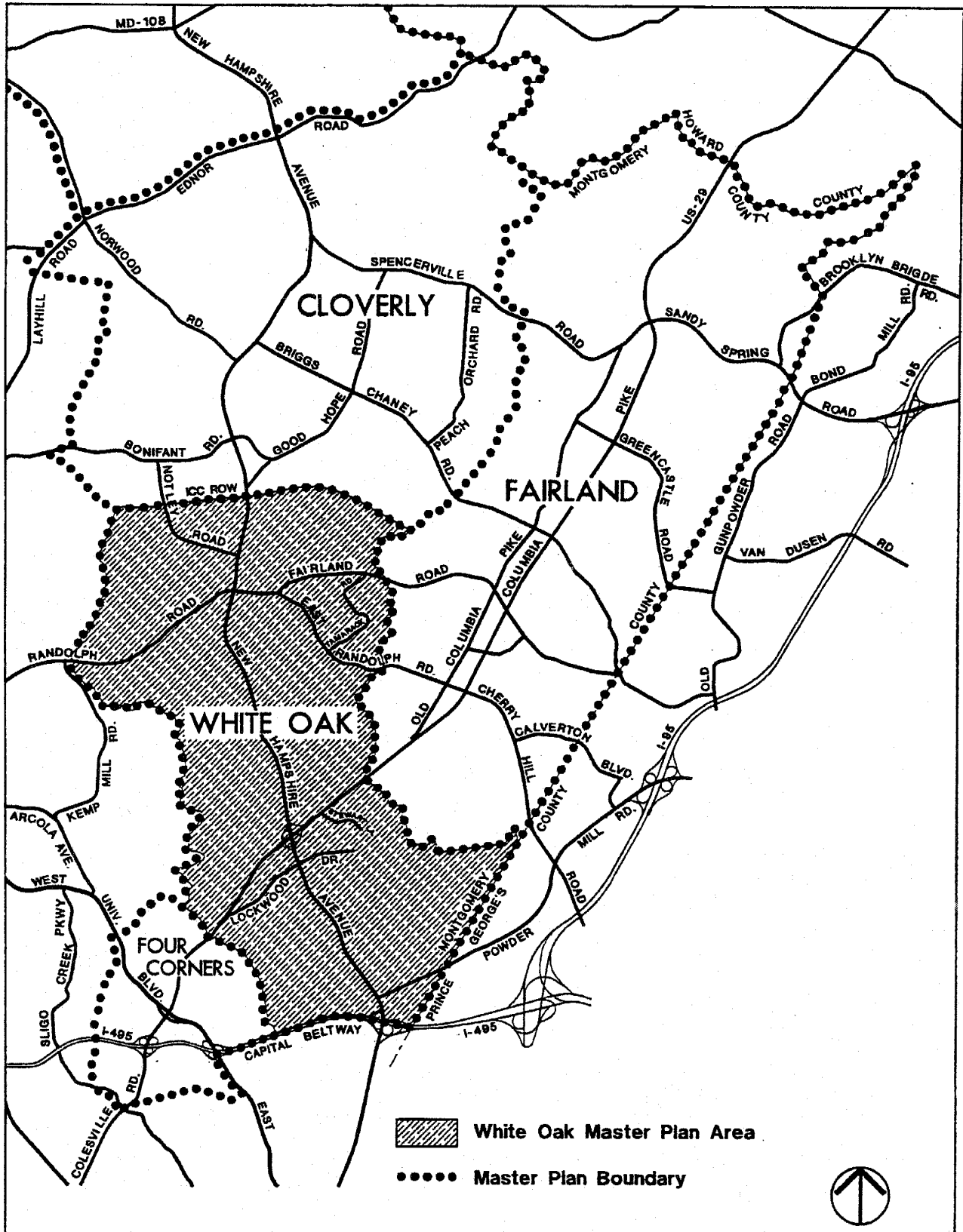
- Proposes an outdoor swimming facility for the Martin Luther King, Jr. Recreational Park.
- Proposes a community recreation center in the vicinity of April and Stewart Lanes and the development of the April-Stewart Lane park.
- Recommends the renovation and reuse of the Montgomery County Public Schools bus depot located on East Randolph Road, the Washington Suburban Sanitary Commission (WSSC) building located on the southeast side of Colesville Road next to the Northwest Branch, and the Colesville Elementary School on New Hampshire Avenue to provide community meeting space and office space for public services.
- Recommends a safe and convenient pedestrian crossing of East Randolph Road between Valley Mill and Pilgrim Hill parks.
- Extends the Northwest Branch and Paint Branch stream valley parks trail system into the Cloverly and Fairland Master Plan areas and expands pedestrian access and connections to the adjoining communities and neighborhoods while protecting environmentally sensitive areas and stream valley habitats.
- Designates the Northwest Branch and Paint Branch stream valley parks as greenways that provide continuous north-south corridors for humans and wildlife.
- Supports resource conservation and interpretative educational uses in the Northwest Branch and Paint Branch stream valley parks to provide recreation while protecting sensitive archaeological, historic, and natural resources on parkland in the White Oak Master Plan area.

Environment

This Plan:

- Recognizes the upper Paint Branch watershed above Fairland Road as a Special Protection Area based on its high water quality and proposes an overlay zone for additional protection.
- Recommends targeting degraded areas in the Northwest Branch watershed and the Paint Branch watershed below Fairland Road for County restoration projects.
- Recommends the acquisition of the Forster Property (completed during the finalization of this Plan) in the upper Paint Branch Special Protection Area as public parkland to maintain low imperviousness in the Good Hope sub-watershed.
- Improves air quality by encouraging pedestrian, bicycle, and transit access in existing and new development.

WHITE OAK MASTER PLAN AREA



**Table 1: Status of White Oak Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Community and Centers	✓	Sectional Map Amendment (1997) changed zoning on Dow Jones, Milestone, and Colesville Commercial Center. Text Amendment required site plan review in C-1 Zone.
Transportation	in progress	See Transportation Projects.
Community Facilities/Linkages	in progress	Forester property acquired in 1997. Acquisition of Naval Surface Warfare Center golf course, as part of federal reuse process, in limbo.
Environment	in progress	Special Protection Area (1995); Environmental Overlay Zone (1997).

**Table 2: Status of White Oak Master Plan
PUBLIC FACILITIES PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Martin Luther King, Jr. Park Swim Center*	✓	✓	Recommended in 1981 Master Plan. Removed from CIP during fiscal crisis. Recommended in 1997 Master Plan and put back into CIP.
Smithville Colored School*	✓	-	Developed into a museum as part of a public/private partnership.
Springbrook High School Addition/ Modernization	✓	-	-
White Oak Middle School	✓	-	-
Jackson Road Elementary School Addition/Modernization	✓	-	-
Key Middle School	✓	-	-
Cresthaven Elementary School Addition/Modernization	✓	-	-
Burnt Mills Elementary School Addition/Modernization	✓	-	-
Hillandale 12 Renovation	✓	-	-
White Oak Library Parking Extension*	-	-	-
White Oak Recreation Center*	in progress	-	-
WSSC Burnt Mills Park*	in progress	-	-
April Stewart Lane Park*	in progress	✓	-

*Listed in Plan as new CIP Project

**Table 3: Status of White Oak Master Plan
ENVIRONMENTAL PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Paint Branch - Forster Property*	✓	ALARF	Purchased with ALARF funds for upper Paint Branch Stream Valley Park and ICC right-of-way.
MLK Trail to Old Columbia Pike*	✓	✓	-
Stewart/April Lane Stormwater Management Pond	✓	✓	-

*Listed in Plan as new CIP project

Table 4: Status of White Oak Master Plan TRANSPORTATION PROJECTS*

Name of Project	Built/ Completed	Included in CIP	Comments
Sidewalk improvements*	-	-	Recommend sidewalk throughout White Oak Master Plan area. Major connections on Notley Road, Old Columbia Pike, and US 29 to Burnt Mills Avenue.
Streetscapes*	in progress	-	Recommends "Main Street" development for Lockwood Drive (White Oak) and Vital Way (Colesville).
Bikeways*	-	-	-
Bus Shelters*	in progress	-	Part of "Transit Center" Study.
Transit Center*	-	-	Feasibility Study for transit center in the White Oak Shopping Center completed.
US 29 interchanges*	-	-	Recommends design changes to Stewart Lane interchange that requires less right-of-way acquisition and improves pedestrian/bicycle access across US 29. SHA is adhering to their original design.

*Listed in Plan as new CIP projects

Table 5: Status of Other White Oak Master Plan RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION

Recommendations	Comments
None.	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Intercounty Connector	Plan assumes Alignment G for analysis purposes. Any other alignment or solution will require a Master Plan amendment.
Food and Drug Administration (FDA)	A mandatory referral, EIS, and Facility Master Plan were approved by the Planning Board in 1966. The Master Plan recommended "Transfer of the front buffer...which includes the golf course...to Montgomery County Parks". This action is in limbo and no substantial funding for FDA has been approved by Congress. FDA is under construction.

Cloverly Master Plan

Approved and Adopted 1997

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Cloverly Master Plan

VISION STATEMENT

Cloverly will continue to be a place to live where the countryside is close at hand because of an extensive park and open space system that protects Cloverly's watersheds. The park and open space system, in combination with low-density zoning, reinforces Cloverly's low-density character. The public and private open space systems contain areas for recreation and public use as well as conservation areas where public use is limited.

An expanded Cloverly Commercial Area serves Cloverly residents. The commercial area and the park between the commercial area and Cloverly Elementary School serve as a focal point and gathering area for Cloverly residents.

Policy Highlights

Communities and Centers

This Plan supports and reinforces the existing land use patterns of Cloverly's communities and encourages development in the commercial center to strengthen its function and serve Cloverly's residents.

Transportation Network

This Plan recommends improvements to the road network that improve local and non-local travel in Cloverly and retain its rural and suburban character.

Community Facilities and Linkages

This Plan recommends an expanded park and open space system with a variety of linkages to parks, schools, recreation centers, commercial areas, and communities.

Environment

This Plan recommends the protection of Cloverly's natural resources for human enjoyment and to sustain animal and plant populations.

Watershed protection is a fundamental planning principle of this Plan, as it was in the 1981 Plan.

Implementation Highlights

Communities and Centers

The Plan:

- Retains the low-density residential zoning of most undeveloped property.
- Provides improved guidance for the evaluation of special exceptions.
- Provides the opportunity for limited expansion of the Cloverly Commercial Area, especially of a supermarket to provide for the neighborhood shopping needs, and the addition of adjacent parkland to serve as a community gathering place for Cloverly's residents.

Transportation

The Plan:

- Recommends the construction of Norbeck Road Extended (2 lanes initially, 4 lanes ultimately) and widening Spencerville Road to 4 lanes to improve east-west travel in Cloverly.
- Provides design guidance to retain the rural character of roads.
- Recommends streetscape improvements including trees and sidewalks to strengthen existing community character, and improve pedestrian access and safety.
- Recommends improved interconnection of neighborhood streets to provide options for local neighborhood circulation without having to use arterial and major roadways.
- Recommends intersection improvements at key locations while protecting rural character and improving pedestrian safety.
- Recommends an expansion of the bikeway network to provide a variety of biking environments and interconnect parks, schools, recreation centers, commercial areas, and communities.

Community Facilities and Linkages

The Plan:

- Recommends an integrated network of vehicular, pedestrian, equestrian and bicycle linkages between parks, schools, recreation centers, commercial areas, and communities.
- Recommends a greenway system that provides linkages between the greenways in the Northwest Branch, Paint Branch, and Patuxent River watersheds, and surrounding communities.
- Recommends the extension of public water and sewerage service to areas that meet the community character and environmental protection aims of this Plan and may be logically and economically served.
- Recommends low-density zoning and land use that do not require the provision of public sewerage service in the Patuxent watershed to protect water quality and rural character. Sewerage service also is not recommended in a portion of the Northwest Branch to limit development so that it is compatible with the surrounding development.

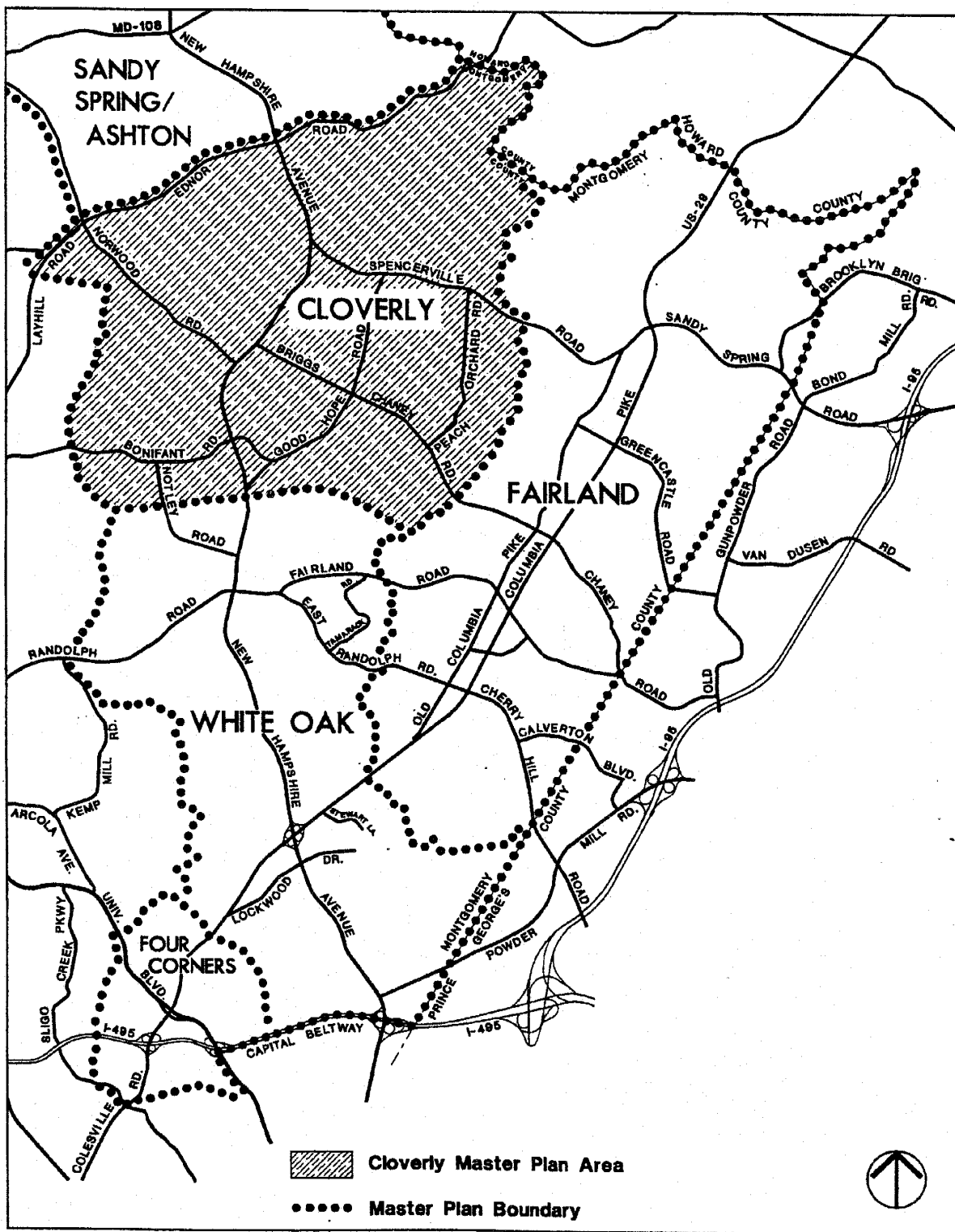
- Recommends the acquisition of additional parkland to protect natural and archeological resources.
- Recommends a park, like a village green or commons, at the end of Cloverly Street to serve as a community gathering area for community events and passive recreation.

Environment

The Plan:

- Recommends low-density land uses in most of Cloverly to protect the Northwest Branch, Paint Branch and Patuxent River watersheds.
- Recommends the acquisition of additional parkland for water quality protection in each watershed with a substantial increase in the upper Paint Branch watershed.
- Recommends an overlay zone in the upper Paint Branch watershed to provide additional water quality protection.
- Targets priority areas, such as unforested stream buffers for reforestation to protect water quality and create continuous vegetated areas for wildlife habitat protection.
- Supports efforts to identify and implement stormwater management and stream restoration projects.

CLOVERLY MASTER PLAN AREA



**Table 1: Status of Cloverly Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Communities and Centers: Land Use/Zoning recommendations	✓	The Plan recognizes three unique communities and recommends land use and zoning refinements that maintain or improve the balance between community character and natural resources. The Sectional Map Amendment was adopted in 1997. The SMA retains existing low-density residential zones in the Agricultural Wedge and the Residential Wedge. In the suburban community it retains existing residential zoning and creates an environmental overlay zone.
Environmental Protection	✓	Supports designation of Special Protection Area (1995) and recommends creation of Environmental Overlay Zone (1997) that would minimize imperviousness.
Community Facilities/Linkages	in progress	Recommends dedication and acquisition of parkland within Paint Branch Watershed, primarily in the Good Hope/Gum Springs/Right Fork Tributaries.
Transportation	in progress	See Transportation Projects.

**Table 2: Status of Cloverly Master Plan
PUBLIC FACILITIES PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Bridge Rehabilitation	-	✓	Transportation
Good Hope Center Modernization	✓	✓	Culture/Recreation
Hampshire Greens Golf Course	✓	✓	Culture/Recreation
Cloverly Elementary School Addition/Modernization	✓	✓	Education
Village Green*	-	-	-

*Listed in Plan as New CIP Project

**Table 3: Status of Cloverly Master Plan
ENVIRONMENTAL PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Patuxent Conservation	in progress	✓	Park Acquisition
Northwest Branch	in progress	✓	Park Acquisition
Paint Branch-Right and Left Forks	in progress	✓	Park Acquisition

*All Projects Listed appear in the Plan as a Proposed CIP Project

**Table 4: Status of Cloverly Master Plan
TRANSPORTATION PROJECTS**

Name of Project	Built/ Completed	Included in CIP	Comments
Streetscape Improvements*	-	-	-
Old Bonifant Road* Terminus	✓	-	-
Kinghouse Road Extension	-	-	Removed in development process (Mitchell property).
Intersection Improvements*	-	-	-
Sidewalks Johnson Road*	-	-	-
Spencerville Road* Widening	-	✓	Design Stage.
Bikeways Patuxent Trail*	-	-	-
MD 650/Briggs Chaney Road*	-	-	-
Norbeck Road Extended*	✓	✓	Completed 2002.
Ednor Road Bridge*	-	-	-
Sidewalks Notley Road*	-	-	-
Sidewalks Cape May*	in progress	✓	-
Bikeway Gallaudet Avenue*	✓	✓	Completed as part of Safeway and Cloverly Town Center.

*Denotes projects listed in Master Plan as new CIP projects

**Table 5: Status of Cloverly Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	-

**Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and
Other Reports**

Initiative	Comments
Intercounty Connector	Under construction by SHA.
Patuxent River Watershed	The Plan reconfirms land use recommendations that are consistent with the Patuxent River Functional Master Plan.
Water and Sewer Policies	The Plan recommends relating extension of water/sewer to development patterns, which would exclude large lot zones from sewer service.

Sandy Spring/Ashton Master Plan

Approved and Adopted 1998

MASTER PLAN STATUS REPORT April 2008

**Prepared by
THE MONTGOMERY COUNTY PLANNING DEPARTMENT**

**Community-Based Planning Division
8787 Georgia Avenue, Silver Spring, MD 20910**

Sandy Spring/Ashton Master Plan

VISION STATEMENT

The Plan vision is to preserve the traditional character of Sandy Spring/Ashton as an historic rural community.

To help achieve this vision, this Plan identifies five elements of rural character which help define Sandy Spring/Ashton as a unique rural community. They are: (1) rural open space, (2) rural traditions, (3) rural neighborhoods, (4) rural roads, and (5) rural villages.

Policy Highlights

Rural Character

This Plan recommends strengthening the 1980 Plan's commitment to maintain and preserve the aesthetic qualities and rural character of Sandy Spring/Ashton. Sandy Spring/Ashton's special character has been shaped by the land, the buildings, and most importantly, the community. People from all walks of life and economic backgrounds have always lived in the area, creating a social diversity that is one of the area's appealing features. The Friends Meeting House, the Brooke Road/Chandlee Mill Road neighborhood and century-old farms all continue a sense of tradition and community that began in the 1700's.

Sandy Spring/Ashton has experienced a large amount of development since 1980 because people have been attracted to the area's rural character, and they will continue to be. This creates a major challenge since the very qualities that attract people are being altered by new development. This Plan recognizes that additional development will occur but recommends development patterns and design standards that will help continue Sandy Spring/Ashton's unique rural character.

Transportation

This Plan recommends a transportation network that balances regional transportation needs with the rural character envisioned for Sandy Spring/Ashton.

Environment and Community Resources

This Plan recommends the protection of the Northwest Branch headwaters and the Patuxent River watershed and recommends creating a regional trail system linking parkland to the north and south of Sandy Spring/Ashton.

Implementation Highlights

Rural Character

The Plan:

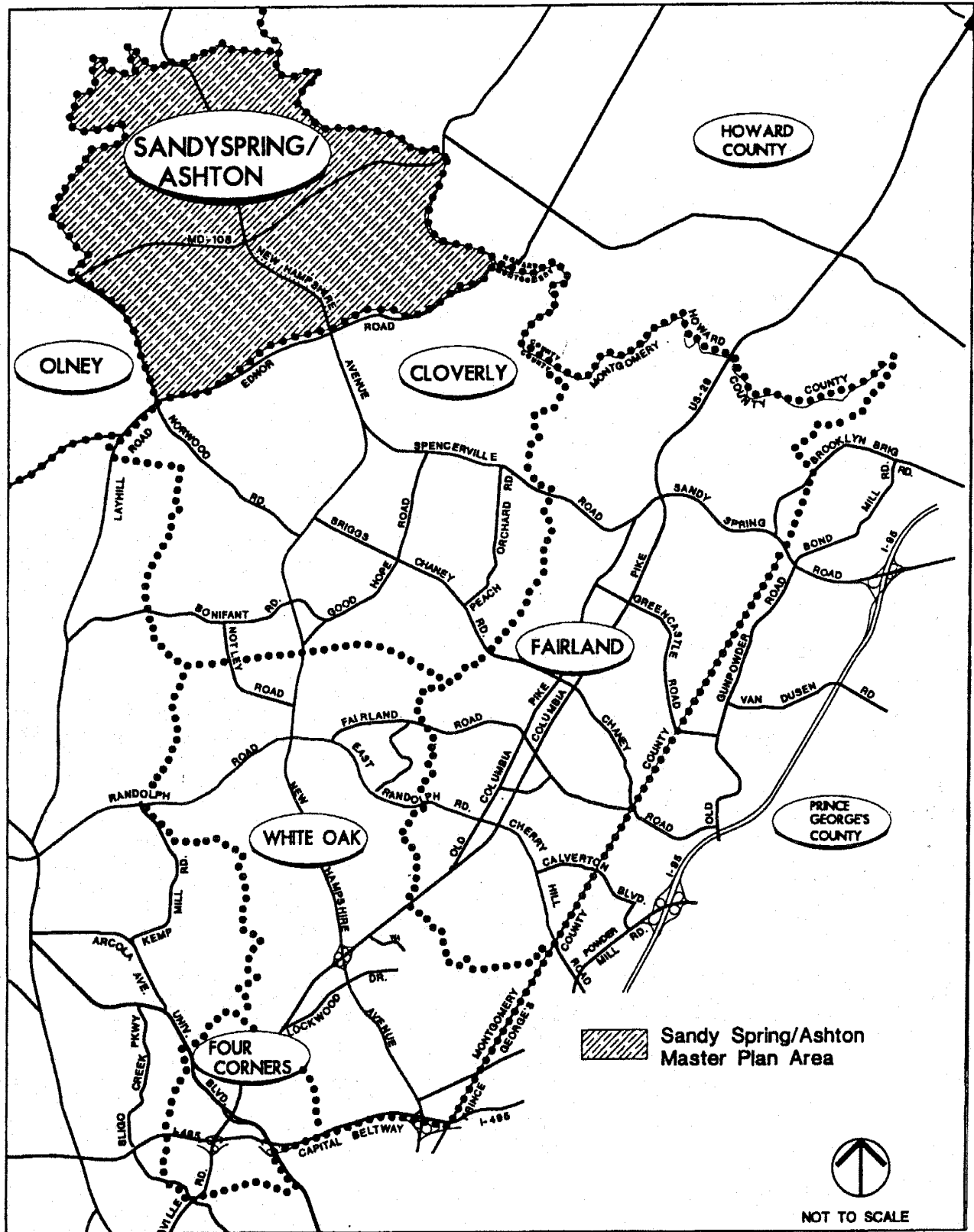
- Defines the Elements of rural character as:
 - Rural Open Space
 - Rural Traditions
 - New Rural Neighborhoods
 - Rural Roads
 - Rural Villages
- Proposes the cluster form of development as an alternative to large-lot residential development.
- Proposes preservation of large areas of rural open space, in perpetuity, on much of the remaining developable property in order to:
 - Continue the rural landscape south of MD 108 while accommodating new neighborhoods
 - Provide attractive rural entries along main roads
 - Preserve historic settings
- Proposes strategies for maintaining the rural open space in perpetuity.
- Proposes a Rural Legacy Trail that provides a trail experience that captures the special historic and cultural qualities of the area.
- Proposes preservation of the scenic vistas from the Rural Legacy Trail through rural open space preservation and design guidelines.

Transportation

The Plan:

- Recommends that new road designs be created that will enhance the rural character in new rural neighborhoods and for existing roads being improved for regional traffic.
- Confirms the 80-foot right-of-way for MD 108 recommended by the 1980 Plan and recommends a design that is consistent with the rural character of the village centers and the entries to them.
- Recommends the addition of three roads to the Montgomery County Rustic Roads Program to preserve their character.
- Recommends bikeway and pedestrian routes that emphasize access to community destinations and the rural landscape.

SANDY SPRING/ASHTON MASTER PLAN AREA



**Table 1: Status of Sandy Spring/Ashton Master Plan
POLICY RECOMMENDATIONS**

Recommendation/Policy	Completed	Comments
Rural Character	✓	A new Rural Neighborhood Cluster: Zone was approved in 1998. A Rural Village Overlay Zone was approved in 1998.
Transportation	–	See Transportation Projects.
Environment and Community Resources	–	See Public Projects.

**Table 2: Status of Sandy Spring/Ashton Master Plan
PUBLIC FACILITIES PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Fire Station relocation*	✓	✓	–
Village Green*	–	–	–
10 acre Public Park – active recreation*	✓	–	–
30 Acre Conservation park—Northwest Branch Unit 7*	✓	–	–
Rural Legacy Trail*	✓	–	Majority of land acquired as public parkland. Trail will be built by developers with Parks Department approval.

*Listed in Plan as new CIP Projects

**Table 3: Status of Sandy Spring/Ashton Master Plan
ENVIRONMENTAL PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Reforestation*	–	–	–
Sewer/Feasibility for Brooke Road/Chandlee Mill Road Area*	–	–	–

*Listed in CIP as new Projects

**Table 4: Status of Sandy Spring/Ashton Master Plan
TRANSPORTATION PROJECTS***

Name of Project	Built/ Completed	Included in CIP	Comments
Brooke Road/MD 108 intersection*	–	–	–
MD 108 improvements*	in progress	–	–
P-4 – Primary road for new development*	✓	–	Built through development process.
Bikeways*	in progress	–	–

**Table 5: Status of Other Sandy Spring/Ashton Master Plan
RECOMMENDATIONS MADE AFTER MASTER PLAN ADOPTION**

Recommendations	Comments
None.	-

Table 6: Status of Ongoing State, County, Municipal, and Federal Initiatives and Other Reports

Initiative	Comments
Intercounty Connector	The Plan assumes Alignment G for analysis purposes. Any other alignment or solution will require a Master Plan Amendment
Rural Legacy Grant	Application to be re-submitted this year.
Patuxent River Watershed Protection	Plan reconfirms land use recommendations consistent with Patuxent River Functional Master Plan.

COMMUNITY-BASED PLANNING DIVISION
MONTGOMERY COUNTY PLANNING DEPARTMENT



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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