

APPROVED AND ADOPTED

ASPEN HILL MASTER PLAN

April 1994

An Amendment to the Master Plan for Aspen Hill, December 1970, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; the Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, as amended; and The Master Plan of Highways within Montgomery County, as amended.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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ABSTRACT

TITLE: Approved and Adopted Aspen Hill Master Plan

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SUBJECT: Master Plan for the Aspen Hill Planning Area

DATE: April 1994

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission
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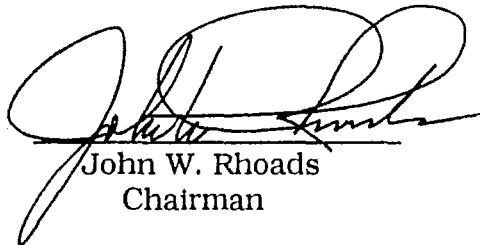
ABSTRACT: This document contains the text, with supporting maps and tables, for the Approved and Adopted Master Plan for the Aspen Hill Planning Area. This Plan will amend the Master Plan for Aspen Hill, December 1970, as amended.

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CERTIFICATE OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Aspen Hill Master Plan, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; the Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, as amended; the General Plan for the Maryland-Washington Regional District in Montgomery County, as amended; and the Master Plan of Highways within Montgomery County, Maryland; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 12-1545 on March 29, 1994; and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 94-07 on April 20, 1994, after duly advertised public hearings pursuant to Article #28 of the Annotated Code of Maryland.


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The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of the *General Plan* for the physical development of the Maryland-Washington Regional District;
- (2) The acquisition, development, operation, and maintenance of a public park system; and
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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THE MASTER PLAN PROCESS

Staff Draft Plan - This document is prepared by the Montgomery County Planning Department for presentation to the Montgomery County Planning Board. A Public Hearing (Preliminary) Draft Plan is then prepared for approval to go to public hearing by the Planning Board. The Public Hearing (Preliminary) Draft Plan incorporates those preliminary changes to the Staff Draft Plan that the Planning Board considers appropriate.

Public Hearing (Preliminary) Draft Plan - This document is a formal proposal to amend an adopted master or sector plan prepared by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission. It is prepared for the purpose of receiving public hearing testimony. Its recommendations are not necessarily those of the Planning Board. Before proceeding to publish a Planning Board (Final) Draft Plan, the Planning Board holds a public hearing. After the close of the record of this public hearing, the Planning Board holds open worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan.

Planning Board (Final) Draft Plan - This document is the Planning Board's recommended Plan. After October 1, 1992, changes in the Regional District Act require the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The Executive may also forward any other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the close of record of this public hearing, the Council's Planning, Housing, and Economic Development Committee (PHED) holds open worksessions to review the testimony and revise the Planning Board (Final) Draft Plan. The County Council, after its worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

Adopted Plan - The Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a benchmark point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Master plans generally look ahead to a time horizon of about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on. Any sketches or site plans in an adopted plan are for illustrative purposes only, and are intended to convey a general sense of desirable future character rather than any specific commitment to a particular detailed design.

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The listing of the names of members of the Advisory Committee does not indicate approval of this document by any committee member. It is the Planning Board's policy that Advisory Committees not vote on issues. The members advise the Montgomery County Planning Board regarding the problems, needs, and views of the groups or areas they represent. These views will be considered by the Planning Board in its deliberations regarding the forthcoming Master Plan.

* Resigned

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PLAN VISION

This Plan proposes an evolutionary rather than a revolutionary vision for Aspen Hill. The Plan reinforces the primarily suburban and residential character of the Aspen Hill area by retaining its residential zoning with relatively few refinements. The Plan seeks to increase opportunities for community interaction. It looks to reduce the social and sometimes physical isolation of various neighbors through both public investment and physical designs of private activity. The Plan seeks to increase recreational and transportation options in the Aspen Hill Planning Area in a manner that improves the overall environment and the quality of life of residents and workers.

An aerial view of Aspen Hill shows many of the area's attributes. It shows a largely built out residential area bracketed by major parks to the east and west. A wide range of residential densities is evident from the high-rises of Leisure World to the large-lot, single-family areas of Layhill. Neighborhood shopping centers can be seen dispersed in and around the community, with a single large employment area near the center. No industrial areas are visible. The general impression is one of a stable, maturing suburb.

A picture at a larger scale shows the growth areas. To the west is Rockville and the I- 270 corridor; to the east is US 29 and the I-95 corridor; to the north is Olney. The activity in these nearby areas pushes and pulls on the fabric of the communities of Aspen Hill. They offer benefits for Aspen Hill residents as well as burdens. Due to Aspen Hill's unique location, surrounded by growing areas, this Master Plan must balance the needs of Aspen Hill residents with the needs of the entire County.

The interdependence of Aspen Hill and the County is obvious. Aspen Hill relies upon the rest of the County and region for employment opportunities and comparison shopping. The County relies upon Aspen Hill to be a housing resource. Aspen Hill relies upon the County to take care of necessary services such as jails, trash disposal and sewage disposal. The County may need to rely upon Aspen Hill to carry more of the burden for traffic and water service.

From a County-wide perspective, through-traffic in Aspen Hill is and will be unavoidable. The growth on all sides of Aspen Hill will demand transportation services. One of the goals of this Plan is to service and channel that demand in a manner that most benefits the citizens of Aspen Hill and mitigates the detrimental impacts of transportation facilities. Another goal of this Plan is to decrease reliance on the automobile to the extent possible.

The communities of Aspen Hill need and seek the help of County government in promoting a greater sense of community identity. The Aspen Hill community has felt a loss of existing infrastructure, particularly with the closing of Peary High School. The Layhill community, even with the absence of supporting public facilities, is witnessing the prolonged and consistent development of a very strong sense of community identity distinct from Aspen Hill. To Aspen Hill's west is North Bethesda/Rockville; to the north is Olney. To the East is Cloverly and Fairland. All of these areas are growing. The strains of surrounding growth bring traffic and a demand for desirable County services in those growing areas. There is a temptation to serve the citizens of Aspen Hill by making them travel to those growth areas. Presently, they must travel to Wheaton for social services and to three different high schools for secondary education. The Plan seeks a sensitivity to provide community services in a manner that promotes and enhances community identity for the communities of Aspen Hill. The County should do everything it can to reinforce opportunities for neighbors to interact with other neighbors to the extent possible. Building and strengthening the sense of community within the Aspen Hill Planning Area is one of the primary goals of the Aspen Hill Master Plan.

The economic heart of Aspen Hill lies at the crossroads of Georgia Avenue, Connecticut Avenue and Aspen Hill Road. Its mix of retail and office uses in close proximity to apartments and other housing resources has a function and vitality that is only hoped for in less mature areas of the County. The office uses have a cadence of activity that makes them a good neighbor to both residences and adjoining retail centers. On the weekends, when many people are at home and shopping activity is most intense, the office activity is sedentary. Office is still the preferred long term use for the portion of the area previously used by the Vitro Corporation. However, with sufficient conditions and limitations, retail on a portion of the Vitro site could be a beneficial neighbor. It is not the vision of this Plan for Aspen Hill to become a regional shopping district. Retail expansion should be limited to those uses which reinforce the community-serving nature of existing retailers.

BACKGROUND

Definition of the Planning Area

The boundaries of the Aspen Hill Planning Area are shown in Figure 1. The following master plans were amended to establish the planning area boundaries:

- o Olney Master Plan to include the right-of-way for the former relocated Muncaster Mill Road, Muncaster Mill Road and the land in between.
- o Eastern Montgomery Master Plan to include the portion of the Northwest Branch Regional Park that originally was in the 1970 Aspen Hill Master Plan.
- o Kensington-Wheaton Master Plan to include all of the right-of-way for the former Rockville Facility and the Matthew Henson State Park.
- o The Upper Rock Creek Master Plan to conform with the boundaries of the 1985 Plan amendment and to include the portion of Lake Bernard Frank that was originally in the 1970 Aspen Hill Master Plan.


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**PLANNING AREA
 BOUNDARY**

- PLANNING AREA BOUNDRY
- PRIMARY ROADS
- SECONDARY ROADS



NORTH



0 1000 2000 3000
 FEET

0 1 2
 KILOMETERS

FIGURE 1

See Appendix A for list of amendments this Master Plan makes to the master plans listed above.

The planning area is located in the eastern portion of Montgomery County, Maryland. (See Figure 2.) It is situated between the urbanized areas of Wheaton and Rockville and the low-density areas of Olney and Cloverly. It is this proximity to urban and rural portions of Montgomery County that establishes Aspen Hill's regional function as an urban-suburban transitional area or, as defined in the General Plan, a suburban community. Figure 3 illustrates the location of the Aspen Hill Planning Area within the region.

HISTORY OF ASPEN HILL

Aspen Hill was largely agricultural until the middle of the 20th century. The land grant for "Lahill" (the original spelling of Layhill) was in 1718 and included 1,298 acres of land. Large land areas were gradually divided and sold, creating farms of several hundred acres each. At the time of the American Revolution, there was a mill on upper Rock Creek, called Elgar's Mill, near the site of the later Muncaster Mill. When State voting districts were established in 1790, this area became known as the Berry District.

In the mid-1830's, the James Rannie family of Scotland (buried in the Beall family cemetery) established a 700-acre farm at what is now Georgia Avenue and Chesterwood Drive. Georgia Avenue was then the Brookeville - Georgetown Turnpike (later called the Washington - Brookeville Turnpike) and was one of the only roads in the area. Soon after, Samuel Veirs built his grist mill at what is now the intersection of Veirs Mill and Aspen Hill Roads.

During the Civil War, both Confederate and Union armies traveled the Turnpike, one of the best maintained roads in the County. Union troops under General Ambrose Burnside were quartered in Aspen Hill in September 1862 on their way to the Battle of Antietam. In July 1864, General Jubal Early led his men down Veirs Mill Road during his unsuccessful raid on Washington.

In 1864, the first post office was opened in Aspen Hill, operating from a general store on the Washington - Brookeville Pike where Connecticut and Georgia Avenues now intersect. Alexander Leadingham was the first postmaster, and the community was called Enster (after the local Land Grant). The name Aspen Hill is said to come from the aspen trees located at the post office site in the late 19th century. The post office shifted back and forth between Norbeck and Aspen Hill over the years until the current post office building opened on November 28, 1977.

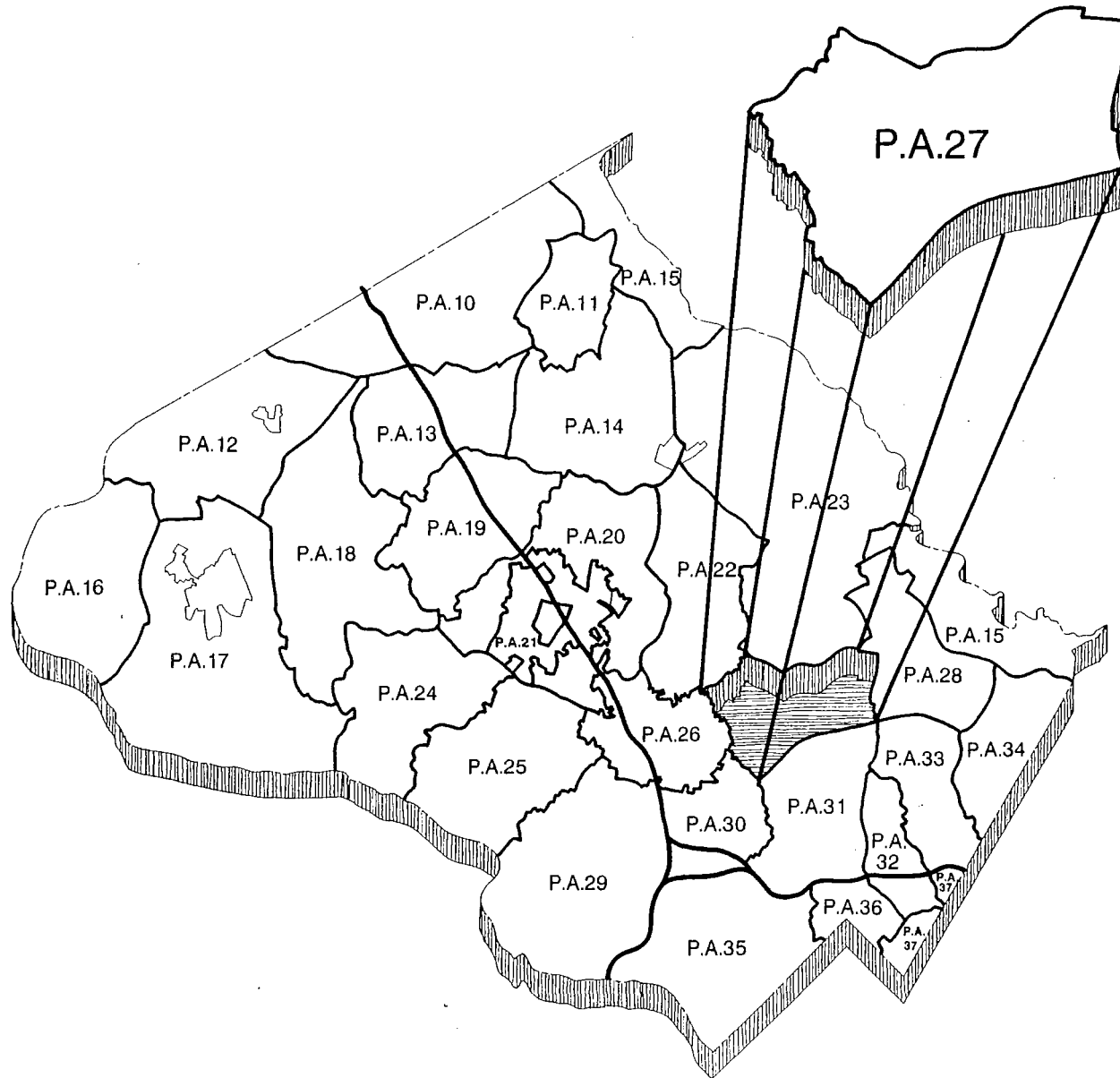
There were two general stores and a blacksmith shop on the Washington - Brookeville Turnpike (now Georgia Avenue) between what is now Connecticut Avenue and Heathfield Road. Another general store and blacksmith were located on what is Muncaster Mill Road and Norbeck Road. Two area schools were also located near these centers.

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**PLANNING AREA
 MAP**

MONTGOMERY COUNTY

- P.A.10 BENNETT & LITTLE BENNETT WATERSHED
- P.A.11 DAMASCUS & VICINITY
- P.A.12 LITTLE MONOCACY BASIN/
DICKERSON-BARNESVILLE
- P.A.13 CLARKSBURG & VICINITY
- P.A.14 GOSHEN, WOODFIELD, CEADER
GROVE & VICINITY
- P.A.15 PATUXENT WATERSHED
CONSERVATION AREA
- P.A.16 MARTINSBURG & VICINITY
- P.A.17 POOLESVILLE & VICINITY
- P.A.18 LOWER SENECA BASIN
(PARTS ONE, TWO & THREE)
- P.A.19 GERMANTOWN & VICINITY
- P.A.20 GATHERSBURG & VICINITY
- P.A.21 CITY OF GATHERSBURG
- P.A.22 UPPER ROCK CREEK WATERSHED
- P.A.23 OLNEY & VICINITY
- P.A.24 DARNESTOWN & VICINITY
- P.A.25 TRAVILAH & VICINITY
- P.A.26 ROCKVILLE
- P.A.27 ASPEN HILL & VICINITY
- P.A.28 CLOVERLY NORWOOD
- P.A.29 POTOMAC SUBREAGION
- P.A.30 NORTH BETHESDA-GARRETT PARK
- P.A.31 KENSINGTON-WEATON
- P.A.32 KEMP MILL-FOUR CORNERS
- P.A.33 EASTERN MONTGOMERY COUNTY
- P.A.34 WHITE OAK
- P.A.35 BETHESDA-CHEVY CHASE
- P.A.36 WESTERN PORTION OF SILVER SPRING
- P.A.37 TAKOMA PARK AND VICINITY




NORTH



FIGURE 2

A Master Plan for the Communities of
Aspen Hill
Planning Area

**REGIONAL
LOCATION MAP**

 ASPEN HILL

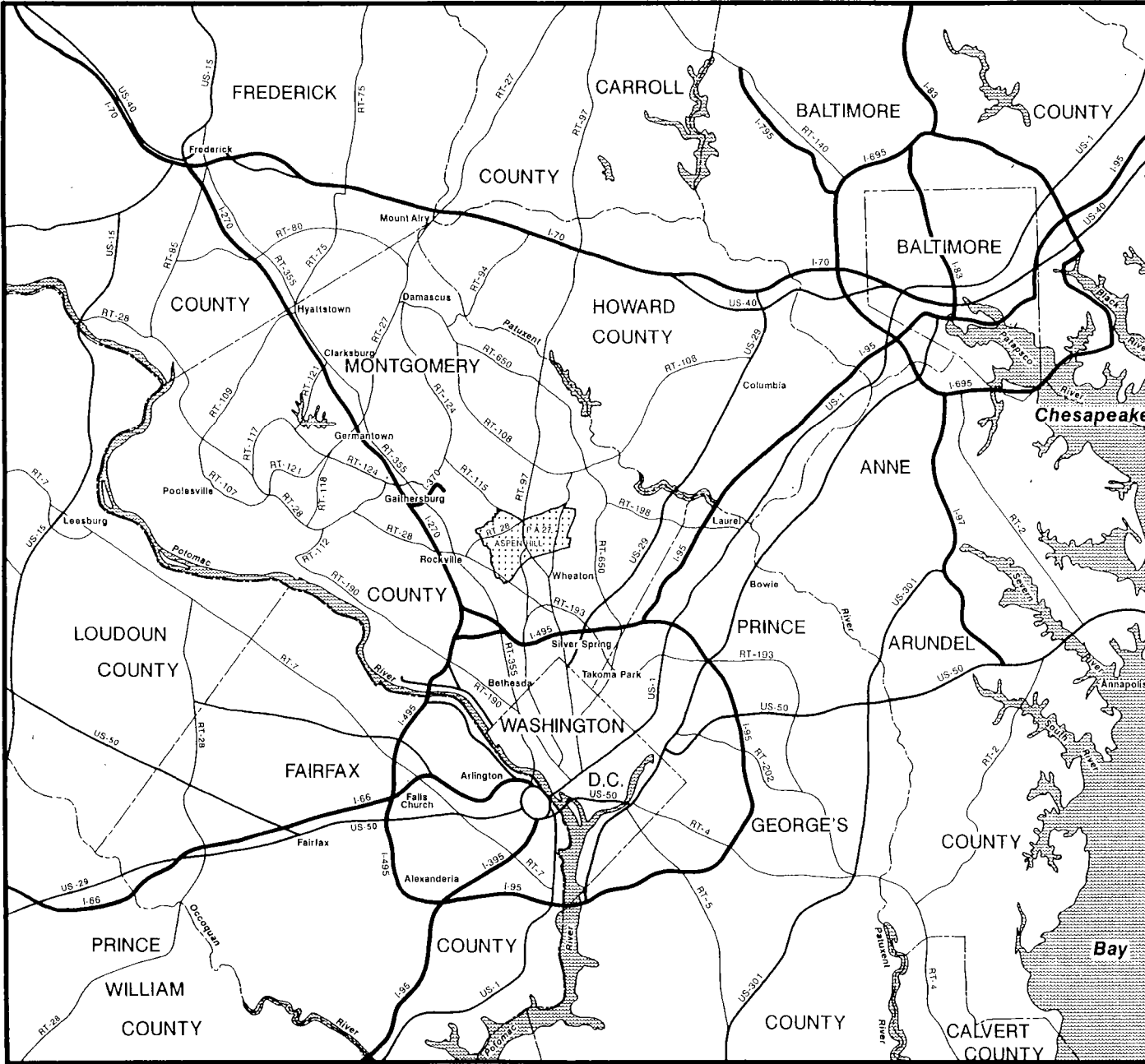


FIGURE 3

In addition to the two area schools, the Lay Hill Academy was located on Layhill Road near the Layhill M. E. Church (now known as the Oak Chapel United Methodist Church). In the Norbeck area, the black community of Mt. Pleasant had a school as early as 1872. It was destroyed by fire in 1925, but was replaced by the Norbeck Colored School on the same site in 1927. This school was closed in 1951.

The first subdivision of land in the Aspen Hill area occurred in 1926, when the Manor Country Club sold some of its property for residences. The Manor Club idea came from E. Brooke Lee and T. Howard Duckett, when they formed a syndicate for the purpose of creating a country club in 1923. They purchased "Homewood," an estate established in 1849 by Charles Abert, who married Constantina Bache (great granddaughter of Benjamin Franklin). The old stone manor house was replaced by a brick clubhouse soon after, and lots were sold around the fringes of the golf course.

Very little development occurred in the area during the Depression and Second World War, but by 1945, more land was made available by the Manor Club, and homes were built along Homecrest Road and Gayfields Road. The next surge of development occurred along Aspen Hill Road in the early 1950's, and then along Georgia Avenue in the second half of the 1950's. Vitro Laboratories opened in 1957, and the Aspen Hill Shopping Center opened in 1958.

By the 1960's, major developers and builders, many with national and international operations, began to build in the area. Levitt and Sons, who built Bowie and other large Washington projects, built Strathmore at Bel Pre in 1968. Ross W. Cortese, a California builder, built Rossmoor/Leisure World, a self-contained community for retired or semi-retired persons over the age of 52, in 1966.

PLANNING HISTORY OF THE AREA

Prior to 1961, the Aspen Hill Area was guided by a variety of Highway Master Plans, a Schools, Parks and Recreation Master Plan and the 1957 General Plan. The first land use plans for the area now designated as Aspen Hill were completed in 1961: master plans for the Upper Rock Creek Watershed and the Upper Northwest Branch Watershed. The Upper Rock Creek Watershed Plan covered the area of Aspen Hill west of Georgia Avenue, and the Upper Northwest Branch Plan covered the area east of Georgia Avenue. The proposals set forth in these two plans were for Aspen Hill to develop as a predominantly large-lot residential area with half-acre and two-acre areas east of Georgia Avenue and a range of lot sizes from 6,000 to 20,000 square feet west of Georgia Avenue. Employment centers were limited to those of the Vitro Laboratories at Connecticut Avenue and Aspen Hill Road. No additional major commercial centers were proposed.

On January 22, 1964, a General Plan for Montgomery and Prince George's Counties, known generally as the "Wedges and Corridors Plan", was adopted by The Maryland-National Capital Park and Planning Commission. The adopted "Wedges and Corridors" Plan re-established the development concept expressed for Aspen Hill in the 1961 Master Plans. In the 1960's,

however, much of the area recommended for low-density residential use was reclassified and, in many cases, developed at much higher densities. The most notable case was the reclassification in 1964 of over 920 acres of two-acre and half-acre residentially zoned land to the Planned Retirement Community (PRC) Zone to accommodate the Leisure World Retirement Community.

The 1970 Aspen Hill Master Plan was the first plan to recognize the Aspen Hill area as a separate entity from the Upper Rock Creek Watershed and Upper Northwest Branch areas. The objective of the 1970 Plan was to establish a planning concept that would stabilize the Aspen Hill area after the extensive zoning changes that had taken place in the 1960's.

Since its adoption in 1970, the Plan has been amended five times. The first two amendments, 1974 and 1977, deleted school designations and rezoned the properties. The first school was the proposed Northgate Elementary School site on the east side of Grand Pre Road near Connecticut Avenue. Originally, the site was zoned for a Planned Unit Development (PUD) and was changed to R-20 (multiple-family, medium-density residential). The second site was the Norwood High School site off Norbeck Road above the northern portion of Leisure World. The site was originally zoned RE-2 (residential estate, two acres). The amendment changed it to R-200 (one-family detached, large lot). Both sites have subsequently been developed at their zoned density.

The next two amendments, in 1978 and 1979, deleted street classifications on portions of Beaverwood and Emory Lanes. The 1978 amendment deleted a 900-foot section of the proposed Beaverwood Lane that fronted Strathmore Local Park. In 1979, the portion of Emory Lane between Old Muncaster Mill Road and the right-of-way for the proposed relocated Muncaster Mill Road was deleted and a desire line for a proposed primary roadway connection between Old Muncaster Mill Road and Winslow Subdivision to the south was added.

The last amendment, in 1986, deleted the primary street classification of Palmira Lane between Connecticut Avenue and Wendy Lane. It also adopted commercial redevelopment guidelines for the Aspen Hill Shopping Center to ensure compatibility with the adjacent Harmony Hills neighborhood. These guidelines are restated in this document.

MARYLAND PLANNING ACT OF 1992

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed by the Aspen Hill Master Plan.

The seven visions of the State Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

- "1. Development is to be concentrated in suitable areas;
2. Sensitive areas are to be protected;
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;
5. Conservation of resources, including a reduction in resource consumption is to be practiced;
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined;
7. Funding mechanisms are to be addressed to achieve these objectives."

In addition to the Amendment's conformance to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect environmentally impacted areas. Sensitive areas are described in the Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes. The Environmental Resources chapter complies with the sensitive areas requirement of the Planning Act along with regulatory strategies for protecting these areas.

Flexible development regulations, the streamlining of the development process, and innovative economic development techniques are also required by the Planning Act. The Aspen Hill Master Plan uses flexible development standards in several instances where significant new development is contemplated.

GENERAL PLAN FOR MONTGOMERY COUNTY

The 1993 General Plan Refinement of the Goals and Objectives for Montgomery County will amend the 1964 General Plan, commonly called ". . . on Wedges and Corridors," and the 1969 Updated General Plan for Montgomery County (approved in 1970). The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans and sector plans. Its purpose is to provide clear guidance regarding the general pattern of development in Montgomery County, while retaining enough flexibility to respond to unforeseeable circumstances as they arise.

The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge. Each area is defined in terms of appropriate land uses, scale, intensity and function. The geographic components provide a vision for the future while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge - an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally

moderate density and suburban character that have evolved between the Wedge, Corridor and Urban Ring as Suburban Communities. Emphasis remains on intensification of the Corridor, particularly along the main stem.

In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development within those geographic components. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism.

Conformance with the Maryland Planning Act of 1992 and General Plan for Montgomery County

The land area covered by the Aspen Hill Master Plan is fully within the boundaries of the Suburban Communities. The vision for the Suburban Communities, as described in the General Plan Refinement, is characterized by "moderate density land uses which are transit serviceable along major arteries; increased transportation options; suburban residential neighborhoods; distinct centers; and appropriate public investment." The Aspen Hill Master Plan fulfills these visions by proposing a continuation of the established suburban character of the area. Proposals for a transitway, a hiker/biker trail system and additional park-and-ride facilities would increase transportation options in the area. In addition, this Plan proposes methods to improve community identity, an issue noted in the General Plan as particularly important in Suburban Communities. To promote the centers concept in the General Plan, the Aspen Hill Master Plan supports design improvements to the neighborhood shopping centers located along major State highways in the Aspen Hill area.

This Master Plan also addresses each of the seven goals and related objectives and strategies.

LAND USE

Achieve a variety of land uses and development densities consistent with the Wedges and Corridors pattern.

The Aspen Hill Master Plan directly supports the Land Use Goal and Wedges and Corridors Concept by maintaining residential and supporting commercial uses as the most important uses in the area (Land Use Objective 3). Additional commercial and residential opportunities in Aspen Hill are limited, thereby supporting a General Plan objective to "direct the major portion of Montgomery County's future growth to the Urban Ring and I-270 Corridor" (Land Use Objective 1). Also, the Plan proposes rezoning of some properties to TDR zones, supporting protection of an agricultural wedge (Land Use Objective 4). This also conforms with Vision 1 of the Maryland Planning Act--development is to be concentrated in suitable areas--and Vision 3--rural growth directed to population centers and resource areas protected.

HOUSING

Encourage and maintain a wide choice of housing types and neighborhoods for people of all incomes, ages, lifestyles and physical capabilities at appropriate densities and locations.

Aspen Hill already offers a wide choice of housing, including single-family detached and attached housing units, multi-family units, and a large housing resource for the elderly, Leisure World. Protection of these existing residential communities is a main housing objective of the Plan and is also in accordance with the General Plan objective to "maintain and enhance the quality of housing and neighborhoods" (Housing Objective 5). Despite projections for significant population growth in the County, the Aspen Hill Master Plan does not anticipate or plan for great increases in housing units, thereby channeling higher density housing development to the Urban Ring and Corridor.

ECONOMIC ACTIVITY

Promote a healthy economy, including a broad range of business, service and employment opportunities at appropriate locations.

This Master Plan seeks to retain the existing employment centers in Aspen Hill, but recognizes that Aspen Hill is not an appropriate location for increases in employment-related activities beyond its existing activity centers. The Plan does not seek a vast expansion of employment opportunities in the area, allowing the major portion of economic activity to be directed to the Urban Ring and Corridor (Economic Activity Objective 6). Improving connections between commercial centers and residential areas are promoted in the Plan, as envisioned by the General Plan Refinement (Economic Activity Strategy 4C). The recommendation which permits the intensification of existing centers of economic activity is in accord with Vision 6 of the State Planning Act--economic growth is encouraged.

TRANSPORTATION

Provide a safe and efficient transportation system that serves the environmental, economic, social and land use needs of the County and provides a framework for development.

The Aspen Hill Master Plan supports many of the General Plan Transportation principles, including an improved transit system (Transportation Objective 4), bikeway system (Transportation Objective 6) and movement of through traffic away from local streets (Transportation Strategy 5A). The Plan also favors the construction of a roadway or transitway along the ICC right-of-way, thereby supporting a General Plan strategy to "give priority to improving east-west travel" (Transportation Strategy 1B). In addition, the recommended study for a Georgia Avenue transitway linking Aspen Hill with Silver Spring is consistent with another strategy, "give priority to establishing exclusive travelways for transit and high occupancy vehicles serving the Urban Ring and Corridor" (Transportation Strategy 4B).

ENVIRONMENT

Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations. Manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant and animal life.

Stream quality, wetland protection and reduction of flooding are all environmental issues addressed by both the Aspen Hill Master Plan and the General Plan Refinement. This Plan pays particular attention to the prevention of any further degradation of stream quality and erosion (Environment Objective 5) and calls for a retrofit of a major redevelopment site for water quality and quantity to improve stream valley protection. Aspen Hill's commitment to reduce single-occupancy automobile travel will help to improve air quality (Environment Objective 7) and reduce energy consumption (Environment Objective 14). The environmental resource chapter identifies sensitive areas to be protected in compliance with Vision 2 of the Maryland Planning Act. This chapter is an indication of the County's stewardship of the Chesapeake Bay and land (Vision 4). The Plan's efforts for resource conservation comply with Vision 5.

COMMUNITY IDENTITY AND DESIGN

Provide for attractive land uses that encourage opportunity for social interaction and promote community identity.

The advancement of social interaction and community identity is a major issue in the Aspen Hill Master Plan. Many of the General Plan goals, objectives and strategies aimed at improving community identity are employed in this Plan. Design improvements to increase the connectivity between residential neighborhoods and between residences and commercial areas are proposed (Community Identity and Design Strategies 1E, 1H, 1I). This Plan also proposes that guidelines for special exceptions be developed to ensure compatibility with existing development (Community Identity and Design Strategy 5D). Other proposals include the retention of publicly-owned sites for future community facilities and a separate zip code for Aspen Hill to increase community identity (Community Identity and Design Strategy 4C).

REGIONALISM

Promote regional cooperation and solutions of mutual concern to Montgomery County, its neighbors, and internal municipalities.

Aspen Hill's commitment to achieve Clean Air Act standards and protect water quality and quantity conform to the General Plan Refinement's strategy to "attain and maintain regional standards for matters of regional significance" (Regionalism Strategy 2D).

Rationale for Chosen Priorities

The General Plan Refinement recognized that there will be conflicts between its goals, objectives and strategies and noted that "it is only within the master plan context, where decisions about individual parcels of land are made that any reasonable prioritization of competing goals and objectives can be made." Therefore, a discussion regarding this Master Plan's priorities is appropriate.

Due to its location in the Suburban Communities, this Master Plan has tended to make protection of environmental features a priority over new development. For example, the recommendation to forego productivity housing because appropriate sites are located in areas that conflict with the protection of streams and their watersheds is supported by the General Plan (Environment Objective 4). The Aspen Hill Master Plan also requires that environmental impact statements be completed on the two major undeveloped sites prior to development.

One exception to the Plan's environmental priority exists. The source of this Plan's greatest conflict is its support for an east-west transportation route along the Intercounty Connector right-of-way. In this matter, the Plan favors the General Plan Refinement transportation objective of improving east-west transportation and leaves the environmental assessment of this project to the State.

SUMMARY OF KEY INDICATORS

Summary Profile

The Aspen Hill Planning Area boundaries encompass approximately 13.20 square miles. It has a 1990 population of approximately 54,800 people living in approximately 21,700 households. The household population is expected to grow between 1990 and 2010 to almost 63,200, an increase of almost 8,700 residents, or 16 percent (Table 1). Technical Appendix A gives a more detailed listing of selected 1990 population and housing characteristics for the planning area. It also provides a sampling of selected social, employment, commuting and income characteristics for the planning area.

Aspen Hill Policy Area

The Annual Growth Policy is a document which addresses subdivision approvals. That document divides the County into Policy Areas which are different than Planning Area geographics. For the purposes of subdivision regulations, the Aspen Hill policy area evolved from the Kensington/Wheaton/Aspen Hill Policy Area in June 1989. The Kensington/Wheaton/

Table 1

**ASPEN HILL AREA POPULATION FORECAST BY AGE
1990-2010**

Age	Number					Percent Distribution				
	1990	1995	2000	2005	2010	1990	1995	2000	2005	2010
0-4	3,400	3,900	4,200	4,004	4,000	6.2%	6.9%	6.8%	6.4%	6.3%
5-9	2,900	3,800	4,300	4,300	4,200	5.3%	6.7%	7.0%	6.9%	6.6%
10-14	2,800	3,200	4,000	4,200	4,200	5.1%	5.5%	6.5%	6.7%	6.6%
15-19	3,000	2,800	3,300	3,600	3,800	5.5%	4.9%	5.3%	5.8%	6.0%
20-24	4,000	3,300	3,400	3,500	3,800	7.3%	5.8%	5.5%	5.6%	6.0%
25-29	5,200	4,400	4,600	4,400	4,400	9.5%	7.8%	7.4%	7.1%	7.0%
30-34	4,900	5,200	5,500	5,200	5,100	9.0%	9.2%	8.9%	8.3%	8.1%
35-39	4,100	4,800	5,400	5,200	5,000	7.5%	8.5%	8.7%	8.3%	7.9%
40-44	3,700	4,400	5,000	5,200	5,100	6.8%	7.8%	8.1%	8.3%	8.1%
45-49	3,300	3,700	4,400	4,700	4,900	6.1%	6.5%	6.1%	7.5%	7.8%
50-54	3,000	3,000	3,400	3,800	4,100	5.5%	5.3%	5.5%	6.1%	6.5%
55-59	2,900	2,700	2,800	3,000	3,300	5.3%	4.8%	4.5%	4.8%	5.2%
60-64	2,800	2,700	2,600	2,500	2,700	5.1%	4.8%	4.2%	4.0%	4.3%
65-69	2,600	2,600	2,500	2,400	2,400	4.8%	4.6%	4.0%	3.9%	3.8%
70-74	2,200	2,300	2,400	2,300	2,200	4.0%	4.1%	3.9%	3.7%	3.5%
75-79	1,700	1,700	1,800	1,800	1,700	3.1%	3.0%	2.9%	2.9%	2.7%
80-84	1,200	1,200	1,200	1,200	1,200	2.2%	2.1%	1.9%	1.9%	1.9%
85+	800	1,000	1,000	1,000	1,100	1.5%	1.8%	1.6%	1.6%	1.7%
Total	54,500	56,700	61,800	62,300	63,200	100.0%	100%	100%	100%	100%
Group Quarters	300	300	300	300	300					
Total	54,800	57,000	62,100	62,600	63,500	100.0%	100%	100%	100%	100%

Source: Montgomery County Planning Department, Research Division,
Round IV Modified Intermediate Forecast; 1990 U.S. Census

Aspen Hill area was the largest policy area in terms of land area, households and population. The County Council determined that it was not valid to have the same level of service standards for such a large and diverse area. As a result, new standards for the Annual Growth Policy review had to be set.

In establishing Aspen Hill as a separate policy area, the adopted staging ceiling between the two areas had to be split. To accomplish this, transit availability had to be determined for the two areas. The availability of transit service in the Aspen Hill policy area put it in the Group III classification with an average level of service (LOS) standard of C/D.

LAND USE

INTRODUCTION

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

LAND USE OBJECTIVES

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

- o To permit a limited amount of retail activity on the former Vitro site and to allow a reversion to office use in the long term.

GENERAL PLANNING FRAMEWORK

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

Plan Determinants

LAND USE

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

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

Aspen Hill has a number of conveniently located neighborhood shopping centers. No areas are lacking a nearby grocery store. The center of Aspen Hill's economic activities lies in and around the intersections of Georgia Avenue, Connecticut Avenue and Aspen Hill Road. This area contains the most significant office space in the planning area and also provides the largest concentration of retail activity.














ZONING

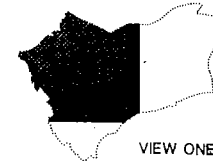
The land use and zoning recommendations of the 1970 Aspen Hill Master Plan were not implemented through an area-wide comprehensive rezoning by sectional map amendment. Instead, rezonings were implemented by a series of local map amendments filed by individual property owners. Figure 7 shows the existing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

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**EXISTING
 LAND USE**

VIEW ONE

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

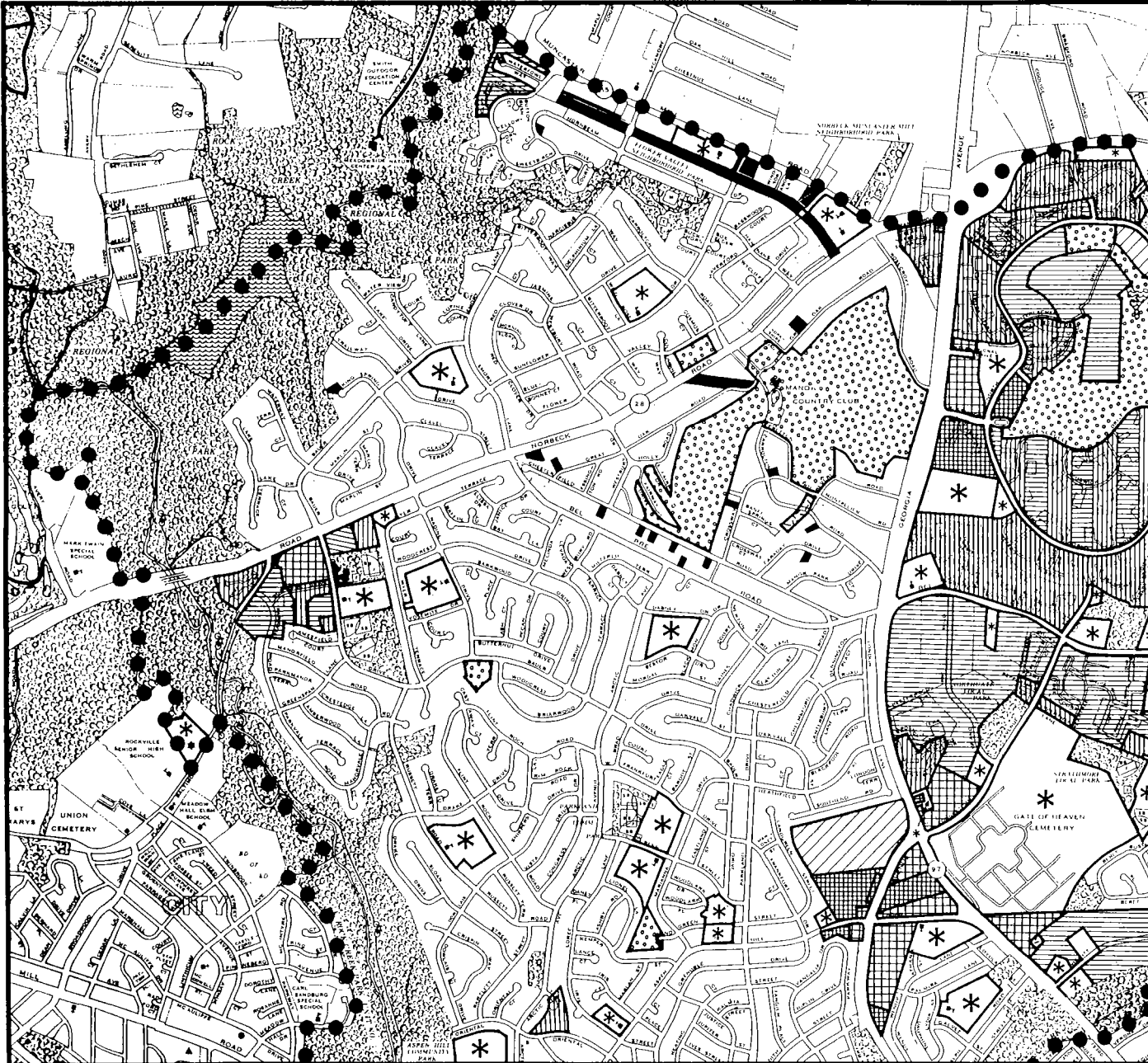


VIEW ONE



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









FIGURE 4



A Master Plan for the Communities of
Aspen Hill
 Planning Area

**EXISTING
 LAND USE**

VIEW TWO

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

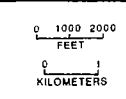
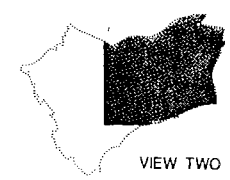
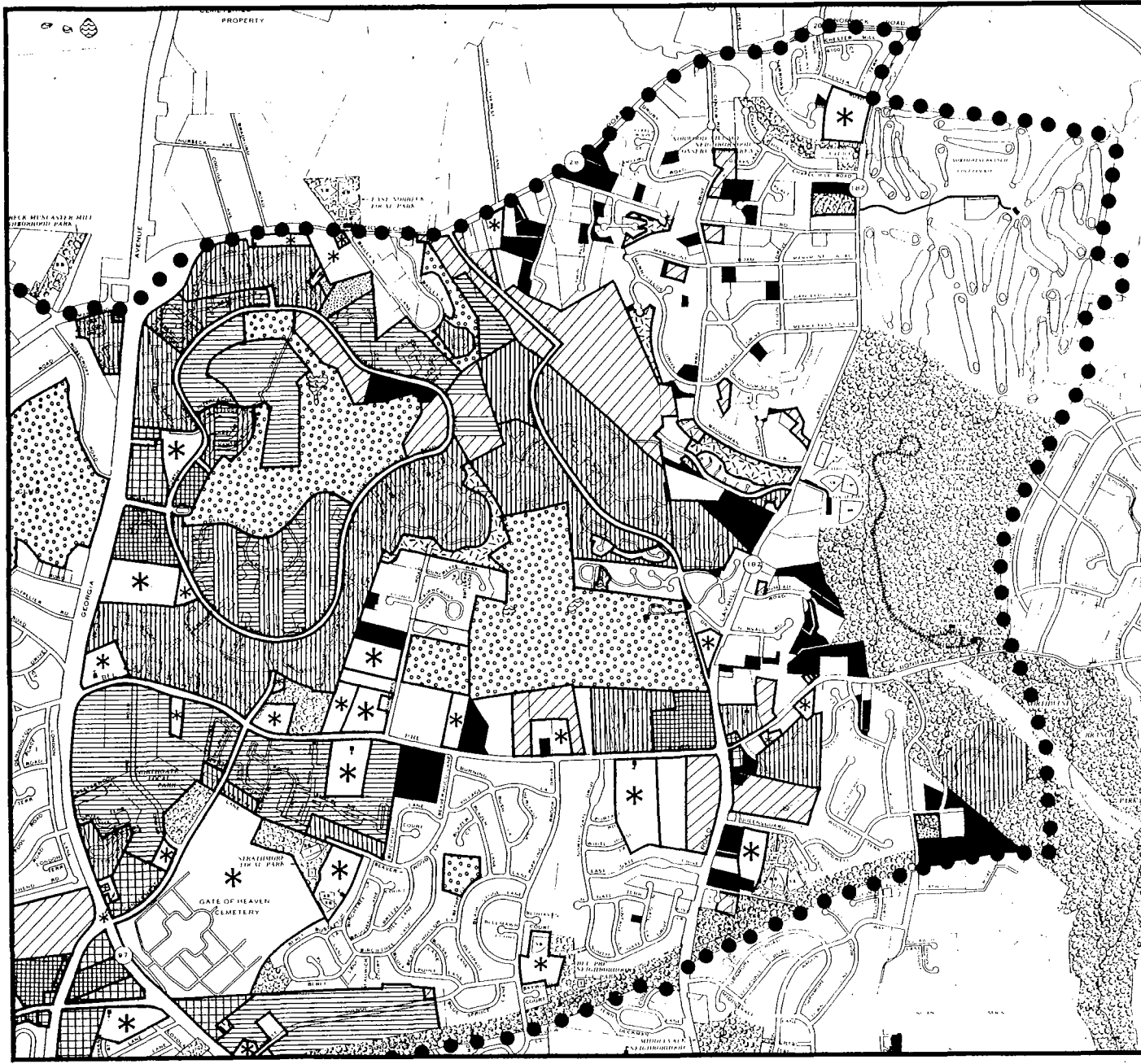
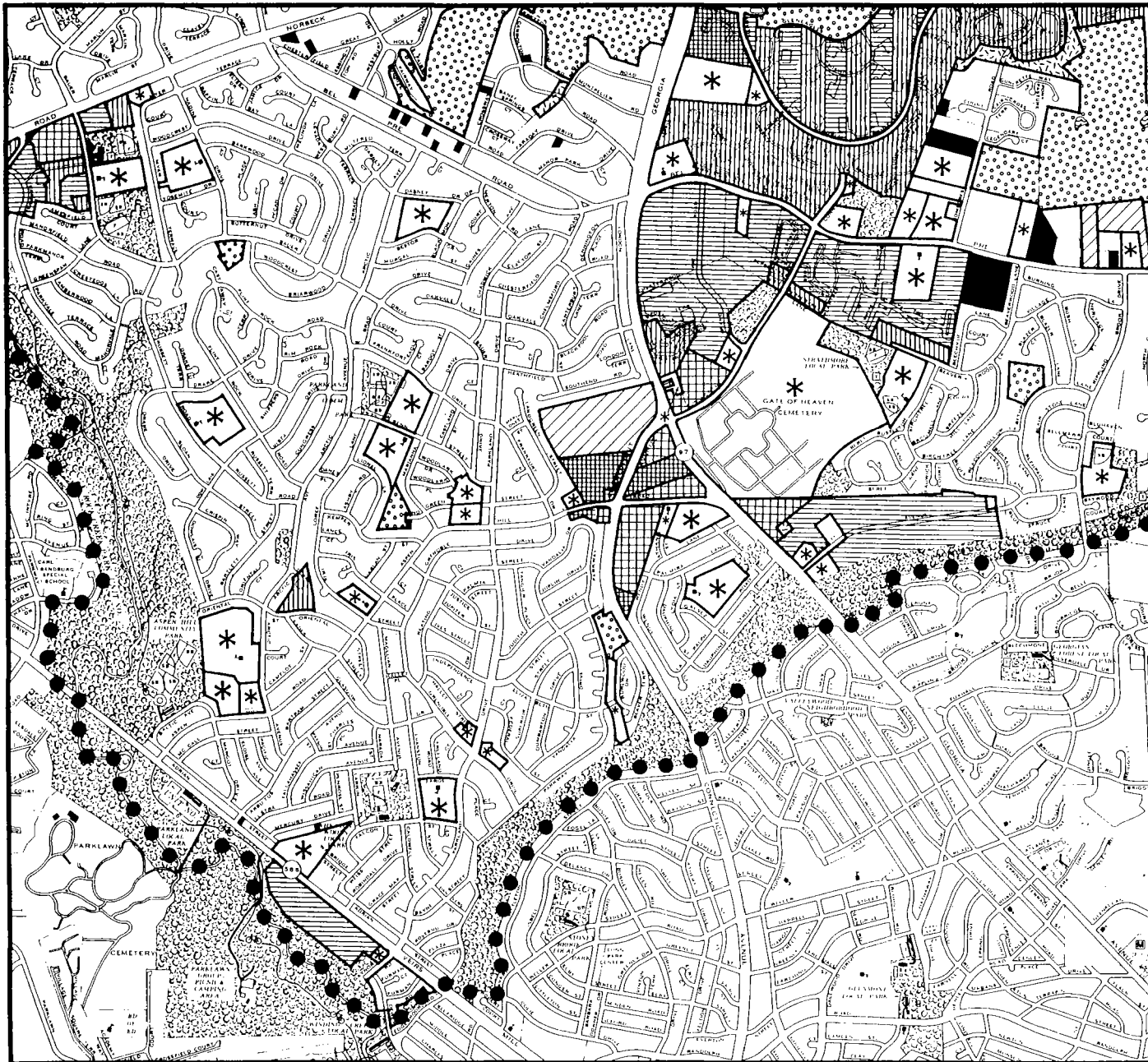


FIGURE 5
















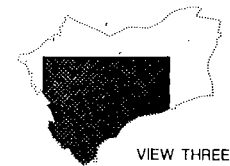


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**EXISTING
 LAND USE**

VIEW THREE

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



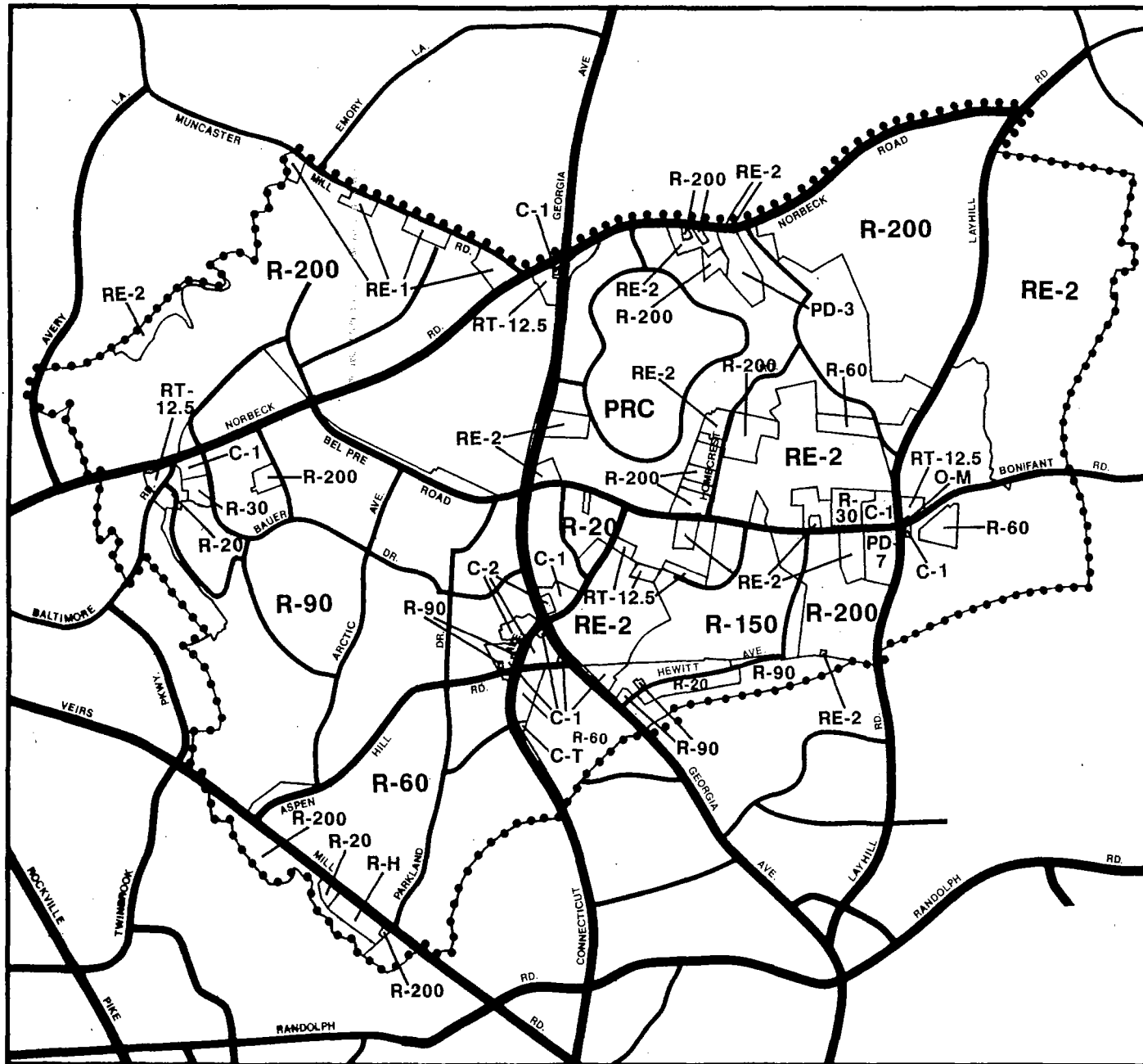
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FIGURE 6

A Master Plan for the Communities of
Aspen Hill
 Planning Area

EXISTING ZONING

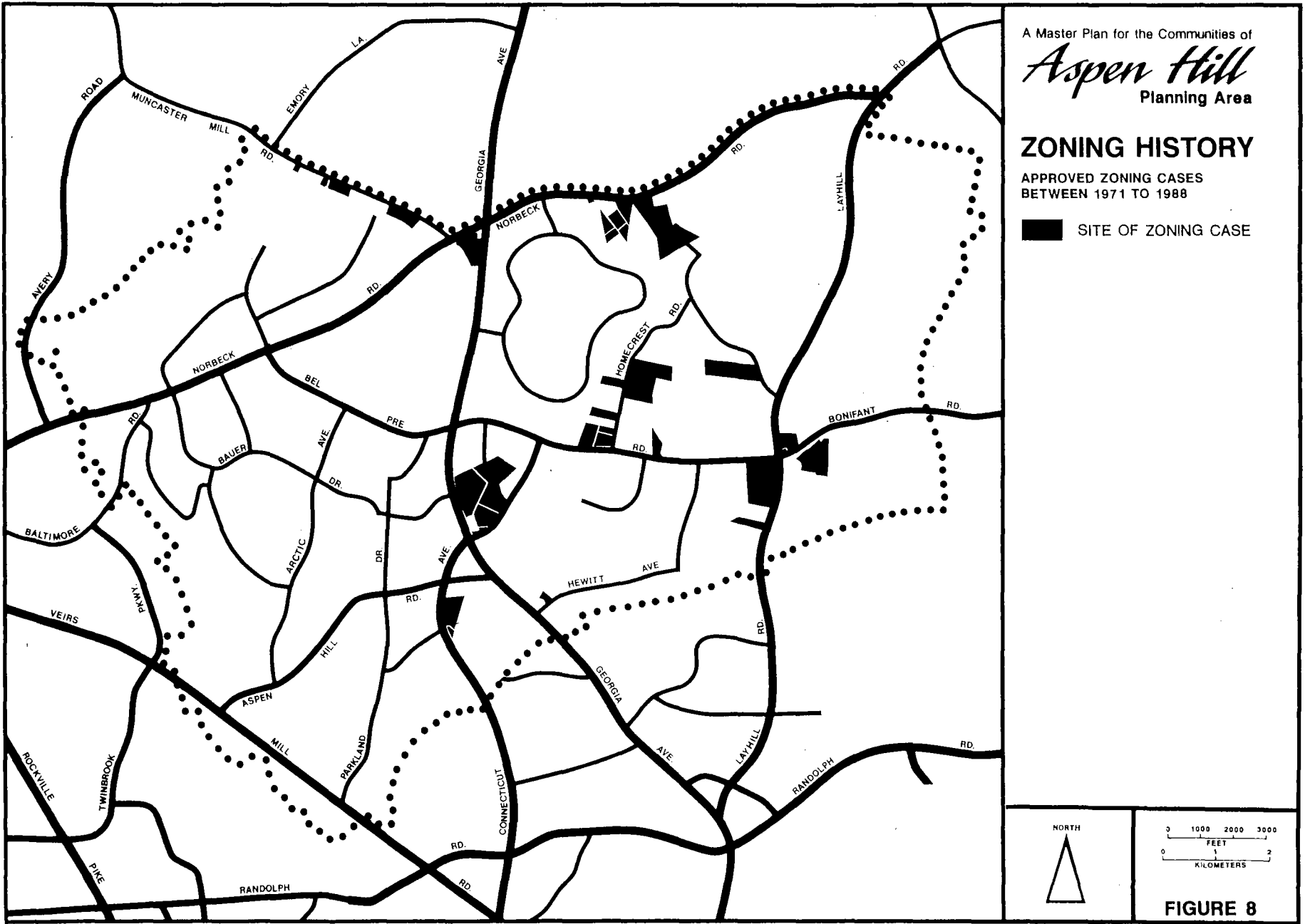
RE-2	RESIDENTIAL, ONE FAMILY
RE-1	RESIDENTIAL, ONE FAMILY
R-200	RESIDENTIAL, ONE FAMILY
R-150	RESIDENTIAL, ONE FAMILY
R-90	RESIDENTIAL, ONE FAMILY
R-60	RESIDENTIAL, ONE FAMILY
RT-12.5	RESIDENTIAL, TOWNHOUSE
R-30	MULTIPLE FAMILY, LOW DENSITY RESIDENTIAL
R-20	MULTIPLE FAMILY, MEDIUM DENSITY RESIDENTIAL
R-H	MULTIPLE FAMILY, HIGH RISE PLANNED RESIDENTIAL
PD	PLANNED DEVELOPMENT
PRC	PLANNED RETIREMENT COMMUNITY
C-T	COMMERCIAL, TRANSITIONAL
O-M	OFFICE BUILDING, MODERATE INTENSITY
C-1	CONVENIENCE COMMERCIAL
C-2	GENERAL COMMERCIAL



NORTH

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FEET
0 1 2
KILOMETERS

FIGURE 7



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

NATURAL FEATURES

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

CONCURRENT PLANNING ACTIVITIES

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

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

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

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

MEETING COUNTY HOUSING GOALS

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

The criteria for selecting Productivity Housing sites is stated in the Montgomery County Zoning Ordinance. "In evaluating Productivity Housing special exceptions, emphases will be placed on providing Productivity Housing in those policy areas of the County having less than the County-wide average of housing priced at Productivity Housing levels and below." The planning area may already meet the County-wide average for housing priced in this program's price range. Recent housing figures show that the median housing prices in the planning area are approximately equal to the County-wide median. This Plan recommends that the commercially zoned areas of the planning area, such as Northgate and Layhill shopping centers, should be given particular consideration for the Productivity Housing program.

"No property with a class three or four stream may be considered for Productivity Housing." (See the Environmental Resource Plan for the explanation of stream classifications.) Most of the residentially zoned properties identified as significant parcels in this Plan either have a Use IV stream on the property or drain into a Use IV stream watershed. To stabilize existing areas of accelerated streambank erosion and prevent expansion of the 100-year floodplain in a developed area, most of these significant parcels are recommended to retain a low density that is equivalent to the 1970 Master Plan. That recommended density in environmentally sensitive areas is half the density allowed under the Productivity Housing Program.

Aspen Hill contains large concentrations of affordable housing units. The area bounded by Georgia Avenue, Bel Pre Road and Connecticut Avenue is a significant multi-family housing resource to the County, as are the apartments along Hewitt Avenue. Much of the area's modest single-family housing units are also affordable when compared to other areas of Montgomery County.

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

PUBLICLY-OWNED LAND AND COMMUNITY SERVICES

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

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

This community is on the edge of several government service areas. At a minimum this Plan recommends a new recreation center in the eastern portion of the Planning Area, but the area must compete with adjacent planning areas on a need basis. The planning area is located between the City of Rockville and Kensington-Wheaton, Eastern Montgomery County and Olney. Aspen Hill tends to be split between several larger service areas. Some of those areas, such as Rockville and Kensington, already have adequate facilities; Eastern Montgomery County, Olney and the Upcounty areas are waiting to receive additional services.

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

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

LAND USE RECOMMENDATIONS

Significant Parcels and Areas

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

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

A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS

PARCELS OR AREAS

 WITH CHANGES IN USE OR DENSITY

- 1 RIGHT-OF-WAY FOR THE FORMER RELOCATED MUNCASTER MILL ROAD
- 2 FORMER VITRO CORPORATION SITE
- 3 LEE DEVELOPMENT GROUP OFFICE BUILDING SITE
- 4 MOBIL SERVICE STATION AND THE ASPEN VIEW CENTER OFFICE BUILDING
- 5 NORBECK ROAD/BAILEY'S LANE AREA
- 6 WASHINGTON SUBURBAN COMMISSION (WSSC) SITE
- 7 HOMECREST ROAD AREA
- 8 BEL PRE ROAD AREA
- 9 SAINTS CONSTANTINE AND HELEN GREEK ORTHODOX CHURCH PROPERTY
- 10 LAYHILL SHOPPING CENTER
- 11 SANDY SPRING BANK
- 12 WESTERN HEWITT AVENUE PARCELS
- 13 RIGHT-OF-WAY FOR THE FORMER ROCKVILLE FACILITY

 WITH COMMENTS

- 14 ROBERT E. PERRY HIGH SCHOOL
- 15 ROCK CREEK VILLAGE SHOPPING CTR.
- 16 GREEN STRIP AT MANOR COUNTRY CLUB
- 17 ASPEN HILL SHOPPING CENTER
- 18 MATTHEW HENSON STATE PARK
- 19 PRC- AGE RESTRICTED AREA
- 20 PRC- UNRESTRICTED PORTIONS
- 21 GATE OF HEAVEN CEMETERY
- 22 HOANG PROPERTY
- 23 EASTERN HEWITT AVENUE PARCELS
- 24 ARGYLE COUNTRY CLUB
- 25 ALLENWOOD/GAYFIELDS/WILSON HILLS/GAYWOOD AREA
- 26 PLAZA DEL MERCARDO SHOPPING CTR.

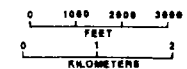
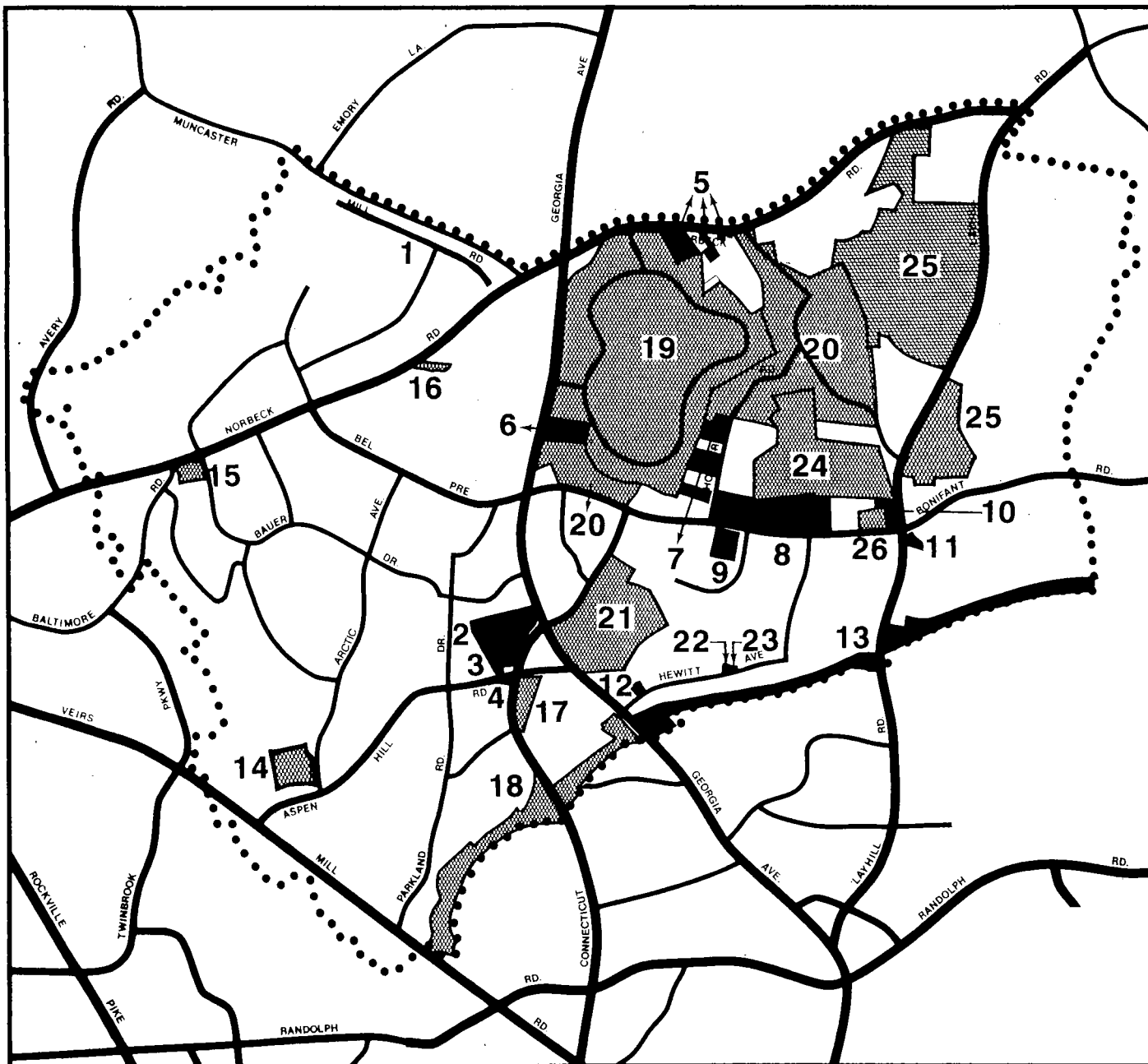


FIGURE 9



A Master Plan for the Communities of
Aspen Hill
 Planning Area

PROPOSED ZONING

 SITES RECOMMENDED FOR ZONING CHANGES BY SECTIONAL MAP AMENDMENT

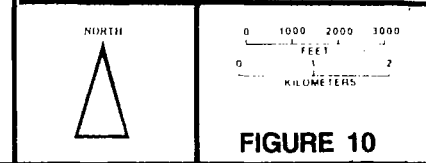
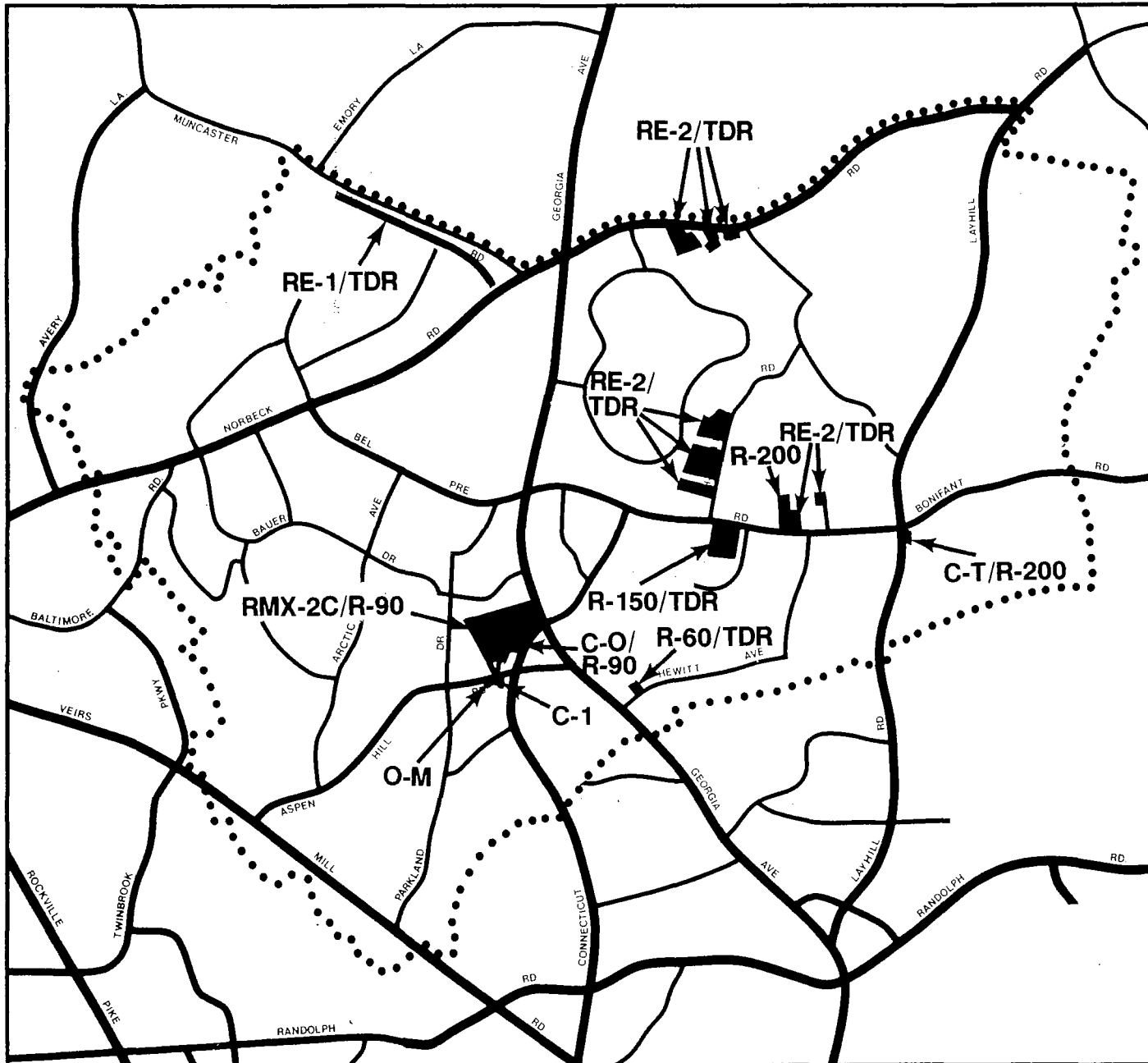


FIGURE 10

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

This Plan supports the retention and reconfirmation of existing zoning for all developed, underdeveloped and undeveloped land in the Aspen Hill Planning Area, except for those sites recommended for a change by this Plan. Further, this Plan supports the retention and reconfirmation of existing public facility sites in the area. Any disposition of County owned property should only occur after a careful examination to determine that all needed services can be accommodated on the remaining land.

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

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

PARCELS OR AREAS RECOMMENDED FOR A CHANGE IN USE OR DENSITY

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

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

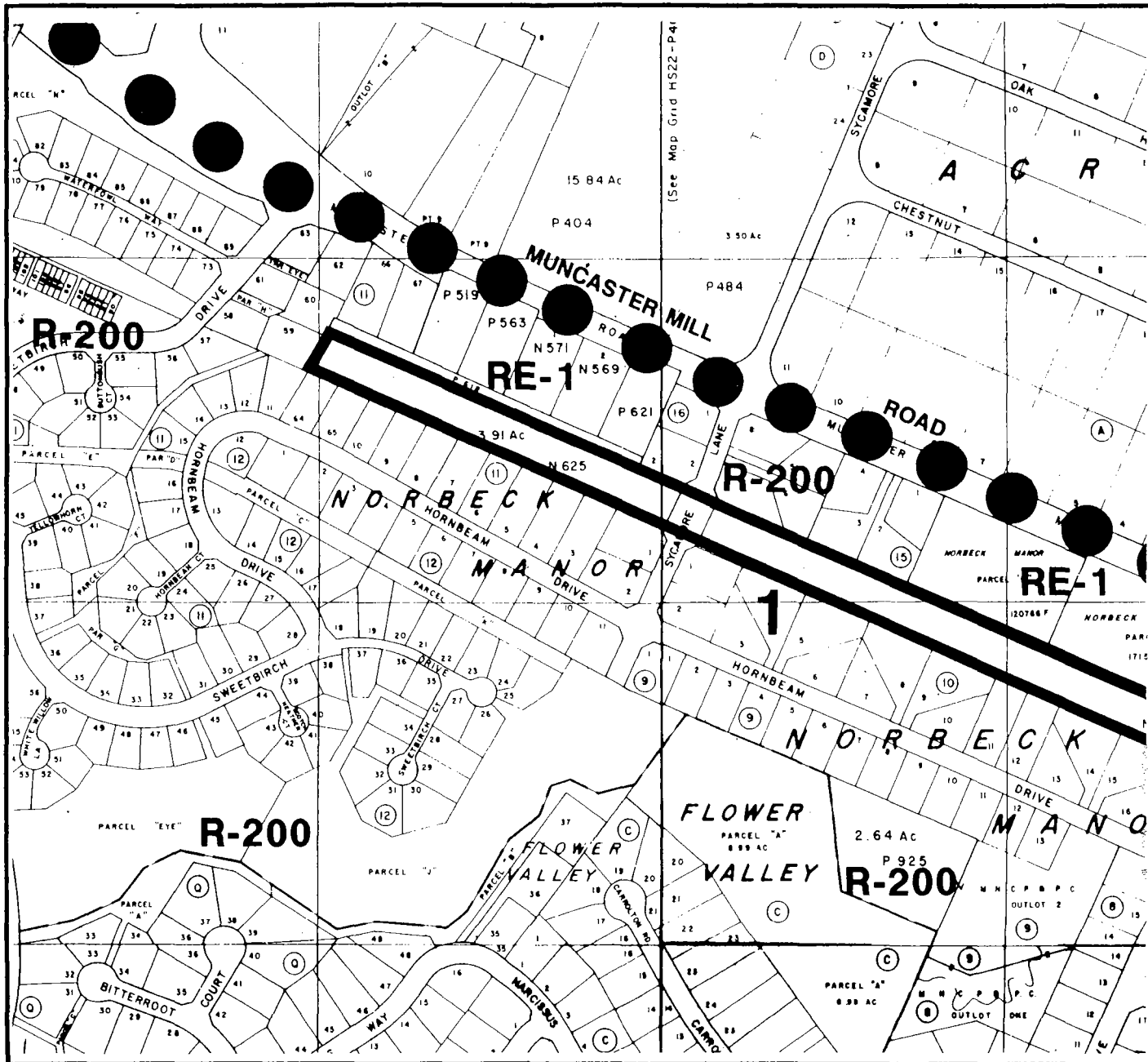
This site is recommended for a zone of RE-1/TDR-2. Any development of this site should not provide a through connection of Sunflower Drive to Muncaster Mill Road. Such a connection would be detrimental to the existing residential community. The use of this right-of-way for any major road would be inappropriate,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

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

This 32.75-acre parcel (Figure 13) was previously owned by the Vitro Corporation. The parcel is located west of the intersection of Connecticut and Georgia Avenues. The former Vitro site is bordered on the north and west by single-family detached homes on quarter-acre lots and on the south by an office building.

This site has been an asset to the community as the single non-retail employment center in the planning area. Vitro was a good neighbor by buffering the surrounding residents from activity and allowing community use of its meeting room facilities. Office is the preferred use in the long term. However, the existing surplus of office space in the County and the decision by Vitro to vacate the on-site offices, coupled with the proposal from Home Depot for a low density use of the property, leads to the recommendation to allow a limited amount of retail use on the site with the flexibility to return to office at the option of the owner through a floating zone.

The conversion of this site to retail use should not be considered a signal to intensify the use of this site nor the surrounding retail area into a regional shopping area. Should the demand for retail uses in the planning area increase, this Plan envisions intensification of the other existing retail centers without additional expansion of commercial zoning. No new commercial zoning should be permitted on Aspen Hill Road west of Connecticut Avenue beyond what is recommended in this Plan.

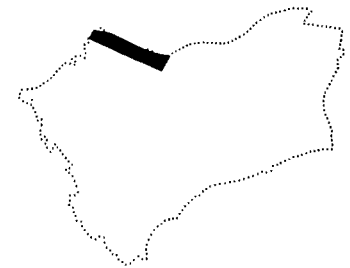


A Master Plan for the Communities of
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**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.1**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

 **PARCEL BOUNDARY**



Locational Reference Map



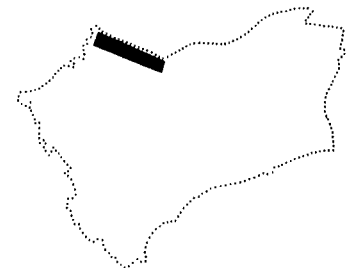
FIGURE 11

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.1**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

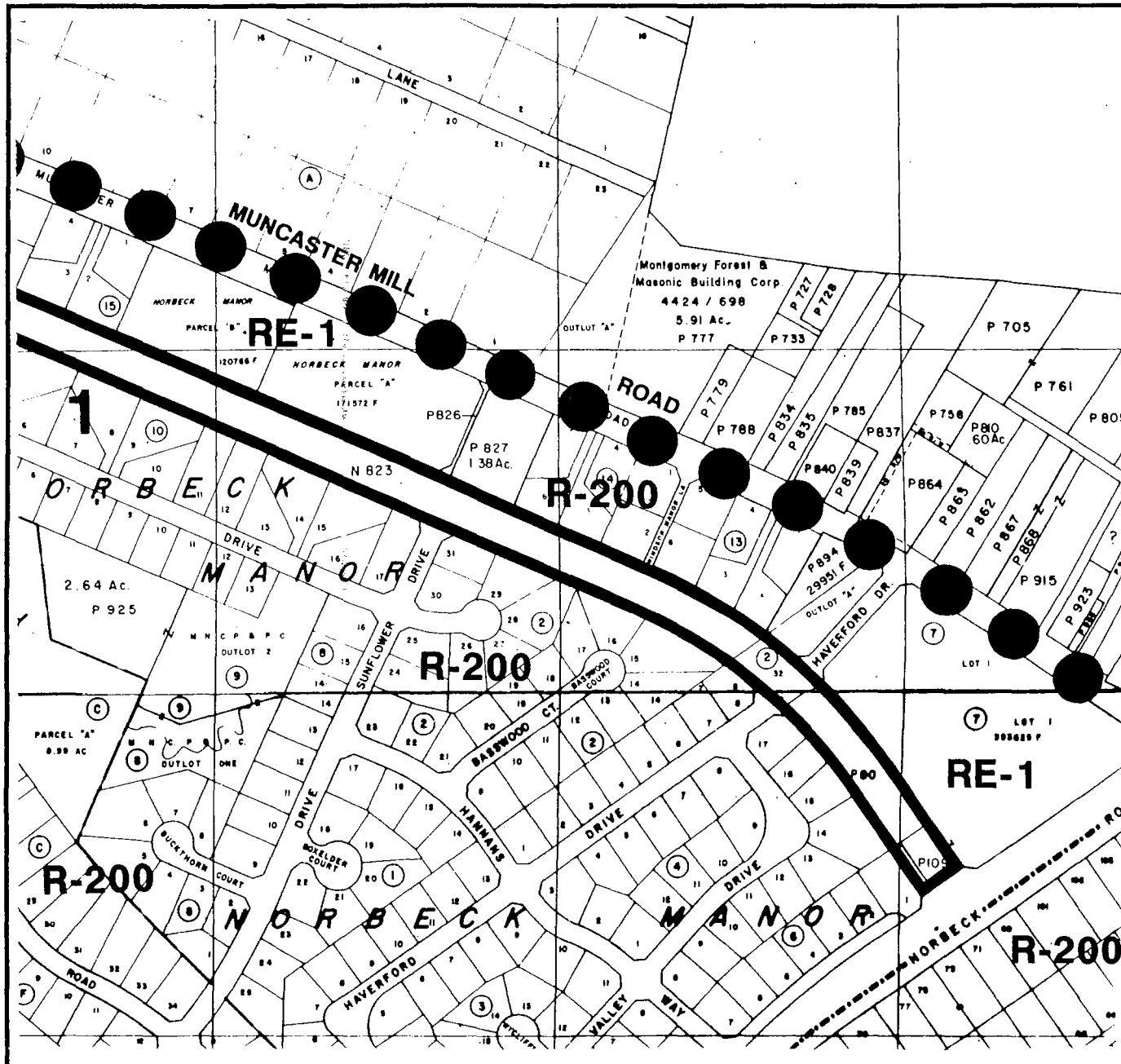
 PARCEL BOUNDARY

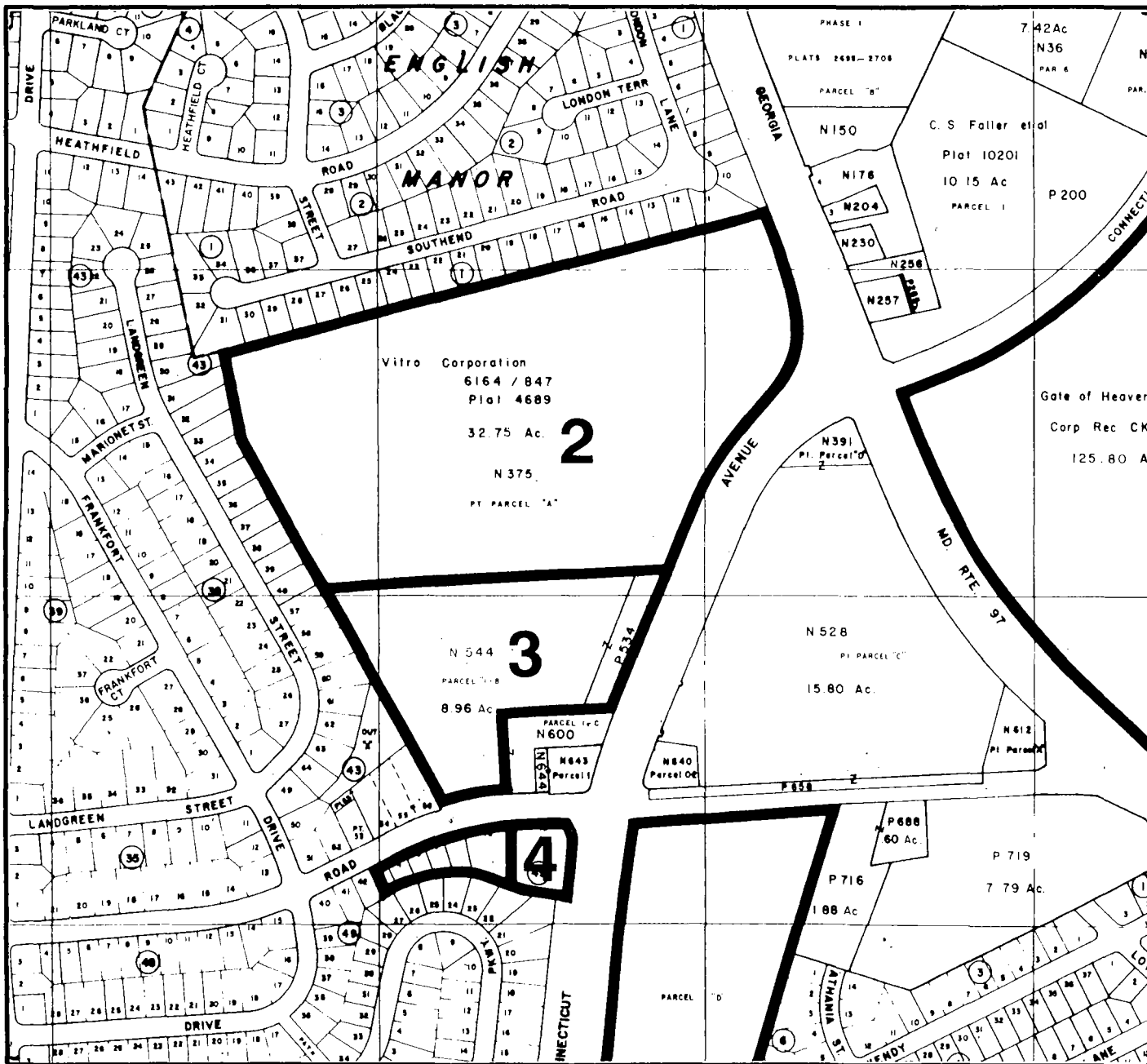


Locational Reference Map



FIGURE 12



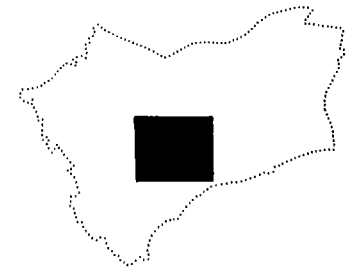


A Master Plan for the Communities of
Aspen Hill
 Planning Area

SIGNIFICANT PARCELS AND AREAS
SITE Nos. 2, 3 & 4

SHOWING EXISTING ZONING FOR SURROUNDING PROPERTIES

PARCEL BOUNDARY



Locational Reference Map



FIGURE 13

Within the General Plan framework, Aspen Hill is part of the Suburban Communities area. The Aspen Hill resident looks to the larger retail areas within the Urban Ring to provide a wider range of shopping needs. Wheaton, North Bethesda and Rockville Pike retail areas provide the complementary retail activity with readily-accessible comparison and regional shopping functions.

This Plan recommends that 13.24 acres of the site be zoned RMX-2C (Residential-Mixed Use Development, Specialty Center, Commercial Base), replacing the existing C-2 (General Commercial) and a portion of the R-90 (Residential, One-Family) zones. The RMX-2C zone is recommended so that the retail use can proceed in a limited fashion with a site plan requirement for any significant changes. The zoning recommendation recognizes the commercial use of the proposed reconfiguration of the parking lot area. This Plan endorses the granting of a special exception for parking and providing screening, berms, open space and stormwater management in the R-90 portion of the site. The RMX-2C zone would accommodate the desired retail use for this site and have a lower permissible building density than the present C-2 zoning. The ultimate outcome would limit the site buildout to the retail use proposed in the illustrative site plan. The developer has consented voluntarily to enter into a development agreement, before a building permit is issued, similar to a site plan enforcement agreement with the Planning Board, to give extraordinary assurance that the ultimate development will conform to the illustrative site plan.

The following guidelines should be incorporated into the redesign of the site:

- o The potential retail development on this site should be limited to one building of not greater than 163,000 net square feet of retail space. Of this 163,000 square feet, the fully enclosed area should not be greater than 140,000 square feet.
- o Existing buffer along the northern and western property lines should be enhanced. Paving should generally be no closer than 100 feet from the northern property line. Free-standing advertising signage should be located away from the residential community and should be limited to one such sign.
- o Stormwater management should be handled on site to provide both quantity and quality controls.
- o The number of parking spaces on the entire site should not exceed 880 spaces.
- o Parking lighting should be directed away from the single-family residences and should not cast excessive light towards them. The parking lot should have a pedestrian-protected walkway and extensive shade trees.
- o The on-site pedestrian paths should connect to the existing bus stops.

- o Screening trees should be provided on the south side of the retail building and street trees should be provided along the Georgia Avenue and Connecticut Avenue frontage.
- o All trucks weighing 5,000 pounds or more should be directed only to the Connecticut Avenue entrance.
- o Automobile access from Aspen Hill Road, via the Lee Development Group property, should be discouraged.
- o A traffic light is recommended at the Georgia Avenue entrance if Maryland Department of Transportation standards can be met. In any event, new traffic patterns should be evaluated and any improvements necessary should avoid negative impacts on the residential community.

If, in the future, there is a desire to redevelop this site for an office use, it should only occur by way of an application for O-M (Office Building, Moderate Intensity) zoning. The parameters for the O-M zoning and the appropriate level of density would be determined at that time. The O-M zone is a floating zone. A schematic development plan at the time of rezoning would ensure the compatibility of any development with the surrounding community.

Some of the issues that would have to be resolved at the time of a local map amendment include traffic impact, building size impact and maintenance of existing buffers between this site and the adjacent neighborhood. Office development on this site may be dependent on the use of transportation management strategies, such as carpooling or vanpooling and accompanied by promotion of staggered or off-peak work hours. These strategies would reduce the number of single-occupant vehicles on the roads. This limitation is needed to reduce traffic impact. Structured parking is likely to be necessary.

The predominance of three-story office buildings is important for compatibility. These structures' low height and green buffers should make it a visually attractive neighbor.

From a design point of view, redevelopment of this site as an office employment area could also provide some important pedestrian and visual improvements. This could become the major hub of the Aspen Hill Planning Area as well as a very attractive, animated stretch of Connecticut Avenue.

If this site redevelops for an office use, the following guidelines should be incorporated into the redesign of the site:

- o Development of this site, in combination with development on the Lee Development Group site, should not exceed 1 million square feet of office use. This guideline is to be interpreted as the maximum

amount of development on the two properties, but lesser amounts may be approved due to compatibility and adequate public facility considerations.

- o The current wooded buffer and a 100-foot minimum setback from residential areas, with evergreen buffering and screening, should be maintained for non-residential areas.
- o Non-residential building heights should be higher in the center of the site, stepping down towards the street, with a maximum of three floors nearest to neighborhood homes.
- o All surface parking and parking structures should be screened from adjacent residential uses and street trees along Connecticut and Georgia Avenues should be provided.
- o Off-site, the State Highway Administration and Montgomery County Department of Transportation should be consulted so that boldly striped, paved or colored crosswalks could be provided at Aspen Hill Road and the Connecticut Avenue/Georgia Avenue intersection.
- o On-site stormwater management for both water quality and quantity is appropriate because of the large amount of acreage and the high percentage of impervious surface involved with the proposed land use.

#3 - Lee Development Group Office Building Site

The 10.03-acre parcel, south of the former Vitro site, is owned by the Lee Development Group (LDG) (Figure 13). The site is presently zoned C-1 and R-90. The site is located in the northwest corner of the Connecticut Avenue and Aspen Hill Road intersection. This site is bordered on the north by the former Vitro property and on the west by a church. This site should be maintained as an office employment center for the Aspen Hill community.

This Plan recommends continued office use for this site with a C-O (Commercial, Office building) zoning designation replacing the existing C-1 (Convenience Commercial) zones. The existing C-1 zoning permits additional retail activity which does not conform to this Plan's vision. The C-O zone is recommended so the existing office uses more closely conform to the site's zoning. In addition, the existing R-90 zoning is used for parking and should be reconfirmed. This zoning recommendation would preserve this site as an employment center and preserve job opportunities for residents to work near their home.

If any expansion of office use is requested, it should only be done through the application for O-M zoning over the entire site (both the C-0 and R-90 zoning areas). Such an application should receive favorable consideration, if it complies with the following guidelines:

- o Development of this site, in combination with the former Vitro site, should not exceed one million square feet of office use. This guideline is to be interpreted as the maximum amount of development, but lesser amounts may be approved due to compatibility and adequate public facility considerations.
- o No structure, excluding building mechanics, should be higher than two stories above the existing structure.
- o No structure for building or parking should be closer to the single-family houses than the existing structure.
- o Traffic increases should be mitigated by transportation management methods and the resulting traffic must not cause unacceptable congestion.
- o Stormwater management systems controlling quantity and quality must be used for the site.

If, in the future, there is a desire to redevelop this site in conjunction with the former Vitro site, a common development plan is desirable; however, this may be prevented by separate ownership.

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

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

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

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

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

#5 - Norbeck Road/Bailey's Lane Area

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

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

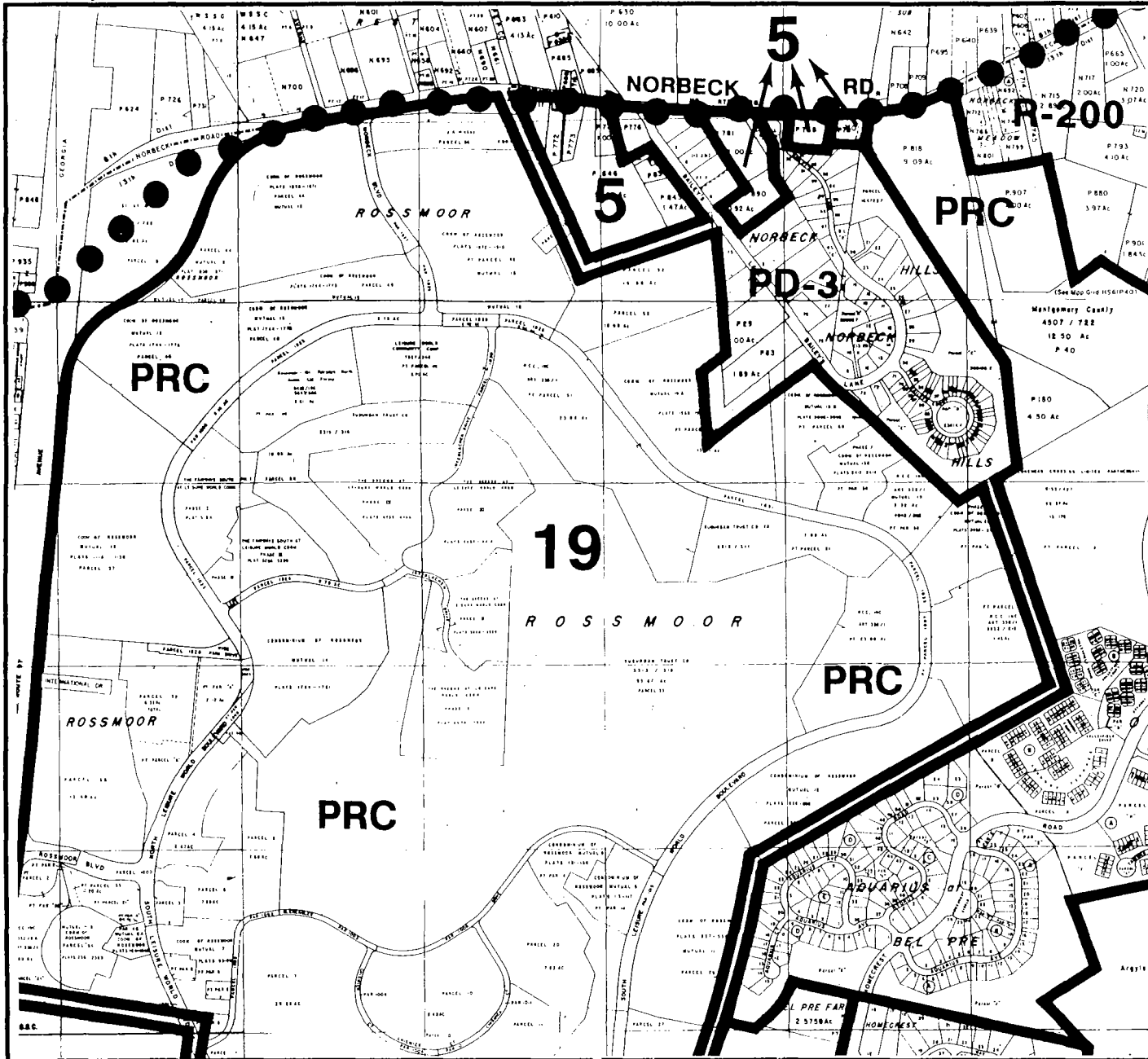
As an alternative, all or a portion of the area west of Bailey's Lane may be appropriate for expansion of the adjacent PRC zoning. Development on this site or transferred off this site should include at least 20 percent of its units as Moderately Priced Dwelling Units (MPDU's) to provide an affordable elderly housing project. If density is transferred from another part of the age-restricted portion of the PRC zone to this site, that density should be subject to the MPDU requirement. A minimum of 12.5 percent of the units would be required to be MPDU's. The density provisions of the Moderately Priced Dwelling Unit Ordinance permit a maximum of 22.5 percent additional units, but all such units must be MPDU's.

The logical limits of Leisure World in this area should be Norbeck Road to the north and Bailey's Lane to the east. Any development of the area of Bailey's Lane within Leisure World must have its primary entrance through the existing Leisure World network. No separate entrance should be permitted along Bailey's Lane.

#6 - Washington Suburban Sanitary Commission (WSSC) Site

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

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

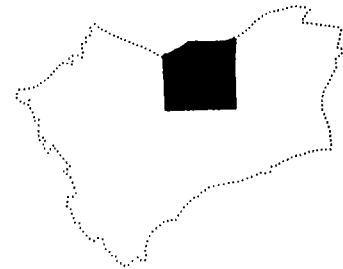


A Master Plan for the Communities of
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 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE Nos. 5 & 19**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

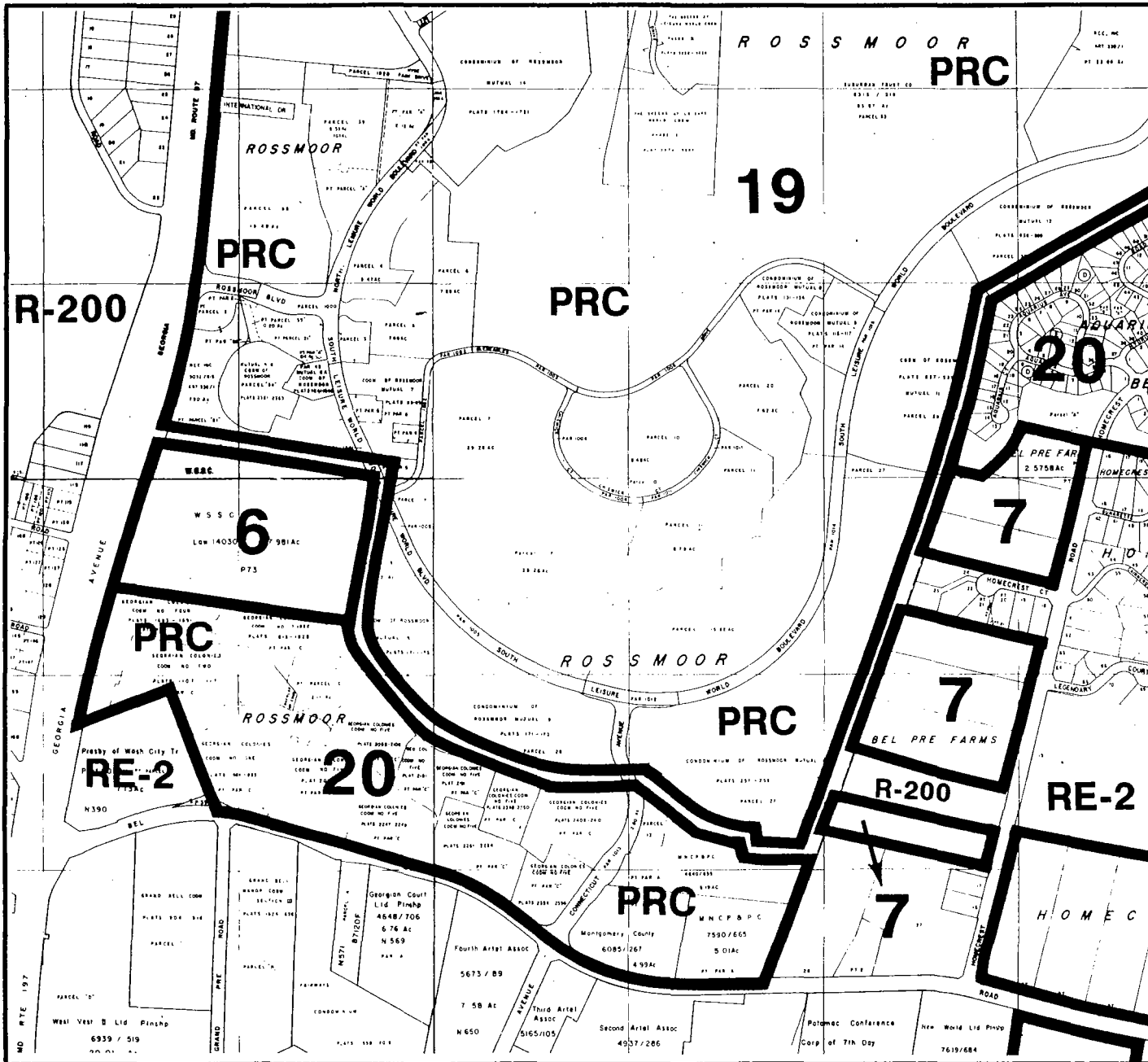
 **PARCEL BOUNDARY**



Locational Reference Map



FIGURE 14

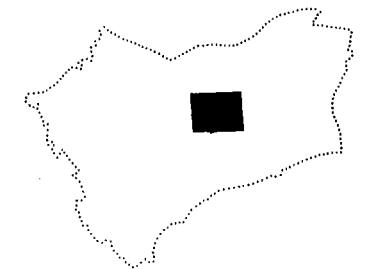


A Master Plan for the Communities of
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 Planning Area

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

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

▬ PARCEL BOUNDARY



Locational Reference Map

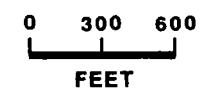


FIGURE 15

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

If WSSC surpluses all or a portion of this site, this Plan recommends that the site should be incorporated into Leisure World as an affordable elderly housing project. To create an affordable elderly housing project, development on this site should be encouraged to provide at least 20 percent of its units as MPDU's. If density is transferred from another part of the age-restricted portion of the PRC zone to this site, that density should be subject to the MPDU requirement. A minimum of 12.5 percent of the units would be required to be MPDU's. The density bonus provisions of the Moderately Priced Housing Ordinance permit a maximum of 22.5 percent additional units, but all such bonus units must be MPDU's. This PRC age-restricted zoning will yield approximately 219 units, including the 22.5 percent density bonus, of which 40 units would be MPDU's.

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

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

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

#7 - Homecrest Road Area

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

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

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

#8 - Bel Pre Road Area

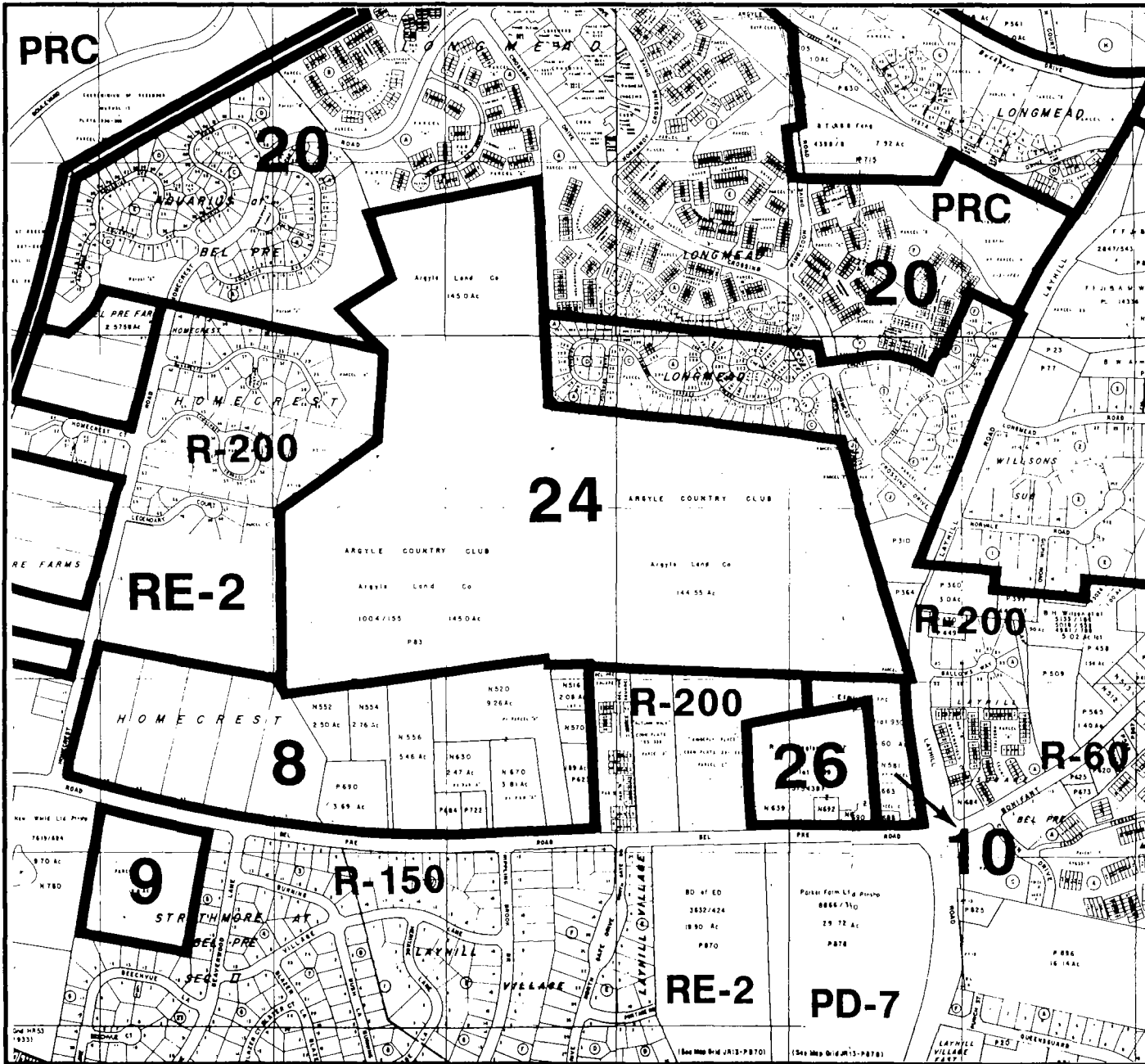
The Bel Pre Road area is located along the northern side of Bel Pre Road between Homecrest Road and the Bel Pre Square townhouses (Figure 16). The area is approximately 63 acres. It contains a lodge, single-family detached houses and a nursing home. The area is bordered to the north by Argyle Country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

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

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

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

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

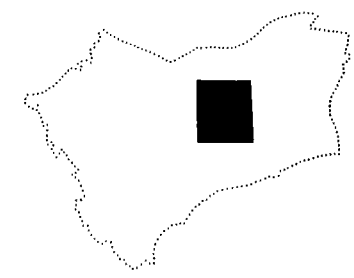


A Master Plan for the Communities of
Aspen Hill
 Planning Area

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

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map

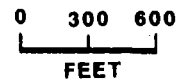


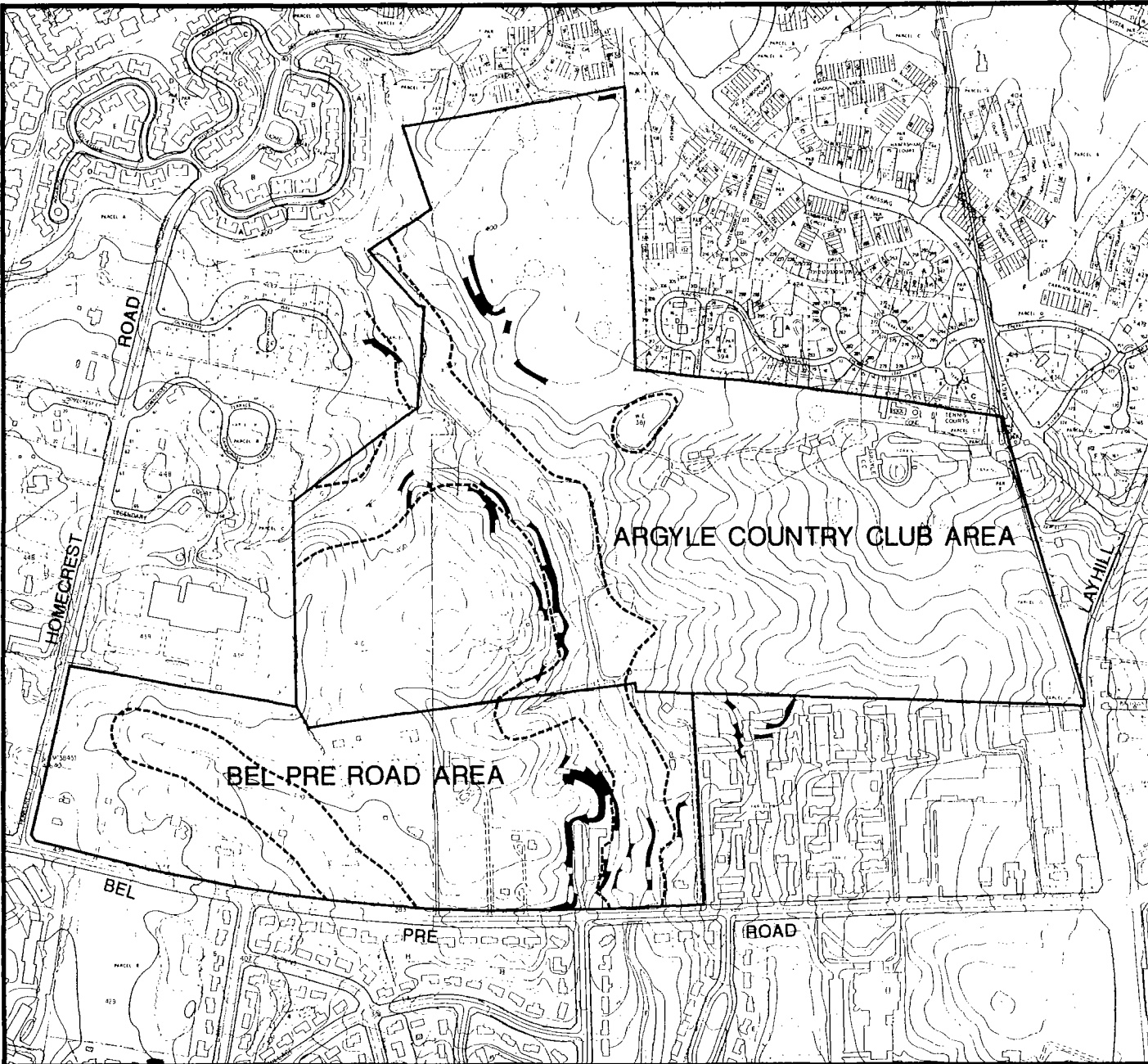
FIGURE 16

A Master Plan for the Communities of
Aspen Hill
Planning Area

ARGYLE COUNTRY CLUB/BEL PRE ROAD AREA ENVIRONMENTALLY CONSTRAINED AREAS

 STEEP SLOPES

 STREAM BUFFER



0 200 400 600
FEET

FIGURE 17

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

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

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

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

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

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

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

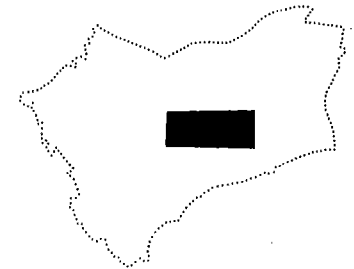
Eastern Bel Pre Road Area (Parcels N630, P684 and P722) - This Plan recommends an RE-2/TDR-2 zone for these sites. Specifically, when parcel N630 is redeveloped, any area that drain towards the Bel Pre property site will be required to share in the maintenance of that joint facility. Further, when each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

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.8**

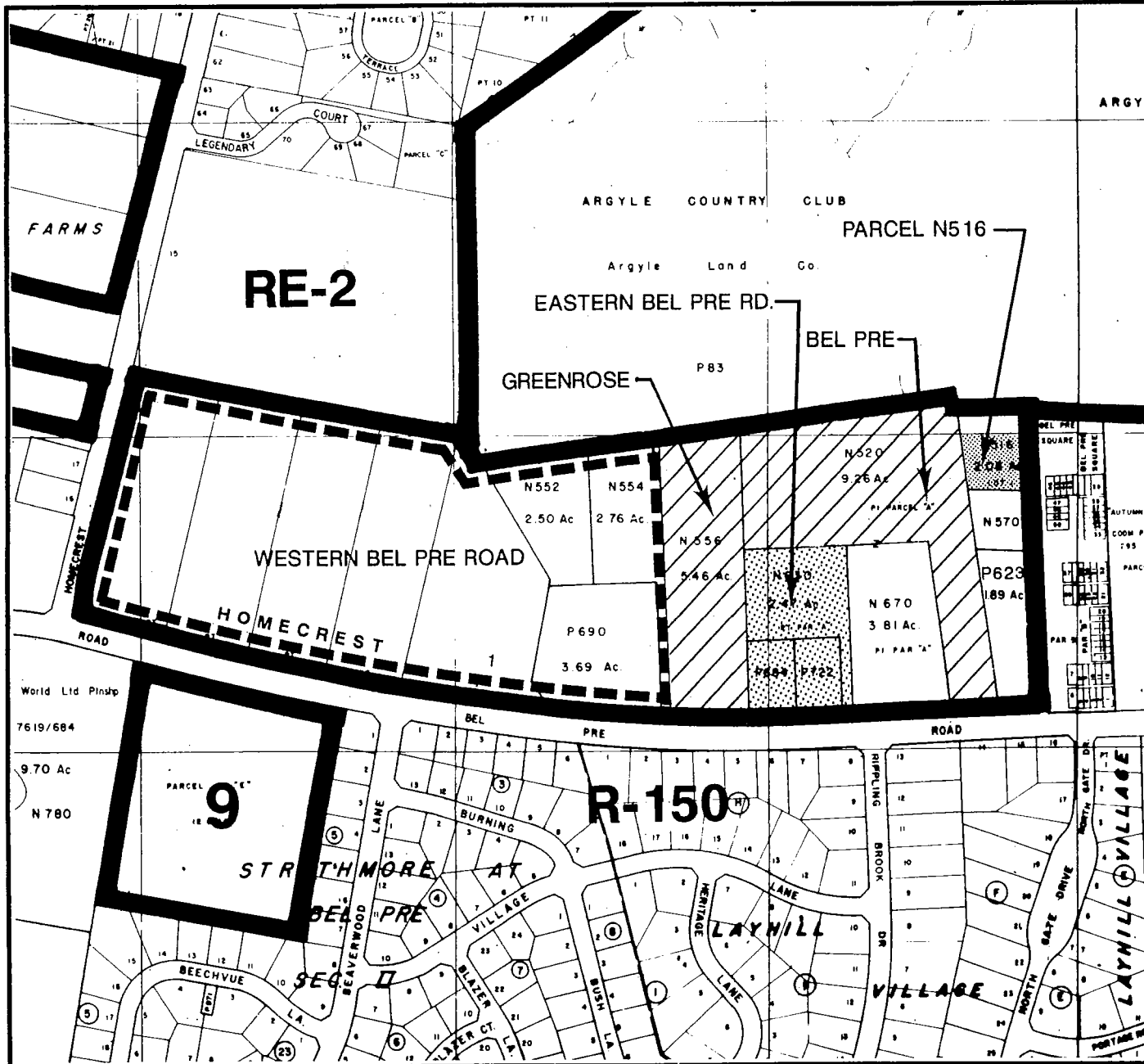
**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY



0 300 600
 FEET

FIGURE 18



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

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

#9 - Saints Constantine and Helen Greek Orthodox Church Property

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

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

#10 - Layhill Shopping Center

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

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

LAYHILL AND PLAZA DEL MERCADO SHOPPING CENTERS

ILLUSTRATIVE CONCEPT FOR REDEVELOPMENT

FEATURES:

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

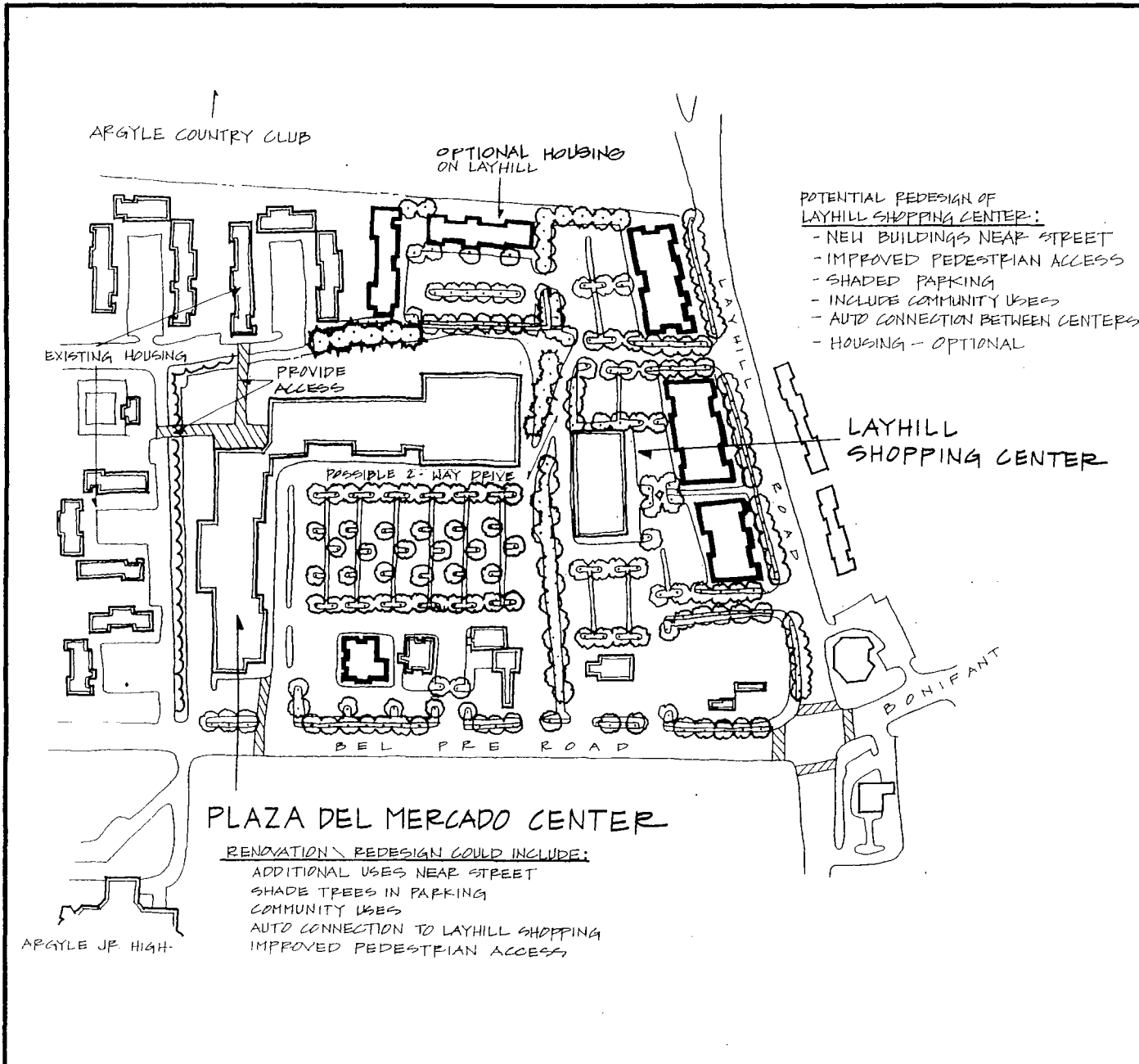


FIGURE 19

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

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

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

#11 - Sandy Spring Bank

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

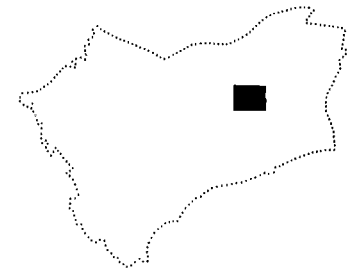
In the 1970 Aspen Hill Master Plan, the development proposal for this site was shown in the urban design study sketch. This site was recommended as a future library. This site is recommended for an expansion of the existing commercial designation to 1.22 acres of C-T zoning. The remainder to the property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

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.11**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

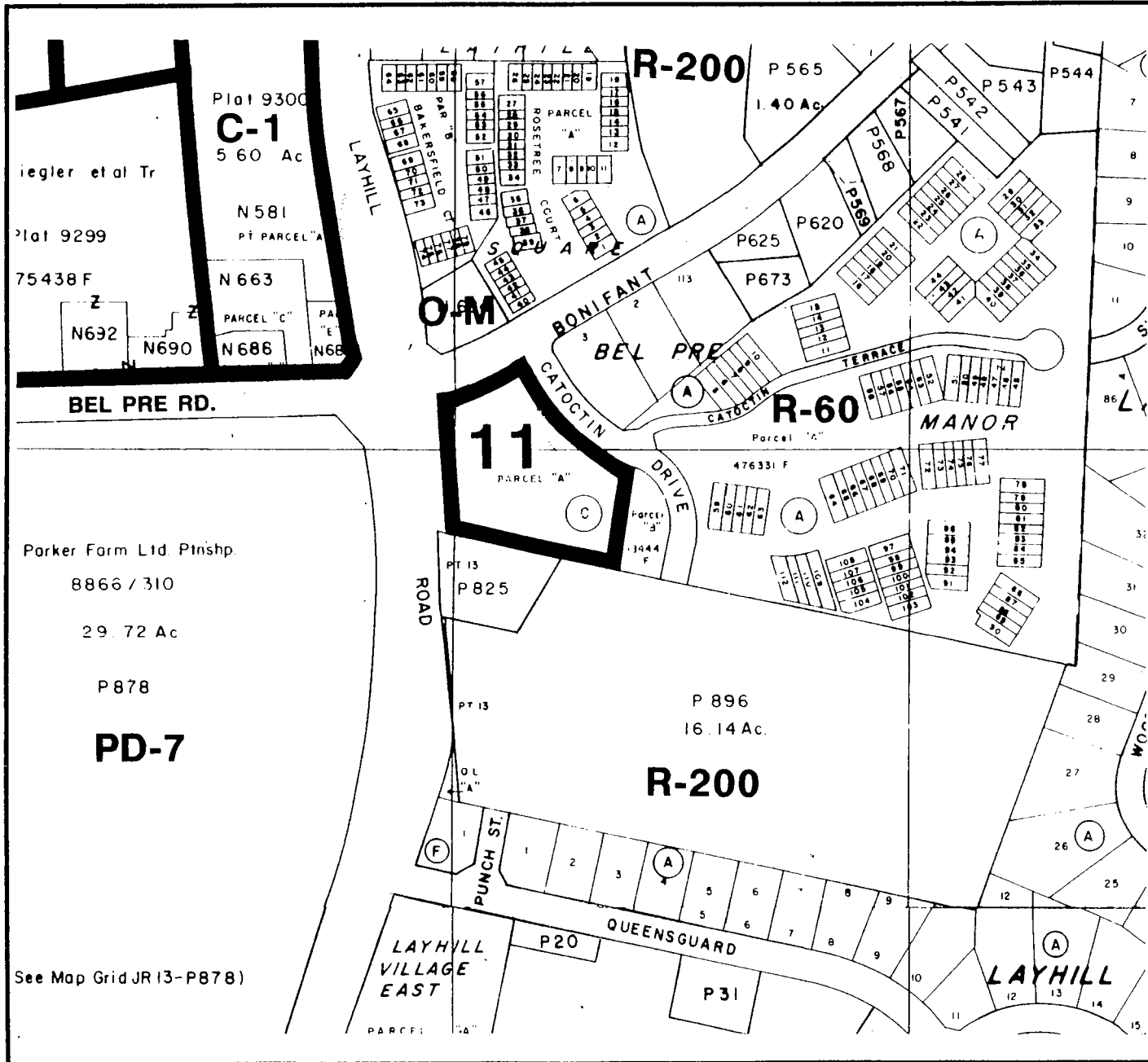
 **PARCEL BOUNDARY**



Locational Reference Map



FIGURE 20



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

#12 - Western Hewitt Avenue Parcels

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

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

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

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

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

The right-of-way is unimproved at this time, except for an 8-acre portion at Georgia Avenue. This site is currently leased to the First Korean Baptist Church, which abuts the site. The church has installed a parking lot, playing fields and a picnic area. These interim facilities should be shared by the community and the church. If there is a need in the future, a connection should be made to Georgia Avenue from the parking lot for better public access to the parking lot for its use by commuters. There should not be any expectations that these interim facilities will be considered a permanent use that supersedes the use of the right-of-way for a future hiker/biker greenway.

A Master Plan for the Communities of
Aspen Hill
 Planning Area

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

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

 **PARCEL BOUNDARY**

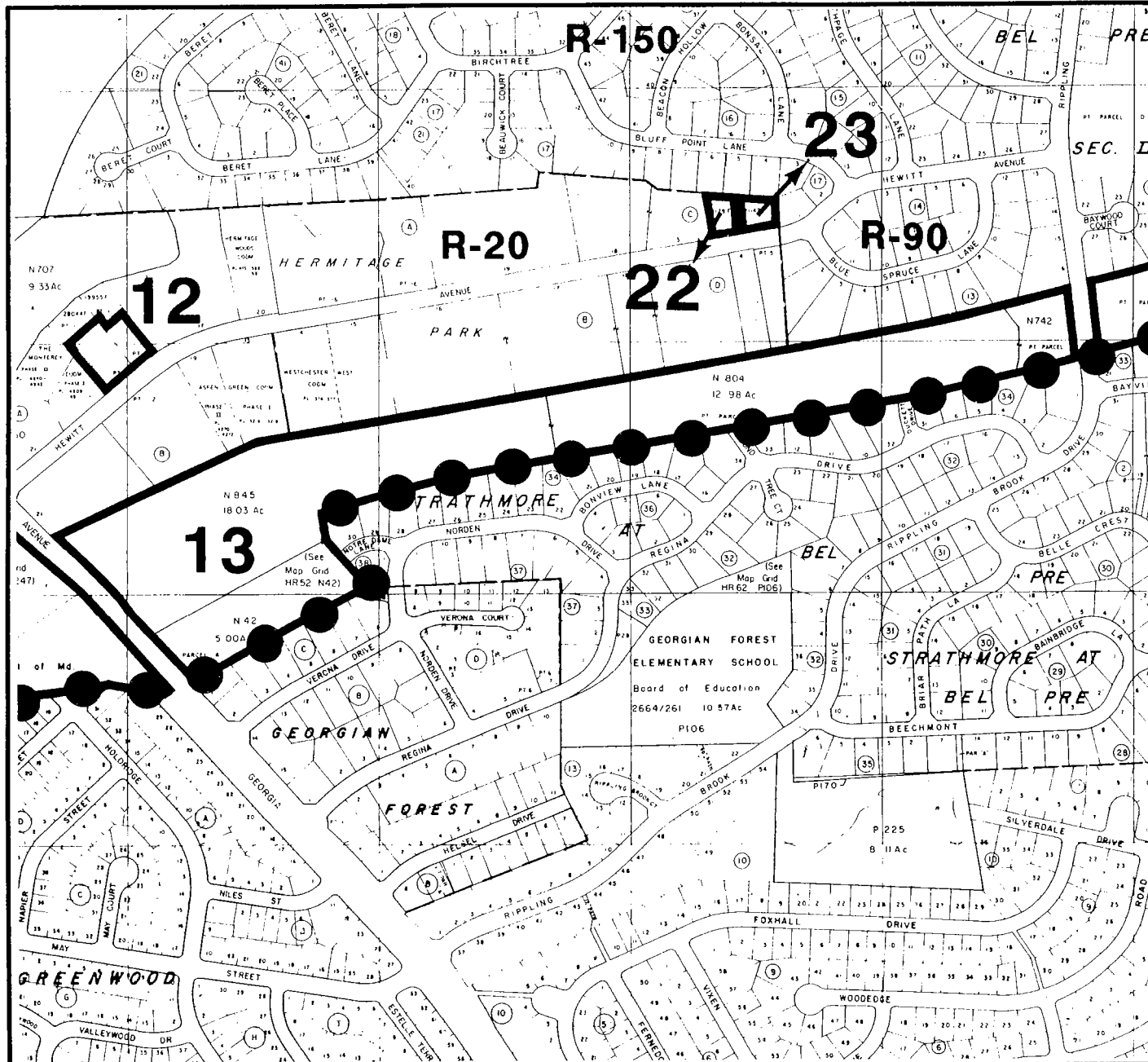


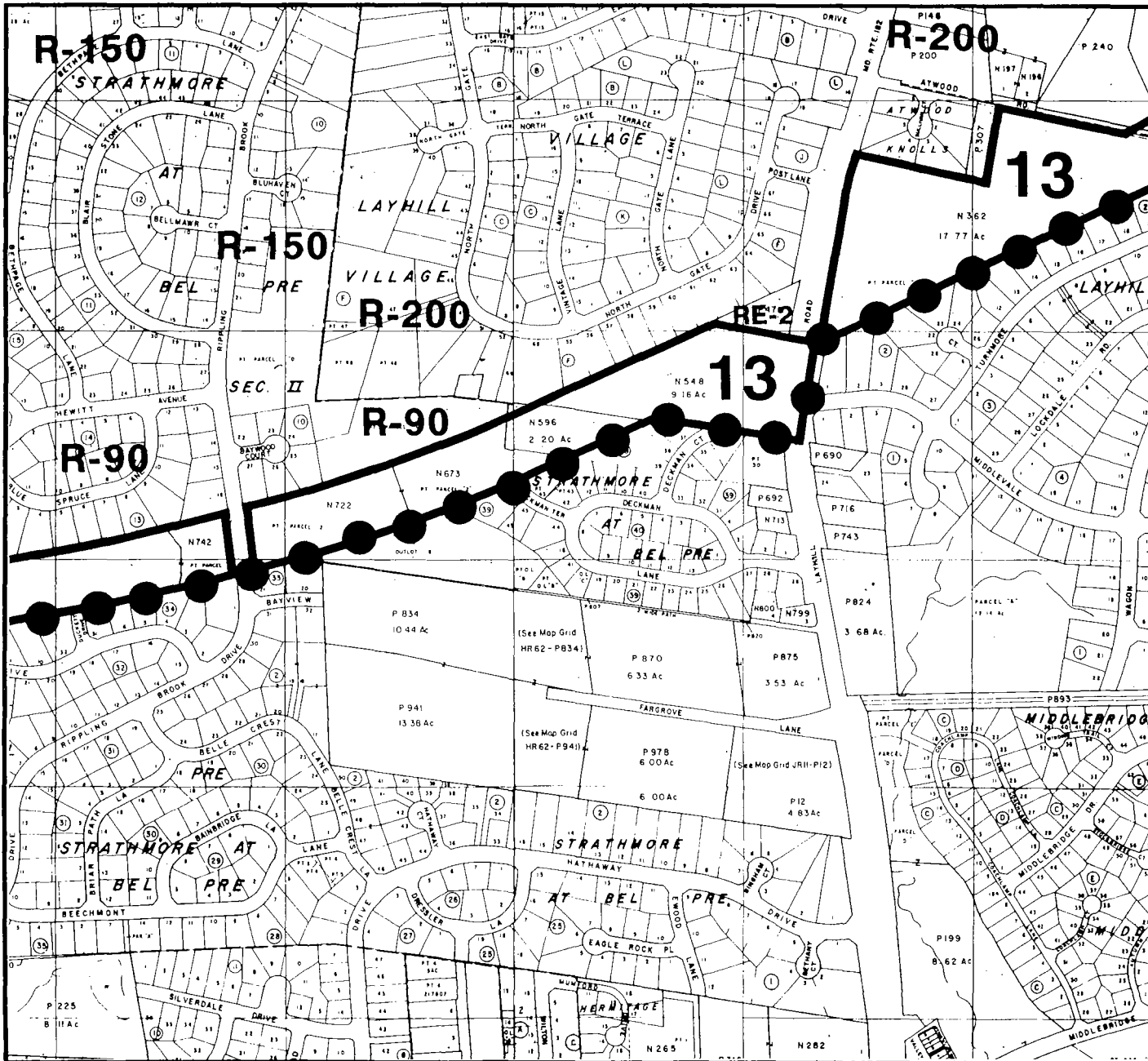
Locational Reference Map



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FIGURE 21



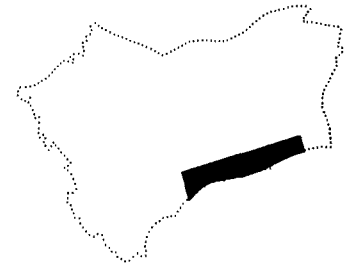


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.13**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map



0 300
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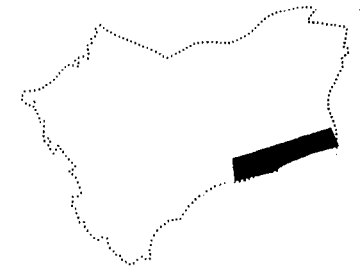
FIGURE 22

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.13**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

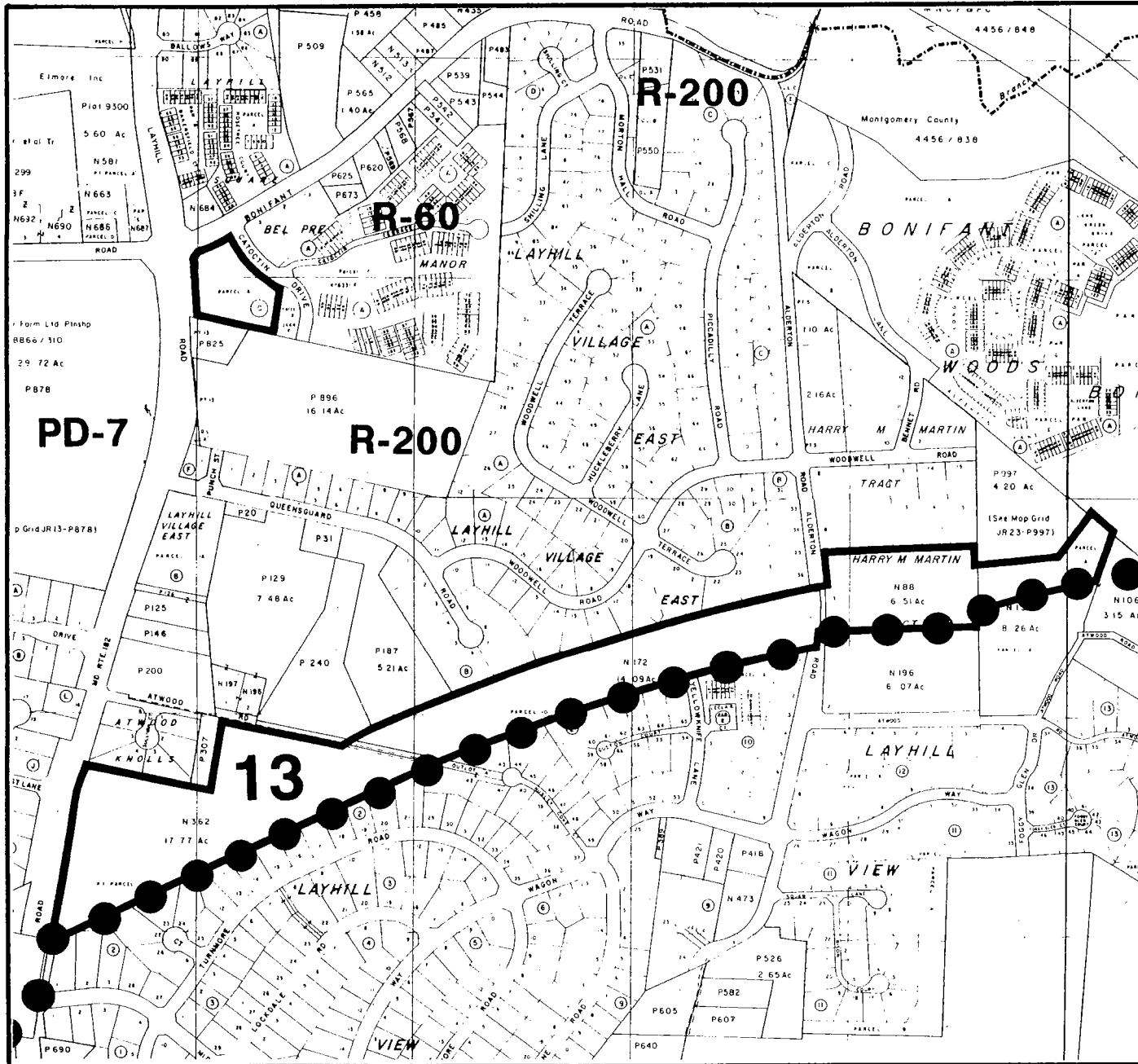
 **PARCEL BOUNDARY**



Locational Reference Map



FIGURE 23



This Plan recognizes the importance of this right-of-way as an east-west link between parkland and recommends the development of a pedestrian/bikeway corridor in the right-of-way. The right-of-way offers a unique opportunity for an off-road, east-west trail in the County. Park parcels along the right-of-way may also offer the opportunity for expanding the existing facilities at Bel Pre and Layhill Village Local Parks. These parks could be expanded to include picnic facilities and additional play equipment. Access to the tennis courts at Bel Pre Local Park could also be improved. There may be limited areas that are large and level enough to develop playing fields. With the exception of the areas needed for road crossings of the former Rockville Facility right-of-way, the entire area should be acquired and managed as a park.

PARCELS OR AREAS WITH COMMENTS

#14 - Robert E. Peary High School

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

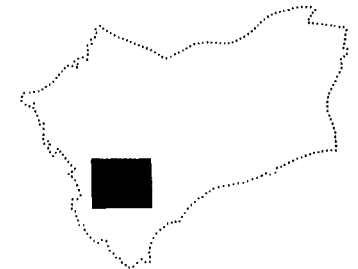
After years of neglect, the Peary High School building in its present condition is no longer an asset to the Aspen Hill community. Peary High School graduated its last class in 1984. In 1987, after the Board of Education turned the site over to the County as surplus property, the County Executive proposed that the auditorium and gymnasium wings of the building be renovated, the remainder of the building be demolished, a new connecting piece be constructed between the auditorium and gymnasium wings and that the facility be used as a combination regional recreation center, children and youth services center and fine arts center. Before that recommendation could be fully acted upon, the Board of Education requested that the site be transferred back to them so that the facility could once again be used for public education. Funding to renovate the building to serve as a holding school was not available at the time it was requested. In 1994, the Board of Education is once again considering giving the site to the County as surplus property. The building has been unoccupied since 1988. Positive action is now required to restore the building and site for the benefit of the County and the neighboring community.

The reuse of Peary High School as a public school, if such a need is found by the Board of Education, would be the most desirable future for the site. In any event, if the site is surplus by the Board of Education, it should be kept in public ownership. If a determination is made that it is not needed as a public school, any use of the site that would not preclude its eventual reuse as a public school would be desirable. Such uses include, but are not limited to, a private school, a specialized indoor recreational facility and the use of the auditorium for theater productions and other community use. It is conceivable that only a portion of the structure would find qualified tenants

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.14**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

 PARCEL BOUNDARY

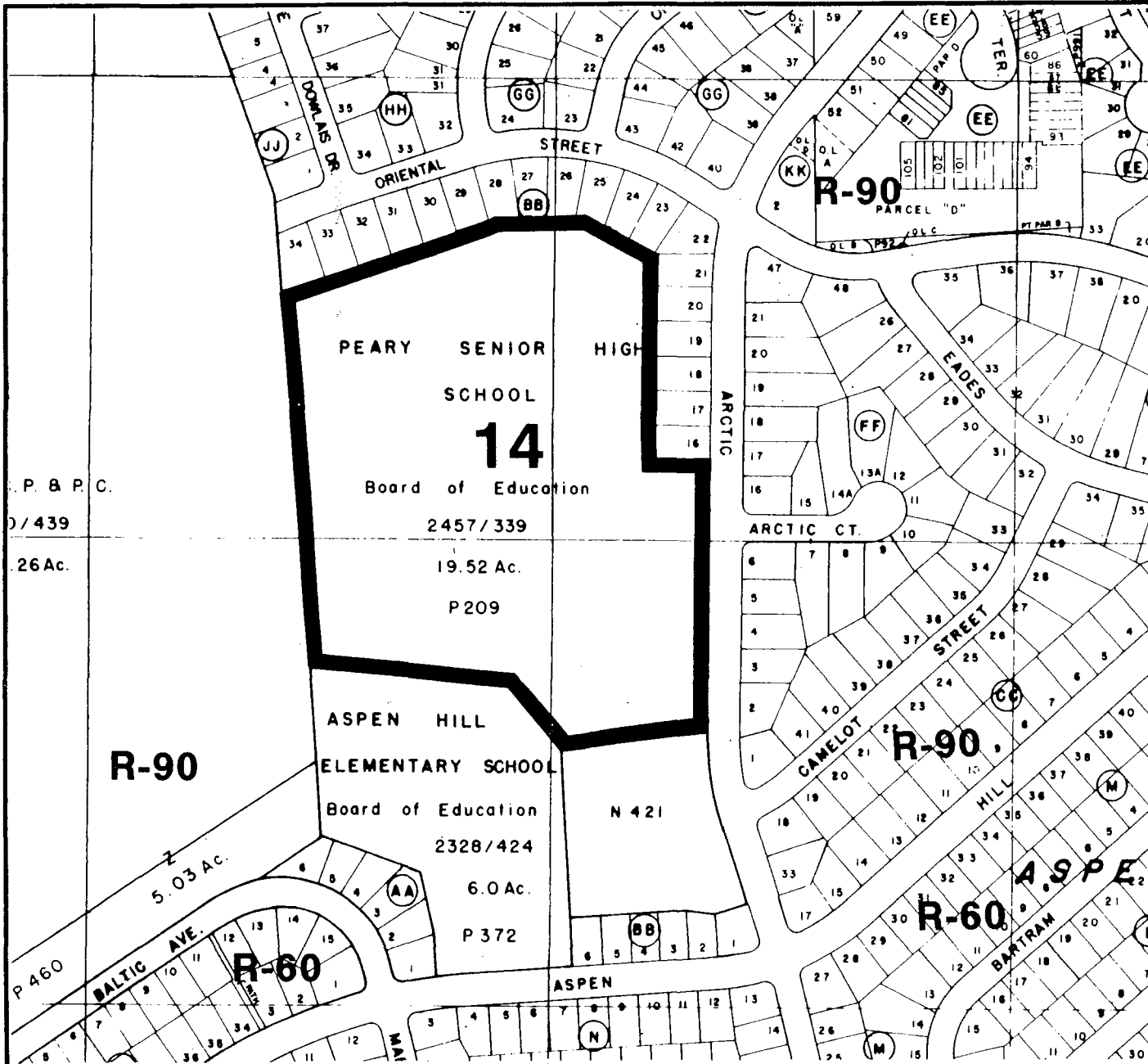


Locational Reference Map



0 300
 FEET

FIGURE 24



P. & P. C.
 0/439
 26 Ac.

acceptable to the public owner. To the extent that the building is not renovated and not used, it should be considered for demolition.

Consideration should also be given to adding the site into the Rock Creek Stream Valley Park to provide additional playing fields. Regardless of who controls the site, the existing outdoor recreation facilities should be repaired and made available for public use.

#15 - Rock Creek Village Shopping Center

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

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

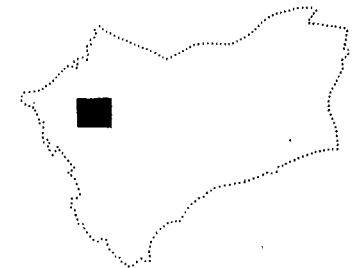
The existing two-way light at the shopping center's entrance on Bauer Drive near the supermarket only stops traffic on Bauer Drive. It is activated by pedestrians crossing Bauer Drive. This light is near the crest in the roadway. A few feet beyond the light, when southbound, Bauer Drive drops off steeply.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

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

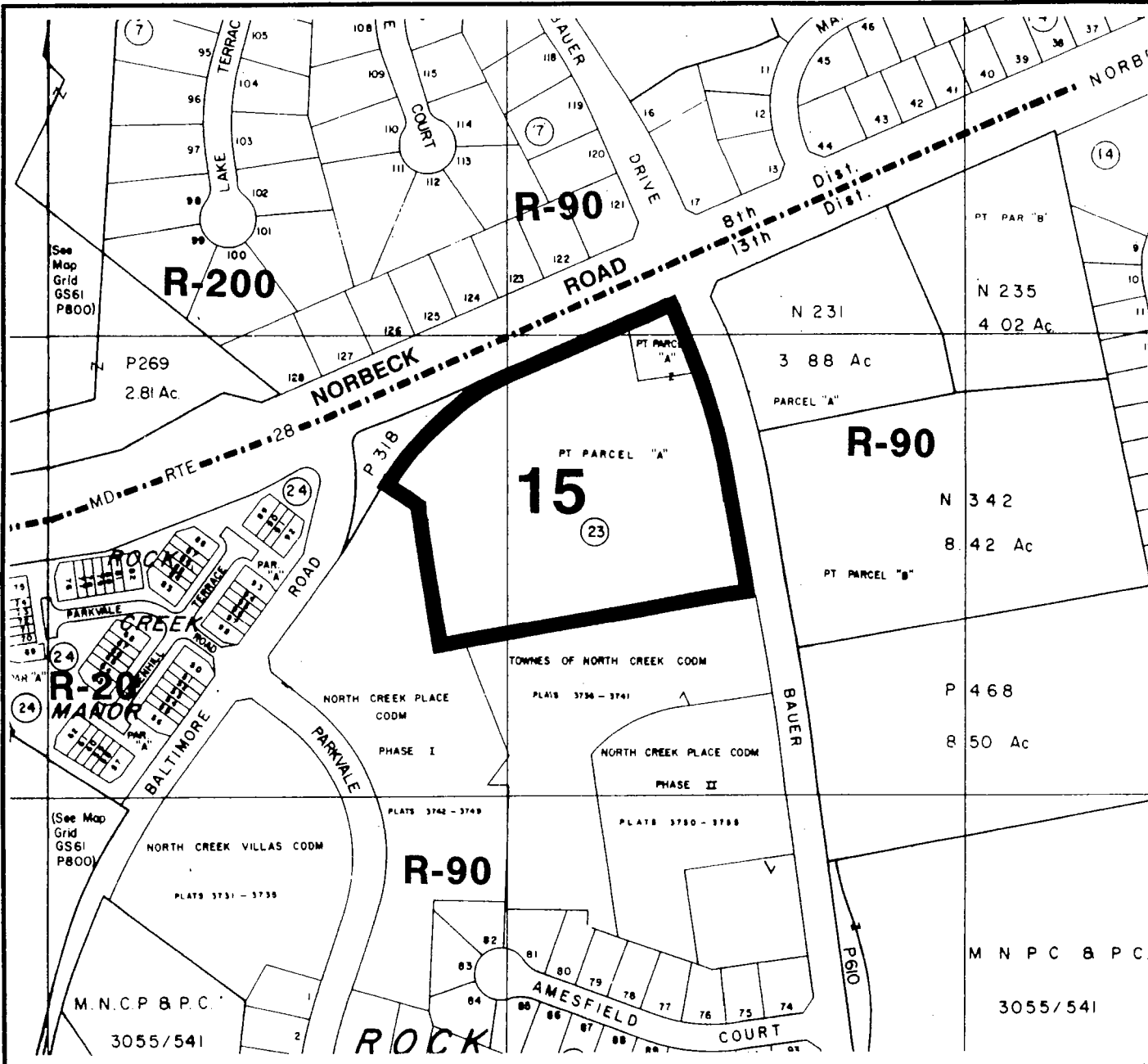
**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.15**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**


 **PARCEL BOUNDARY**



Locational Reference Map



NORTH




0  300
 FEET

FIGURE 25

#16 - The Green Strip at Manor Country Club

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

#17 - Aspen Hill Shopping Center

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

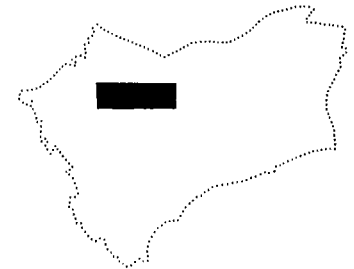
- o Any commercial expansions should be carefully sited in relation to the existing Aspen Hill Shopping Center and should maintain at least a comparable physical separation from the Harmony Hills neighborhood.
- o Safe, efficient and visible pedestrian and bicycle access from the adjoining Harmony Hills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

A Master Plan for the Communities of
Aspen Hill
Planning Area

SIGNIFICANT PARCELS AND AREAS SITE No.16

SHOWING EXISTING
ZONING FOR
SURROUNDING
PROPERTIES

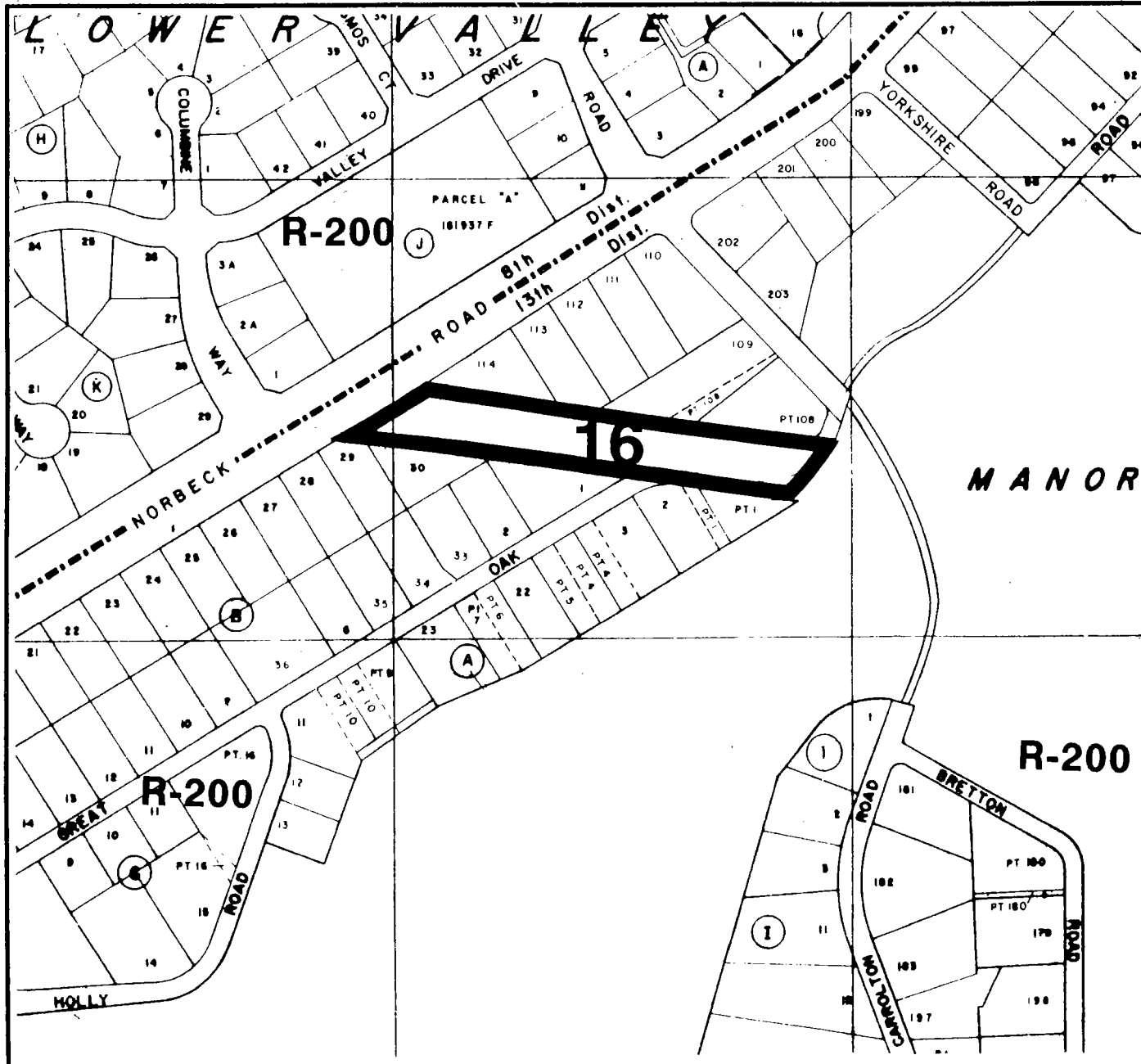
 PARCEL BOUNDARY

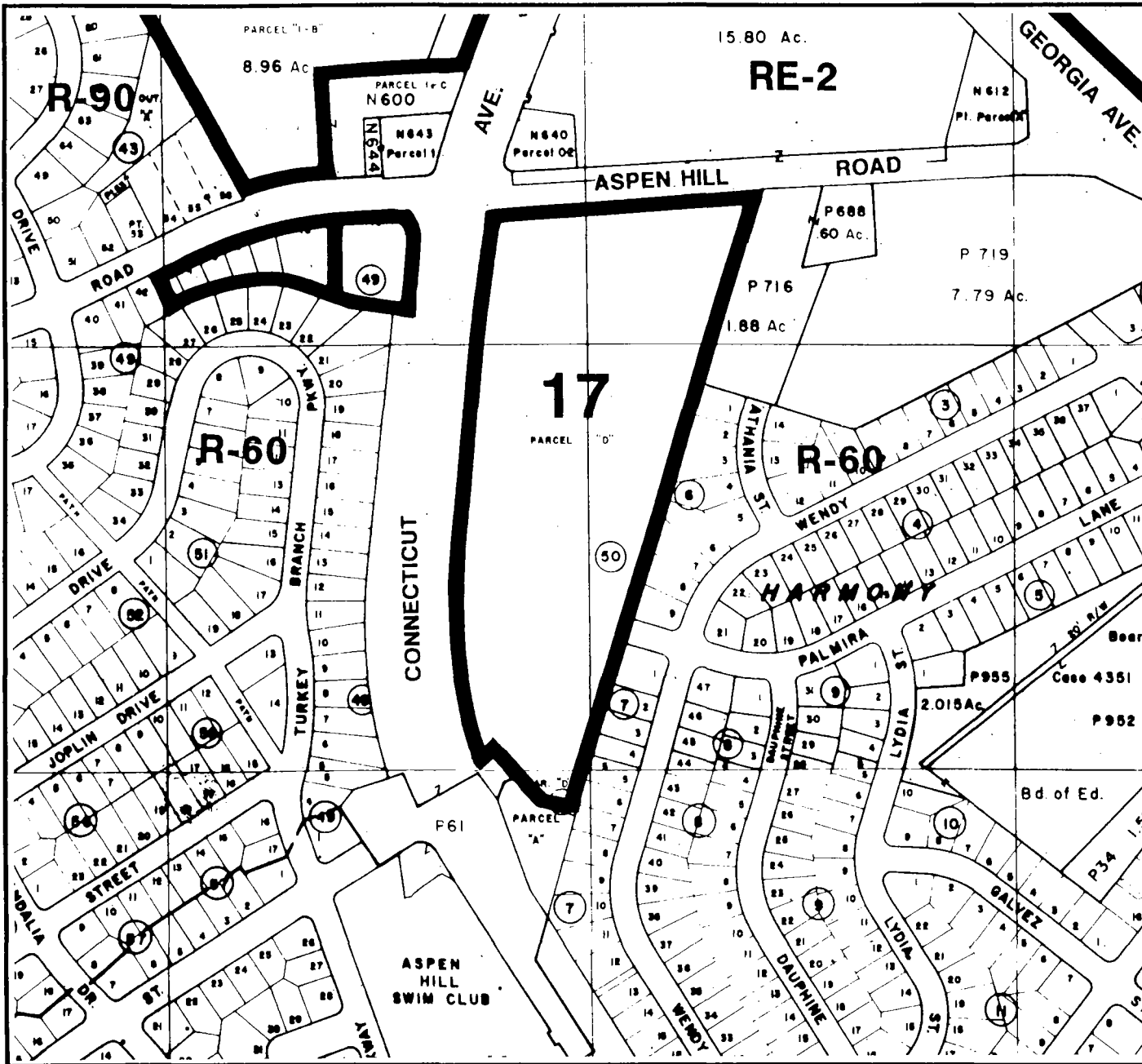


Locational Reference Map



FIGURE 26



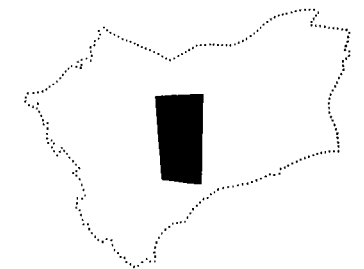


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No. 17**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map



FIGURE 27

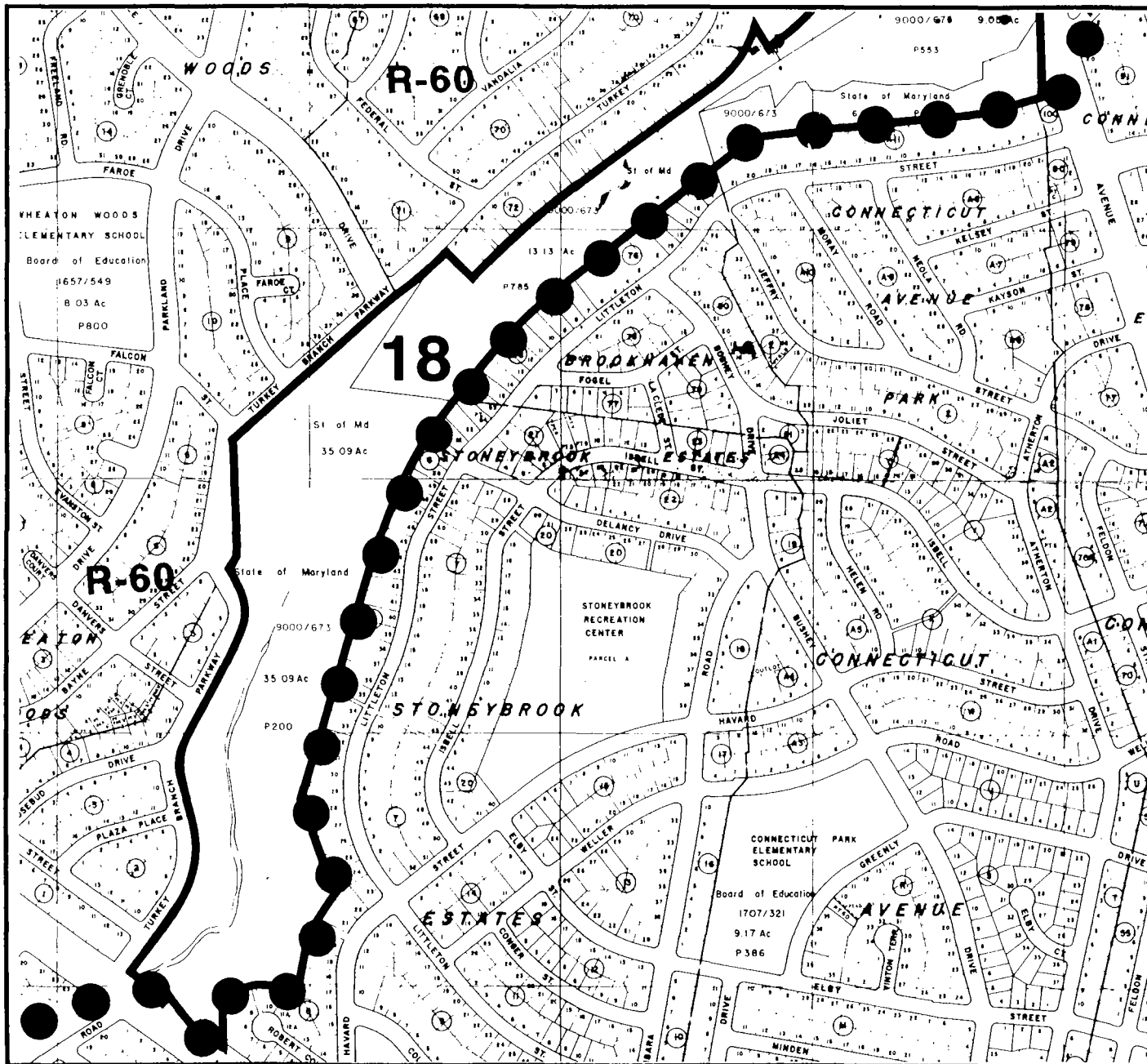
- o Close cooperation between the developer and the Harmony Hills Civic Association, both during the site planning process and after the project is completed, is encouraged.
- o At the time of site plan, the traffic light at the intersection of Independence Street and Connecticut Avenue should be studied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

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

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

#18 - Matthew Henson State Park

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

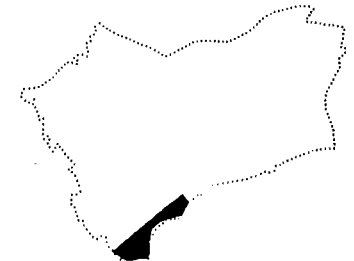


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No. 18**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map



0 300
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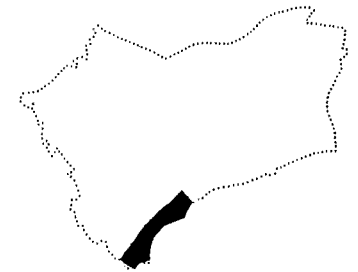
FIGURE 28

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No. 18**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

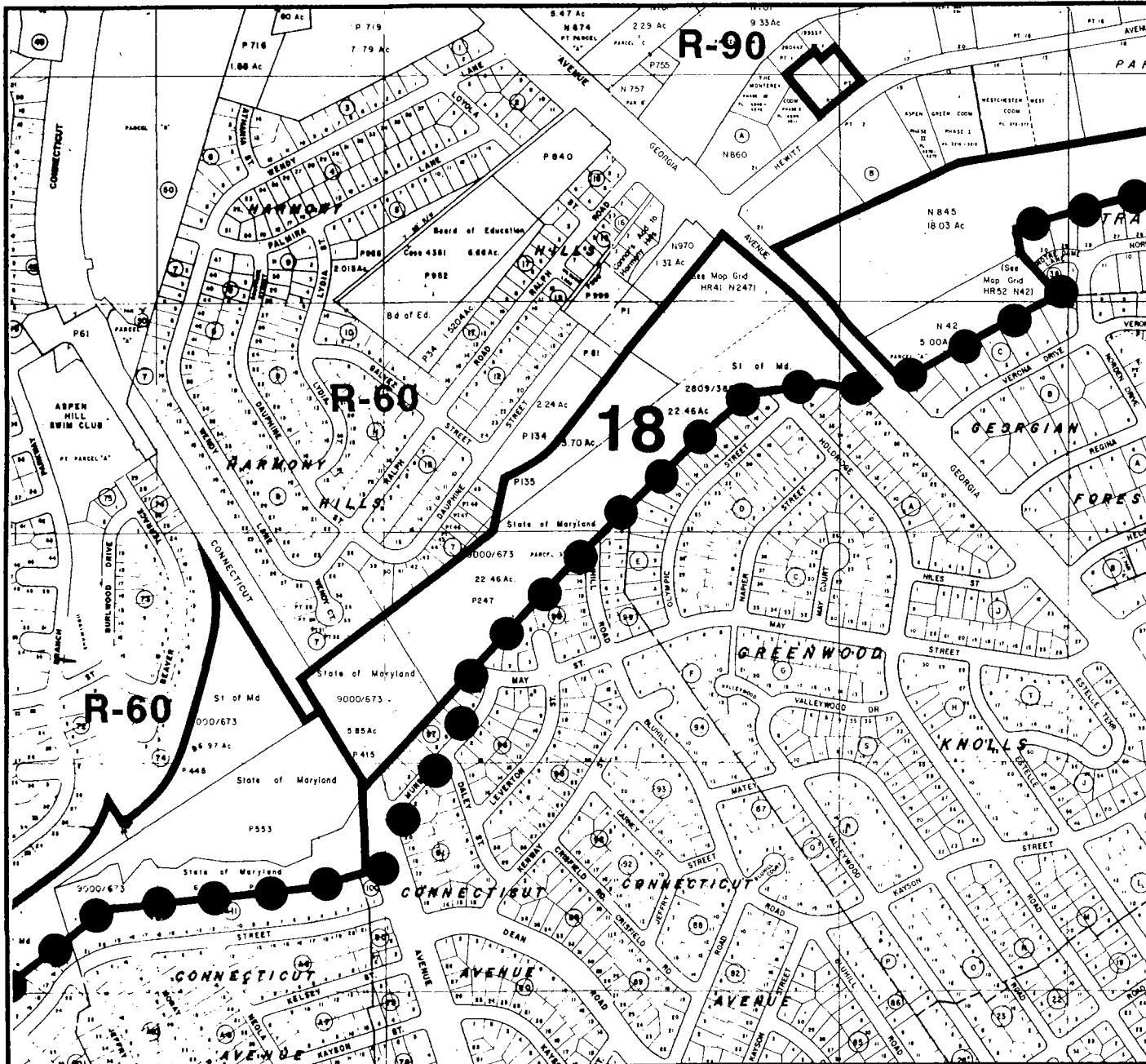
 PARCEL BOUNDARY



Locational Reference Map



FIGURE 29



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

It should be noted that there is a 24-inch sewer main running along Turkey Branch paralleling Littleton Street. There have been sewer overflows and flooding in the basements of some houses in that area. The leak(s) can be detected when Turkey Branch overflows during a heavy storm. Once the cause of the problem is identified, the situation should be corrected. Care should be taken to minimize the disturbance of Turkey Branch. Most of Matthew Henson State Park is an environmentally sensitive wetland. Any changes from its existing condition, including any utility line crossing, should be done with great care and only after consultation with the Maryland Department of Natural Resources, the surrounding community and local civic organizations.

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

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

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

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

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

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

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

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

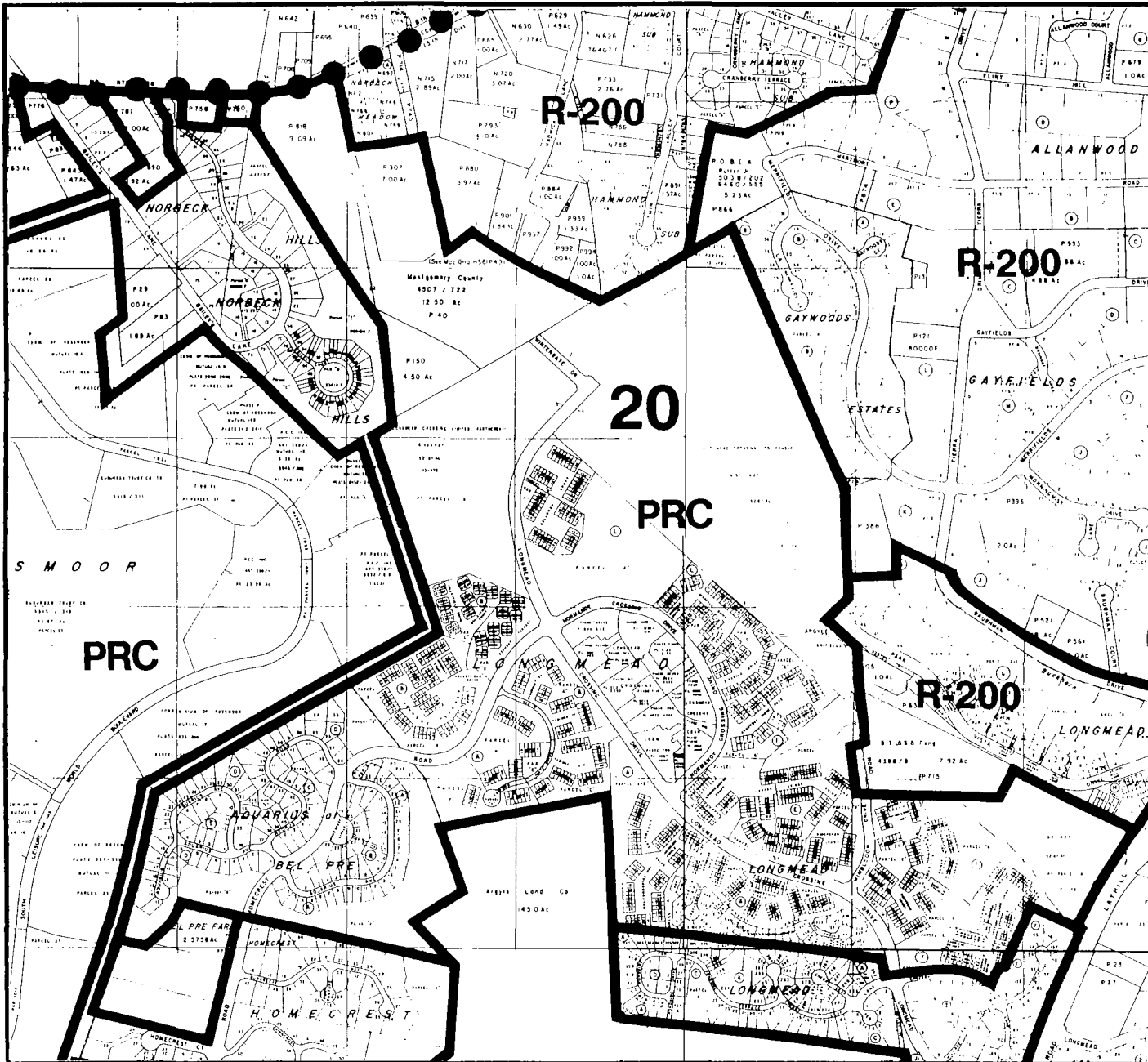
#20 - PRC - Unrestricted Portion (Georgian Colonies, Aquarius and Longmead Crossing subdivisions)

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

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

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

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

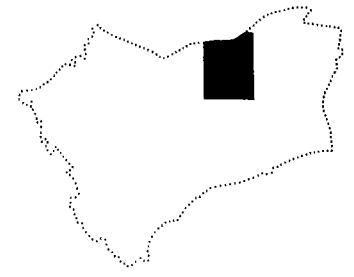


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No. 20**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map

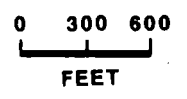


FIGURE 30

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

#21 - Gate of Heaven Cemetery

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

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

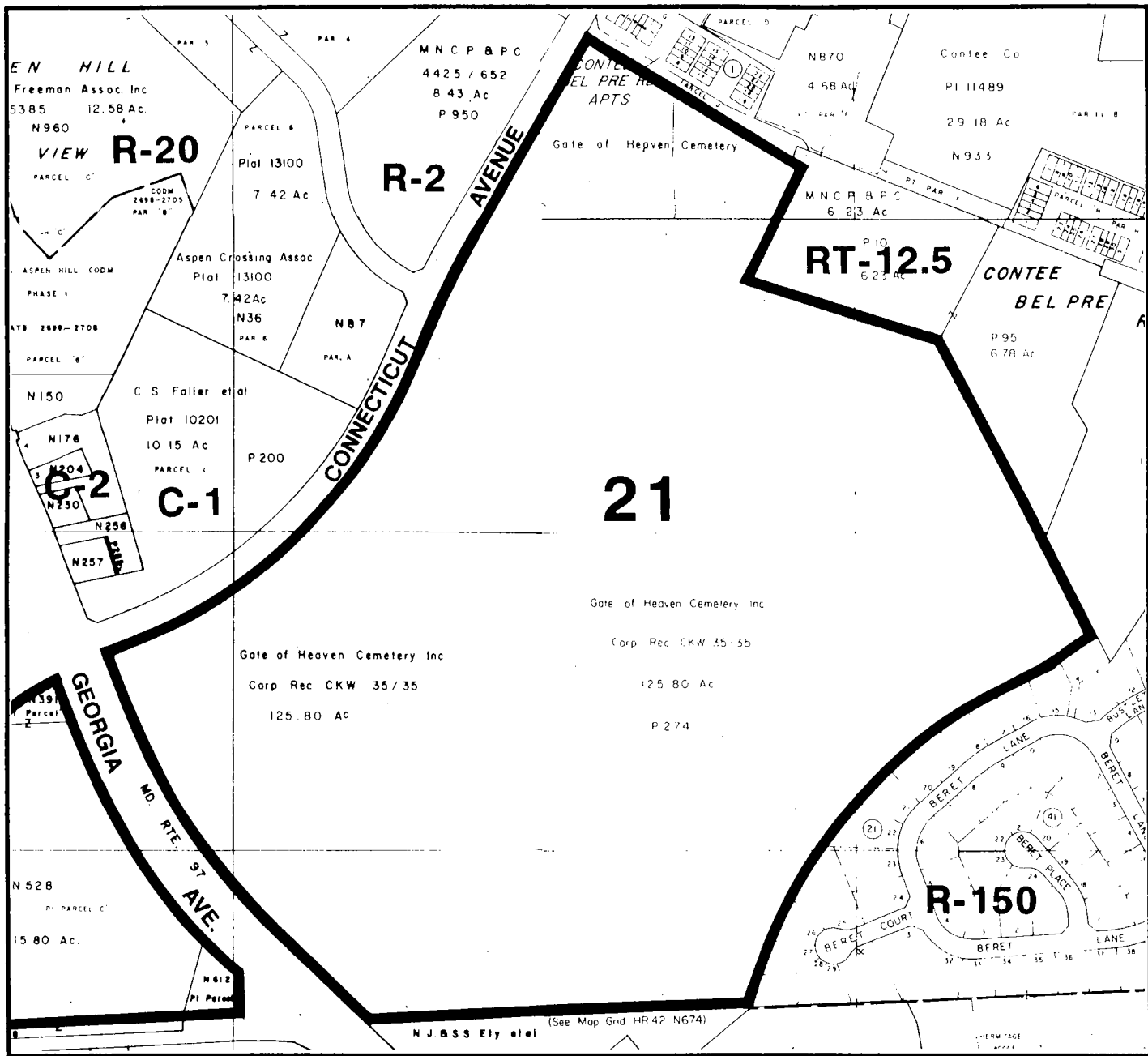
This Plan endorses the retention and expansion of the cemetery onto the undeveloped sections of the property. A funeral home would be a logical extension of a cemetery; a funeral home could easily be accomplished in a manner that would not adversely impact its neighbors. If cemetery officials decide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

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

#22 - Hoang Parcel

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

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

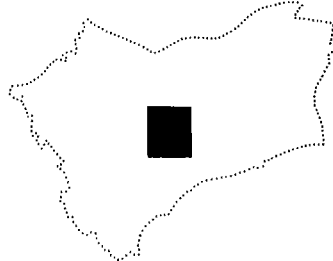


A Master Plan for the Communities of
Aspen Hill
Planning Area

**SIGNIFICANT
PARCELS
AND AREAS
SITE NO. 21**

**SHOWING EXISTING
ZONING FOR
SURROUNDING
PROPERTIES**

PARCEL BOUNDARY



Locational Reference Map

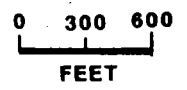




FIGURE 31

GATE OF HEAVEN ENVIRONMENTALLY CONstrained AREAS

-  STEEP SLOPES
-  STREAM BUFFER

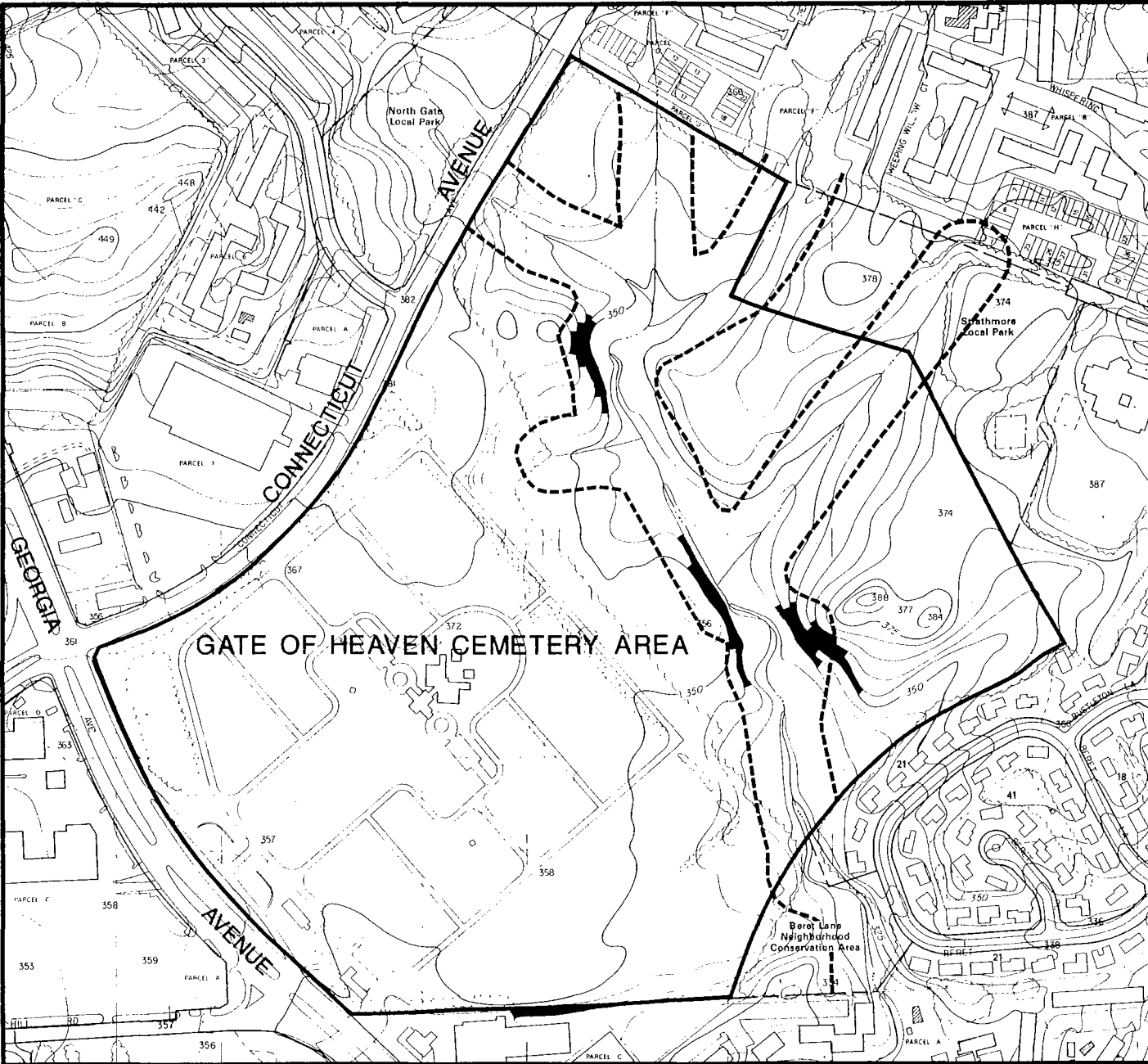


FIGURE 32

#23 - Eastern Hewitt Avenue Parcel

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

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

#24 - Argyle Country Club

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

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

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

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

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

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

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

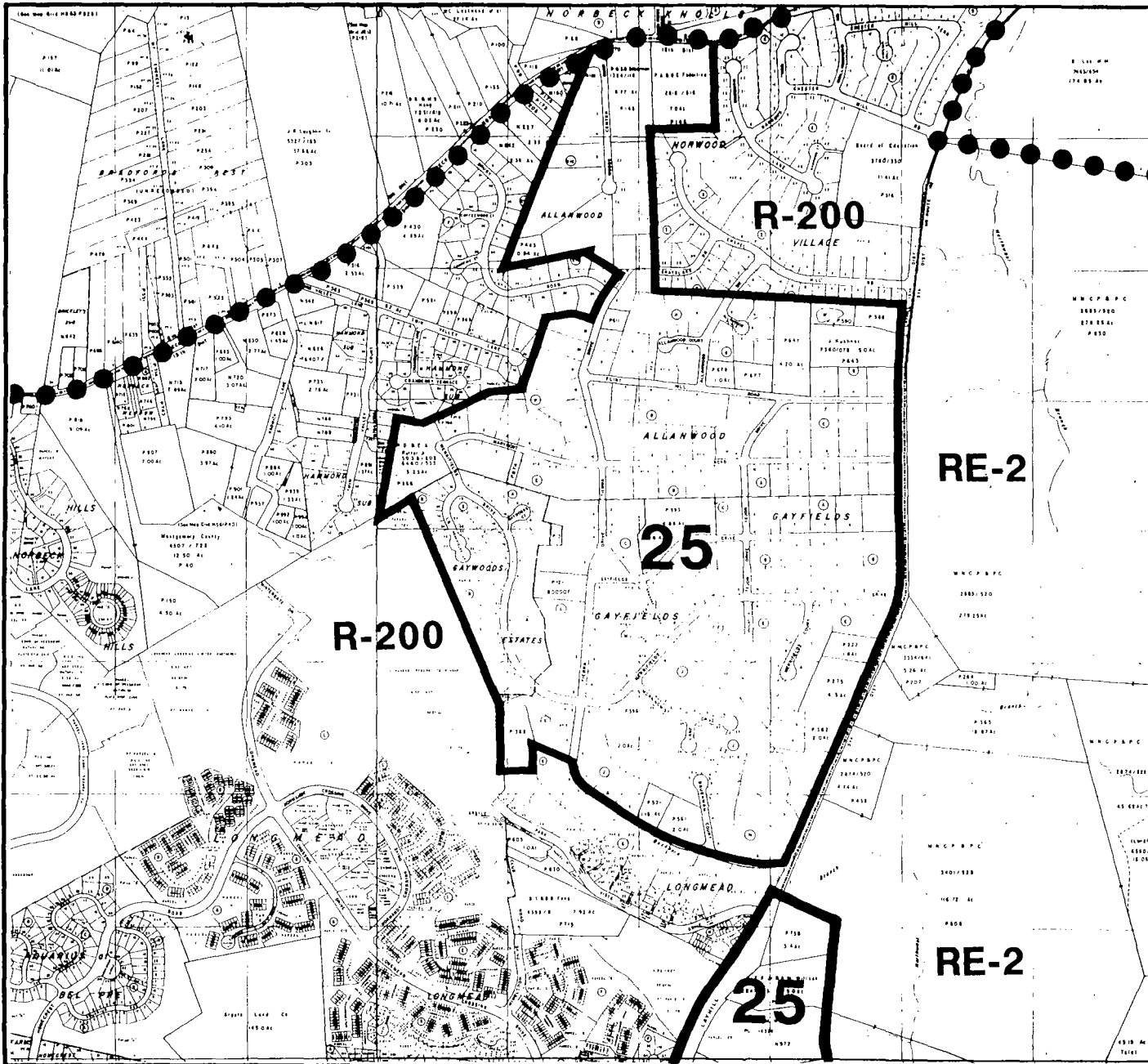
This area is one of the older areas of the Layhill community. It is bordered to the north by Norbeck Road, to the east by Layhill Road and Northwest Branch Regional Park and Golf Course, and to the west by Longmead Crossing Subdivision (Figures 33 and 34). The area is dominated by single-family detached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

#26 - Plaza Del Mercado Shopping Center

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

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

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

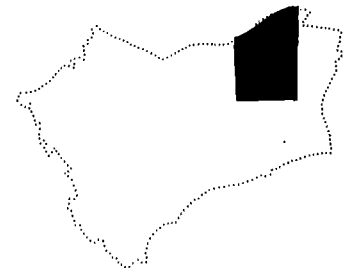


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.25**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

█ PARCEL BOUNDARY



Locational Reference Map



0 300 600
 FEET

FIGURE 33

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE No.25**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

 **PARCEL BOUNDARY**



Locational Reference Map

NORTH



0 300 600
 FEET

FIGURE 34

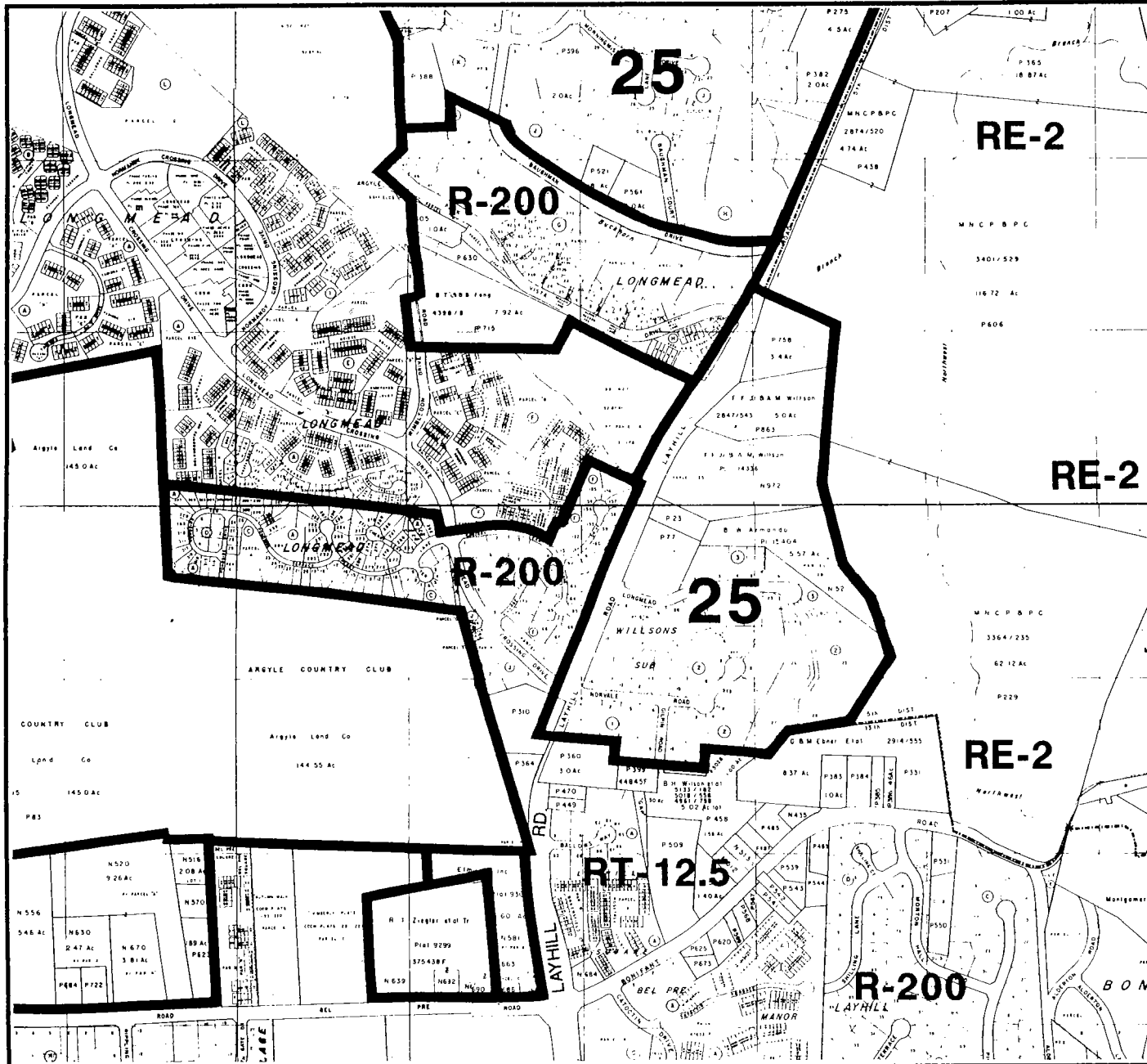


Figure 19 shows a concept for the redesign of the shopping center sites to improve vehicle and pedestrian circulation, provide an attractive edge along Bel Pre and Layhill Roads and to include housing and public space. The following recommendations should be considered in addition to the general shopping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

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

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

Aspen Hill Public Facility Properties

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

Special Exceptions

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

Special exception uses, as identified in the Zoning Ordinance, may be approved by the Board of Appeals or other appropriate agencies if they meet the standards, requirements and the general conditions set forth in the Zoning Ordinance. The Zoning Ordinance provides that special exceptions may be denied if an excessive concentration of such uses are in an area or if they are inconsistent with Master Plan recommendations. To provide guidance for locating future special exceptions, the following issues should be considered:

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

Legislation has been introduced to provide a greater distinction in the Zoning Ordinance between drive-in restaurants, eating and drinking establishments and convenience food and beverage stores. A clearer distinction between the uses would better represent what type of uses could be expected in the community-oriented shopping centers and their suitability could be better determined. Until these changes are made, future drive-through eating and drinking establishments should be closely scrutinized in neighborhood commercial areas in Aspen Hill.

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

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

Shopping Centers

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

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

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

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

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

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

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

TRANSPORTATION

INTRODUCTION

This chapter presents the overall transportation objective, a history of the Intercounty Connector, the general transportation conclusions with overall strategies for improving the transportation system and specific recommendations for Aspen Hill. Technical Appendix C includes sections discussing the traffic forecasting and analysis process applied to the planning area, the results of analyzing the highway and street system, existing transit service, future transit service, regulatory standards, the bikeway network and green corridors recommendations.

TRANSPORTATION OBJECTIVE

- o Ensures a circulation system that minimizes the impact of traffic growth on residential communities in Aspen Hill, provides travel choices among modes, provides sufficient transportation capacity for the land use recommendations proposed in the Master Plan and achieves consistency with regional plans and policies.

HISTORY OF THE INTERCOUNTY CONNECTOR

In the mid-1950's the M-NCPPC adopted the first Master Plan of Highways (1953) and General Plan (1957) covering the bi-county area. These plans included proposals for an outer circumferential freeway, located in part, on what are current Intercounty Connector and Rockville Facility rights-of-way. Neither road was included in the 1953 Plan in what is now the Aspen Hill Planning Area. In a 1955 amendment to the Highway Master Plan, the outer circumferential freeway was moved to the current Rockville Facility right-of way. The 1970 Aspen Hill Master Plan redesignated this as the Rockville Freeway and designated the Aspen Hill portion of the current ICC right-of-way to be the Outer Beltway.

In the late 1960's, the M-NCPPC and State Roadway Commission, separately and jointly, considered proposals to move the "outer beltway" alignment further out, or north, between Rockville and Gaithersburg. There was also a protracted environmental debate over the appropriate location to provide a new crossing of the Potomac River. In 1973 the final approvals were completed which relocated the planned alignment for the outer beltway proposal to north of Rockville, the Potomac crossing north to Tinfoot Island and deleted the original planned alignment from Falls Road west. These actions also kept the original eastern section of the outer beltway and redesignated it as the Rockville Freeway.

In the late 1970's the State Highway Administration began detailed project planning studies of the combined Rockville Facility and the I-270/I-95 section of the Outer Beltway, which became known as the Intercounty Connector (ICC). The section of the Outer Beltway from Great Seneca Highway to the Potomac River was deleted from the County's master plans in 1980 as part of the updating of the Potomac Subregion plans. This, in essence, eliminated the Outer Beltway as a concept in the overall road network; however, the need for an improved lateral or east-west transportation connector between the corridors continued to be recognized. The State study process resulted in the recommendation of the Master Plan alignment (modified) as the preferred location for the ICC.

The State Highway Administration studied and conducted public meetings for this facility in the early 1980's. A draft environmental document was prepared in 1983. A final document was prepared in the late 1980's. It did not receive approval due to concerns raised regarding environmental issues. In 1990, the federal regulatory agency suggested alignment options further to the north for the ICC right-of-way location to minimize environmental disturbances. Because the alignment options had not been studied in detail, the State proposed an entirely new study process, to develop the necessary detail to make comparative evaluations. That restudy process has begun and will result in the preparation of a new Environmental Impact Statement and then to the determination of a preferred alternative.

In the course of this new process, alternatives for the ICC will be defined and evaluated. These alternatives will include reconsideration of both the design concept and where the ICC is located. This study will also consider alternative transportation design concepts, including transitway (such as light rail or busway), usage or access management (such as

truck restrictions or high-occupancy vehicle lanes), multi-use recreational trails and other parkway-like design characteristics. Distinct alternatives will be defined and evaluated in the Environmental Impact Study to develop information for the decision making process at the conclusion of the study. It is generally recognized that the set of geographic alternatives studied will include the Master Plan alignment, one or more northerly alignments and defined widening/realignments of existing roads, as well as a “no build” scenario. Totally new alternatives may be developed in this process. Retaining the existing Master Plan alignment in this Plan ensures that it will be available as a right-of-way should it be selected at the conclusion of the evaluation process. If the existing alignment is not selected, this Master Plan and other master plans will need to be amended.

TRANSPORTATION GENERAL CONCLUSIONS

This Plan assumes that the Intercounty Connector (ICC) will be constructed within the alignment of the right-of-way for the ICC shown in the 1970 Approved and Adopted Master Plan for Aspen Hill. However, the Maryland Department of Transportation is currently preparing an environmental impact study of both the existing alignment and alternative alignments. If, as a consequence of the study, a policy decision is made not to construct the ICC in the existing alignment, the transportation system of Aspen Hill and recommendations of this Plan should be re-examined. A different set of transportation recommendations could result if plans for construction of the ICC are changed.

Traffic congestion on the roads and streets in Aspen Hill is primarily the result of traffic generated outside the area.

About 77 percent of the vehicles entering Aspen Hill during the morning peak hour pass through the area to reach some other location. This through traffic is projected to increase 100 percent in the future and will constitute about 83 percent of the total vehicles entering Aspen Hill during the morning peak hour. The trips entering and terminating in Aspen Hill are projected to increase about 43 percent. With respect to outbound traffic in the morning peak hour, the trips leaving Aspen Hill are projected to increase 22 percent and internally generated trips staying within the area are projected to increase about 50 percent. Without improvements to the transportation system, the result will be more congestion on local roads and streets and a greater demand for roadway capacity in the major direction of travel during the peak hours. This Plan recommends improvement of the transit system to accommodate future travel demands and to limit the widening of highways and streets in Aspen Hill.

Additional transit services will provide increased person-moving capabilities through and within Aspen Hill.

The recommendations in this Plan improve the ability of the transit network to serve as a viable alternate travel mode for residents of the area and people living outside Aspen Hill. It is important to the system that rights-of-way (ROW) be retained for future transitways. They are critical in providing for long-term implementation of the County-wide transit network.

Highway improvements are also needed in addition to the transit improvements proposed in this Plan. Although the transit and transitway recommendations provide for some long-term needs, the vehicle trips generated outside the area will continue to affect major and arterial roads in Aspen Hill. This Plan recommends improvements to accommodate the growth. Some intersections in Aspen Hill will continue to operate at poor levels of service during the peak hours, even with the recommended improvements. The proposed intersection improvements will be sufficient to accommodate most, if not all, of the projected traffic growth, but they will not be extensive enough to significantly improve levels of service. More extensive improvements could require additional rights-of-way, which would have negative effects on pedestrians and on adjacent properties.

Normally, a master plan does not address the location of secondary streets. However, there are a number of individual parcels along Bel Pre Road for which the construction of a common driveway would result in less hazardous traffic conditions. A combined driveway can be achieved if consolidation of the parcels, for purposes of development, occurs in the future. Consolidation is discussed in the Land Use chapter. This Plan also recommends that major access to any future residential development of the Argyle Country Club be provided by a primary street extended into the property from Longmead Crossing Drive.

The bikeway network within Aspen Hill should be improved to provide an alternative mode of travel to and from the area, as well as within the area. Aspen Hill does not have an extensive network of bikeways. There is a shortage of bikeways that can be used for reaching the transit network, the commercial and recreational areas or for commuting. This Plan proposes a bikeway network of commuter and recreational routes interrelated with a system of neighborhood routes that connect communities to many public facilities, shopping centers and employment sites.

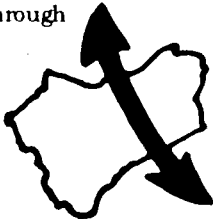
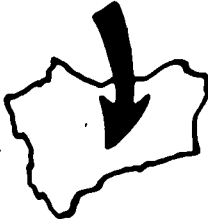
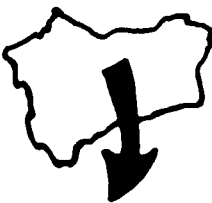
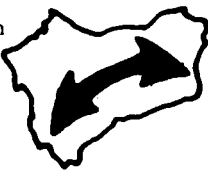
Commuter park-and-ride lots are needed to facilitate the transfer of auto users to other modes of travel before they enter the area. The through traffic on Georgia Avenue, north of Norbeck Road, is projected to be greater than 90 percent of the traffic volume entering Aspen Hill at this point during the morning peak hour and about 55 percent of the total traffic on all of the roads entering the area from the north. The conversion of commuters driving alone to transit and carpools should be encouraged through the construction of commuter parking lots with easy access and good transit service.

Summary of Transportation Strategies

Table 2 presents a summary of strategies for improved transportation in Aspen Hill. It shows four basic trip orientations that differentiate the strategies: people traveling through, to, from and within the area. The summary is also organized by the trip path of the travelers based upon the start of their trips, the predominant means of travel and the destination of their trips. The strategies proposed in this Plan are oriented to meeting the transportation needs of the different types

Table 2

IDENTIFICATION OF MASTER PLAN STRATEGIES FOR IMPROVED TRANSPORTATION IN ASPEN HILL

Trip Orientation	Components of Travel Through, To, From, and Within Aspen Hill					End of the Trip
	Start of the Trip	Predominant Means of Travel for the Trip			Walking	
		Auto/Highway	Transit	Biking		
Through 	<ul style="list-style-type: none"> o Locate housing close to transit lines passing through Aspen Hill o Establish regional transitway network with good accessibility 	<ul style="list-style-type: none"> o Widen Veirs Mill Road 	<ul style="list-style-type: none"> o Construct transitway on Georgia Avenue o Add transitway/HOV lanes to ICC o Express buses to Glenmont Metro Station 	—	—	
To 	<ul style="list-style-type: none"> o Locate more housing close to transit lines that come to Aspen Hill o Improve pedestrian accessibility to transit lines that come to Aspen Hill 	<ul style="list-style-type: none"> o Intersection improvements o Norbeck Road extended to New Hampshire Avenue o Layhill Road improved to Norbeck Road 	<ul style="list-style-type: none"> o Provide frequent local transit service from Glenmont Metro Station and commuter parking lots 	<ul style="list-style-type: none"> o Expand bikeway network to employment and shopping centers o Add bike lockers to employment locations and shopping centers 	—	<ul style="list-style-type: none"> o Locate jobs close to transit routes o Incentives from employers to use transit, vanpools, and ridesharing
From 	<ul style="list-style-type: none"> o Improve pedestrian and bike accessibility to regional transit service leaving the area o Use employee incentives for transit and other high occupancy travel modes 	<ul style="list-style-type: none"> o Intersection improvements o Norbeck Road extended to New Hampshire Avenue o Layhill Road improved to Norbeck Road 	<ul style="list-style-type: none"> o Interface regional transit service and local transit service at commuter parking lots o Provide local transit service to Glenmont Metro Station o Add transit service to Arctic Avenue and Hewitt Avenue/Rippling Brook Drive 	<ul style="list-style-type: none"> o Bike lockers at commuter parking lots o Add bikeways to major roads and streets leading from the area 	—	
Within 	<ul style="list-style-type: none"> o Improve sidewalks and access to transit routes 	<ul style="list-style-type: none"> o Intersection improvements o Reduce through traffic on residential streets 	<ul style="list-style-type: none"> o Joint effort between communities to improve local circulation 	<ul style="list-style-type: none"> o Provide bikeways to employment and shopping centers, community and recreational facilities 	<ul style="list-style-type: none"> o Improve sidewalk network at shopping centers and bus stops o Reduce pedestrian/vehicle conflicts 	

of travelers. The overall summary is not meant to describe all the strategies for reducing auto travel, but as a tool for comparing and interrelating the strategies discussed below.

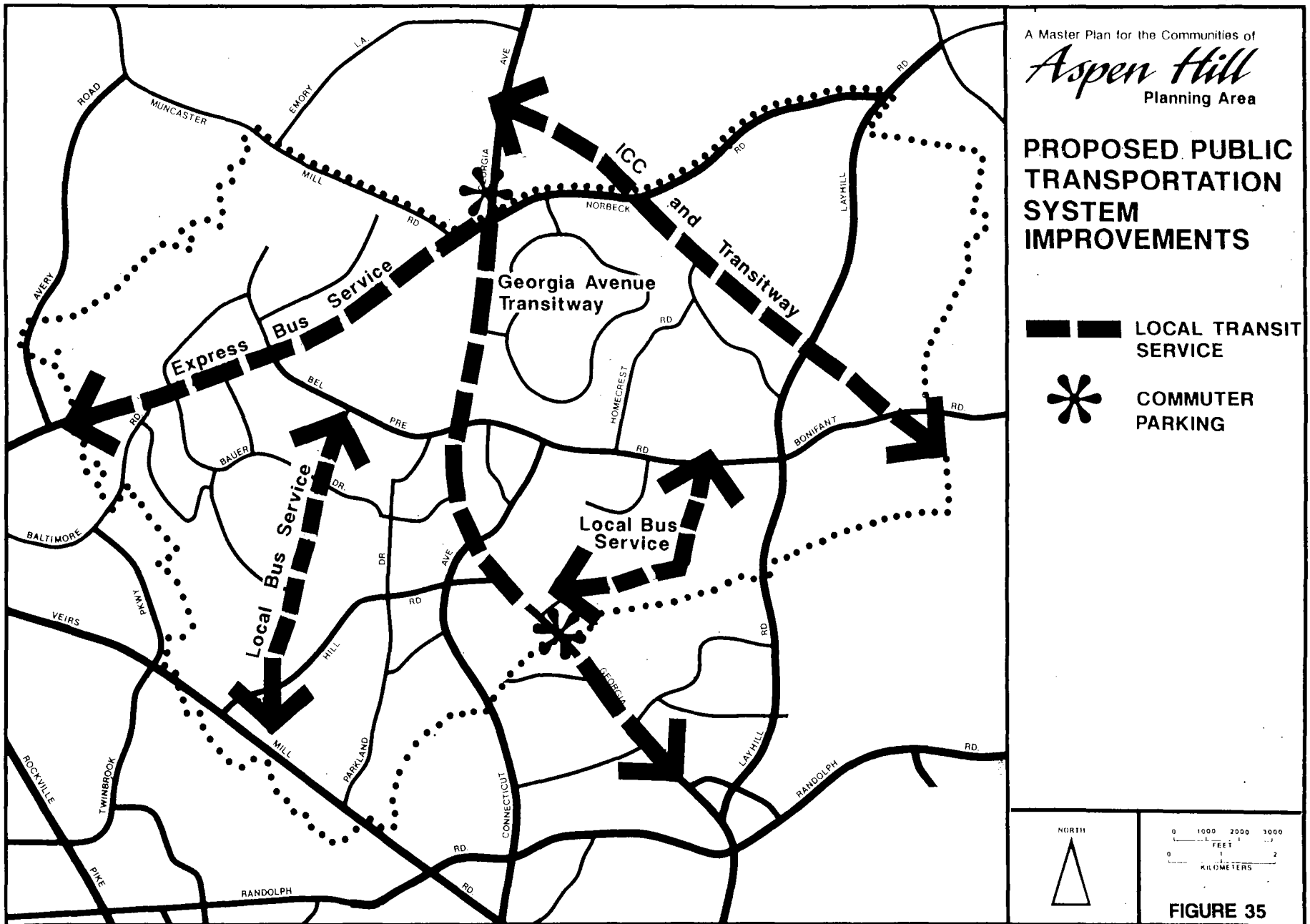
TRANSPORTATION RECOMMENDATIONS

The following presents a brief description of the Plan's key transportation recommendations. Each of these is described in more detail in subsequent sections with supporting findings and other information.

Public Transportation System

Proposed improvements to the public transportation system are indicated on Figure 35.

- o Transit service should be considered for expansion in Aspen Hill to provide coverage for neighborhoods where residents must walk more than a quarter-mile to the nearest bus line. The County-operated Ride-On transit system could be used for possible extensions into communities where street widths and designs cannot accommodate larger buses with larger turning radii. When direct Metrorail service is extended to Glenmont in late 1998, bus routes in Aspen Hill should be reoriented to provide feeder service to the Metrorail station. The Plan recommends that local service be retained along Georgia Avenue to serve various local destinations. Additional local bus service along Arctic Avenue and Hewitt Avenue/Rippling Brook Drive should be strongly considered for additional local transit coverage. Express bus service between the station and areas outside Aspen Hill, like Olney, must be initiated to reduce auto trips to the station. Olney and other areas to the north generate a significant portion of the traffic passing through Aspen Hill.
- o This Plan recommends a future transitway on Georgia Avenue to provide transit service between Norbeck Road and the future Glenmont Metro station. A design study will be necessary to determine design details and operating features. One option to be considered is the construction of the transitway in the median area between the northern and southern ends of the planning area. The studies should include measures to: 1) minimize impacts of the transitway on local circulation, 2) provide access for both local and express buses and 3) design the transitway within the "green corridor" concept for Georgia Avenue and other elements that are important to efficient operation. Initially, the transitway should be used for express buses only in the southbound direction during the morning rush period and only in the northbound direction during the evening peak period. The use of the transitway as a reversible bus lane would allow more of the median to be landscaped. Ultimately, the busway could be upgraded to accommodate a higher capacity system when warranted by ridership levels. When the Olney Master Plan is re-evaluated, consideration should be given to extending the transitway through Olney.



- o Plan for future expansion of the commuter parking lot located in the northeast quadrant of the intersection at Georgia Avenue and Norbeck Road and provide direct access from both roads. While the lot is currently underutilized, its use should increase when the transitway is constructed and carries buses between the lot and the Glenmont Metro station. Also, express bus service should be considered for operation between the commuter parking lot and downtown Rockville.
- o Provide another commuter parking facility in the Olney Planning Area to complement the Norbeck Road lot if additional parking space is required, or if the transitway is ultimately extended to the Olney Town Center or beyond.
- o Include a transitway within the Intercounty Connector right-of-way when the ICC is constructed. Access to the commuter parking lot at Georgia Avenue and Norbeck Road would permit transfers to the Georgia Avenue transitway as well as to other bus lines. Residents of Aspen Hill could also board here to reach jobs in other parts of the County.
- o Provide space for a potential commuter parking lot on the east side of Georgia Avenue in the right-of-way of the former Rockville Facility. The construction of a commuter parking lot, or the shared use of the existing adjacent church's parking lot, is recommended if the proposed east-west transitway is constructed.
- o The use of carpools, vanpools and transit should accompany any office development or redevelopment of the former Vitro site or Lee Development Group site.
- o Develop land use patterns with transit accessibility as a consideration, because the layout and orientation of development can influence workers and residents to use transit. The land use guidelines in this Plan are consistent with transit accessibility goals.
- o Where possible, allow buses to enter shopping centers for boarding and alighting, especially during morning and evening peak hours, instead of picking up and discharging passengers at remote street locations. Where it is not possible, shopping centers should have pedestrian walkways between transit stops and appropriate locations along the frontage of the stores.
- o Provide more bus shelters in Aspen Hill and maximize their use with adequate access and lighting, all-weather surfaces, appropriate protection from inclement weather and appropriate public information.
- o Support the use of public transportation and encourage walking through the provision of pedestrian walk lights and wheelchair curb cuts.

Roadway System Improvements

Proposed improvements to the highway system are indicated on Figure 36 and in Table 3.

- o Reconstruct Norbeck Road, east of Georgia Avenue, as a four-lane divided highway and extend it to New Hampshire Avenue (MD 650). The extension of Norbeck Road will provide a less circuitous east-west route through the area and relieve the traffic demand on other parallel roads. The project should be designed as a “green corridor” with control of access maintained by the use of service roads where feasible.
- o A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.
- o Reconstruct Layhill Road (MD 182) as a four-lane divided highway between Norbeck Road and the present four-lane divided section south of the Intercounty Connector right-of-way. This improvement is necessary to accommodate the future growth of traffic on Layhill Road.
- o Widen Veirs Mill Road (MD 586) to six lanes between Twinbrook Parkway and Randolph Road within the context of a “green corridor.” These improvements are needed to provide additional capacity for projected traffic growth with the additional street trees and other aspects to enhance its appearance. The widening of Veirs Mill Road between Twinbrook Parkway and Montrose Parkway may not be needed if, ultimately, Montrose Parkway is constructed and Veirs Mill Road is widened to the east.
- o This Plan supports the recommendations of the Approved and Adopted North Bethesda Master Plan for the construction and extension of Montrose Parkway to Veirs Mill Road via the Gaynor Road Alignment. This Plan recommends that a study be initiated at the appropriate time to determine the design of the intersection at Veirs Mill Road, using the criteria described in the section on intersection improvements. An interchange with overhead ramps between Montrose Parkway and Veirs Mill Road must be avoided because of its incompatibility with the adjacent communities.
- o The design of the area intersection improvement should provide a buffer for the benefit of the residential community to the south of the proposed Montrose Parkway.
- o Increase capacity at the intersections shown on Figure 36. These intersections should be given emphasis for improvement and possible configurations are summarized in Table 3. The table gives the location and a brief description of the suggested changes. A detailed description of the improvements may be found in Appendix C.

A Master Plan for the Communities of
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PROPOSED HIGHWAY CAPACITY IMPROVEMENTS

(See Text and Table for
 Discussion of Intersection
 Improvements)

-  ROADS
-  INTERSECTIONS

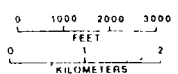


FIGURE 36

Table 3

**KEY INTERSECTIONS AND POSSIBLE FUTURE IMPROVEMENTS
ASPEN HILL PLANNING AREA**

INTERSECTION	IMPROVEMENT
1. Georgia Avenue/Norbeck Road	
Georgia Avenue Southbound Northbound	Right-Turn Lane Right-Turn Lane
Norbeck Road Westbound	Approach Lane
2. Georgia Avenue/Bel Pre Road	
Georgia Avenue Southbound Northbound	Left-Turn Lane Left-Turn Lane
Bel Pre Road Westbound Eastbound	Revise Lane Use Revise Lane Use
3. Georgia Avenue/Connecticut Avenue	
Georgia Avenue Northbound	Right-Turn Lane
4. Georgia Avenue/Aspen Hill Road	
Georgia Avenue Northbound	Left-Turn Lane

Table 3 (Cont'd.)

INTERSECTION	IMPROVEMENT
5. Connecticut Avenue/Aspen Hill Road	
Connecticut Avenue Southbound Northbound	Left-Turn Lane Right-Turn Lane
Aspen Hill Road Westbound Eastbound	Right-Turn Lane Right-Turn Lane
6. Norbeck Road/Bel Pre Road/Emory Lane	
Norbeck Road Westbound Eastbound	Approach Lane Approach Lane
Bel Pre Road Northbound	Left-Turn Lane
Emory Lane Southbound	Left-Turn Lane
7. Norbeck Road/Bauer Drive	
Norbeck Road Westbound Eastbound	Approach Lane Approach Lane
Bauer Drive Southbound Northbound	Left-Turn Lane Revise Lane Use

Table 3 (Cont'd.)

INTERSECTION	IMPROVEMENT
8. Norbeck Road/Baltimore Road	
Norbeck Road Eastbound	Approach Lane
9. Veirs Mill Road/Aspen Hill Road	
Veirs Mill Road Eastbound	Left-Turn Lane ¹
10. Veirs Mill Road/Parkland Drive/ Montrose Parkway	
Veirs Mill Road Eastbound Westbound	Approach Lane Approach Lane & Left-Turn Lane
Montrose Parkway Eastbound	Two Right-Turn Lanes & Relocation of Service Road Entrance to Dewey Road
Parkland Drive Southbound	Revise Lane Use Configuration and Access

1 See page 91. A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.

Most of these intersections are currently at poor levels of service during the peak hours and most have critical lane volumes higher than desirable. While solutions are suggested that will mitigate the impact of future traffic growth, the actual design of the intersection improvement projects should be based on traffic studies at the appropriate time. Also, some of the improvements have already been tied to approved preliminary plans.

- o Maintain safe travel conditions on Bel Pre Road, between Connecticut Avenue and Layhill Road, by encouraging combined development of adjacent properties by utilizing only one point of ingress and egress along the arterial road where possible.
- o Reconstruct and add a median to Aspen Hill Road between Connecticut Avenue and Georgia Avenue to improve pedestrian safety and vehicle circulation between shopping centers.
- o The grassy buffer between the sidewalk and the street should be retained where possible. The grassy buffer between the pedestrians and automobiles is important to maintain the division between the two; however, this strip should not prevent road improvements from being done, where necessary.
- o Major access for Argyle Country Club, if redeveloped as a residential subdivision in the future, should be provided by a primary street extended from Longmead Crossing Road at the location of the existing access. Secondary and tertiary streets should be used to provide minor access at other locations.

Previously Planned Roads and Streets

The following recommendations propose changes to roadways which were previously master planned.

- o The 1970 Aspen Hill Master Plan recommended that Muncaster Mill Road (MD 115) be relocated and widened to four lanes. This Plan recommends that it be improved as a two-lane road along the existing alignment except at intersections, where additional widening may be necessary.
- o The proposed grade-separated interchange at Georgia Avenue (MD 97) and Norbeck Road (MD 28) shown in the 1970 Master Plan was effectively deleted as a result of it not being included in the 1980 Olney Master Plan. This Plan reconfirms that deletion.
- o The extension of Oriental Street across Rock Creek, as proposed in the 1970 Master Plan, should be deleted.
- o The extension of Aspen Hill Road across Rock Creek, as proposed in the 1970 Master Plan, should be deleted.

- o The extension of Sunflower Drive to existing Muncaster Mill Road, as proposed in the 1970 Master Plan, should be deleted to prevent the movement of through traffic between Muncaster Mill Road and Norbeck Road.
- o The extension of Palmira Lane from Wendy Lane to Connecticut Avenue, the extension of Beaverwood Lane from Strathmore Park to Connecticut Avenue and the extension of Emory Lane to the proposed relocated Muncaster Mill Road should be deleted. The extension of these roads was prohibited by past County Council action amending the 1970 Master Plan.
- o The relocation of the Georgia Avenue/Hewitt Avenue intersection, as proposed in the 1970 Master Plan, is deleted in this Plan. This project was proposed to provide adequate separation from the Rockville Freeway/Georgia Avenue grade-separated interchange proposed in the 1970 Master Plan.
- o The right-of-way for an Intercounty Connector/Layhill Road interchange should be reserved for future consideration.
- o This Plan deletes the 1970 designation of "Rockville Freeway" for the section of right-of-way between Georgia Avenue and Veirs Mill Road. This section is now the Matthew Henson State Park. Also, the remainder of the former "Rockville Freeway" (Georgia Avenue to the ICC right-of-way alignment) is deleted as a general purpose traffic facility and redesignated as a greenway/park.
- o The unbuilt portion of Connecticut Avenue (between Bel Pre Road and South Leisure World Boulevard) should be built.

Other Master Planned Roads and Streets Crossing The Former Rockville Facility

The following recommendations are for the roads and streets which are common to the Aspen Hill and Kensington-Wheaton Planning Areas, but are separated by the right-of-way for the former Rockville Facility. As a result of the separation, the outcome of these roads and streets should be re-evaluated when the future use of the former Rockville Facility and the ICC rights-of-way are determined.

- o This Plan recommends against the connection of the unbuilt portion of Rippling Brook Drive at this time. Should the need arise to improve circulation for neighborhood traffic and facilitate school boundary changes, the unbuilt section may be completed. The unbuilt section may not be completed without approval by the County Council of an individual Capital Improvements Program project.

- o The former Atwood Road is still being used for access to Layhill Road. Access across the former Rockville Facility is to be terminated when the section to the east is abandoned.
- o The extension of Alderton Lane across the former Rockville Facility will be reconsidered if the ICC alignment is changed.

Roadway Classification and Rights-of-Way





Figure 37 identifies the recommended Master Plan of Highways and Streets and Table 4 identifies their classification with minimum rights-of-way. These are used in the regulatory process as a guide to right-of-way dedication and other actions. The major recommendations are summarized below.

- o Muncaster Mill Road (MD 115) could be designated as an arterial after a comprehensive study and public hearing by the County Council. This designation as an arterial could also be made from Gaithersburg/Laytonsville Road (MD 124) to Norbeck Road (MD 28). This designation would amend the Master Plan of Highways, the 1985 Upper Rock Creek Plan, the 1980 Olney and Vicinity Master Plan and the 1985 Gaithersburg Vicinity Master Plan. The road is recommended to remain a two-lane road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area, except at intersections where turning lanes may be required and where the additional right-of-way would be required. The classification and alignment of Muncaster Road can be amended in the 1985 Upper Rock Creek Master Plan after review and approval of the comprehensive study and a public hearing, as noted above. These decisions would be followed by formal amendments to the relevant master plans.
- o The section of Avery Road within the Aspen Hill Planning Area should be reclassified from an arterial road to a primary residential road.
- o Emory Lane should be reclassified from a primary residential street to a secondary residential street between its cul-de-sac and Bauer Drive.
- o Gaynor Road, from Veirs Mill Road to Dewey Road, is deleted as a primary residential street as proposed in the 1970 Master Plan. The Gaynor Road alignment, however, is now incorporated as part of the proposed Montrose Parkway and, therefore, reclassified as an arterial road.
- o Dewey Road should be reclassified from a primary residential street to a secondary residential street and not extended across Turkey Branch.




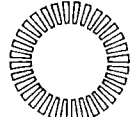
A Master Plan for the Communities of
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**PROPOSED
 STREET AND
 HIGHWAY PLAN**

EXISTING


-  FREEWAY
-  MAJOR HIGHWAY
-  ARTERIAL
-  PRIMARY RESIDENTIAL STREET

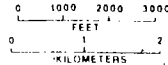
PROPOSED

-  FREEWAY
-  MAJOR HIGHWAY
-  ARTERIAL
-  INTERCHANGE

NOTE: This plan recommends preservation of right-of-way for a future ICC/Layhill Road interchange, but no construction during the life span of the Master Plan.

NORTH





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 FEET
 0 1 2
 KILOMETERS

FIGURE 37



Table 4

**STREET AND HIGHWAY CLASSIFICATIONS
ASPEN HILL PLANNING AREA**

Master Plan Roadway Designation	Roadway	Limits	Recommended ¹ Minimum Right- of-Way Width	Recommended ² Number of Lanes or Paving Width
FREEWAYS				
F-9	Intercounty Connector ³ (ICC)	Northern Boundary Line to Eastern Boundary Line	300'	6 Lanes Divided Plus Transitway Facility
MAJOR HIGHWAYS				
M-7	Connecticut Avenue (MD 185)	Georgia Avenue (MD 97) to Southern Boundary Line	150'	6 Lanes Divided
M-8	Georgia Avenue (MD 97)	Northern Boundary Line to Southern Boundary Line	150'	6 Lanes Divided Plus Transitway Facility
M-13	Veirs Mill Road (MD 586)	Western Boundary Line to Southern Boundary Line	150'	6 Lanes Divided
M-16	Layhill Road (MD 182)	Norbeck Road (MD 28) to Southern Boundary Line	150' ⁴	4 Lanes Divided
M-18	Norbeck Road (MD 28)	Western Boundary Line to Layhill Road (MD 182)	150'	4 Lanes Divided
ARTERIAL				
A-38	Aspen Hill Road	Georgia Avenue (MD 97) to Veirs Mill Road (MD 586)	80'	2 to 4 Lanes; see text for discussion of right-of-way needs between Con- necticut Avenue and Georgia Avenue

Table 4 (Cont'd.)

Master Plan Roadway Designation	Roadway	Limits	Recommended Minimum Right- of-Way Width	Recommended Number of Lanes or Paving Width
A-40	Bel Pre Road	Georgia Avenue (MD 97) to Layhill Road (MD 182)	80'	5 Lanes
A-40 (Cont'd.)	Bonifant Road	Layhill Road (MD 182) to Eastern Boundary Line	80'	2 Lanes
A-53	Connecticut Avenue	Georgia Avenue (MD 97) to Bel Pre Road	80'	4 Lanes
A-270	Montrose Parkway	Southern Boundary Line to Veirs Mill Road (MD 586)	80'	4-Lane Divided or 3-lane undivided
PRIMARY STREETS				
P-1	Emory Lane	Norbeck Road (MD 28) to Bauer Drive	70'	24'
P-2	Sunflower Drive	Emory Lane to Hornbeam Drive	70'	24'
P-3	Bauer Drive	Emory Lane to Norbeck Road (MD 28)	70'	24'
P-3	Bauer Drive/ Heathfield Road	Norbeck Road (MD 28) to Georgia Avenue	70'	36'
P-4	Westbury Road	Sunflower Drive to Norbeck Road (MD 28)	70'	24'
P-5	Nadine Drive	Norbeck Road (MD 28) to Bauer Drive	70'	36'

Table 4 (Cont'd.)

Master Plan Roadway Designation	Roadway	Limits	Recommended Minimum Right- of-Way Width	Recommended Number of Lanes or Paving Width
P-6	Russett Road	Bauer Drive to Arctic Avenue	70'	36'
P-7	Arctic Avenue	Bel Pre Road to Aspen Hill Road	80'	36'
P-8	Independence Street	Parkland Drive to Connecticut Avenue (MD 185)	70'	36'
P-9	Muncaster Mill Road ⁵ (MD 115)	Western Boundary Line to Norbeck Road (MD 28)	80'	2 Lanes
P-10	Rippling Brook Drive	Bel Pre Road to Hewitt Avenue	70'	36'
P-11	Hewitt Avenue	Rippling Brook Drive to Georgia Avenue (MD 97)	70'	36'
P-12	Homecrest Road	Longmead Crossing Drive to Bel Pre Road	70'	36'
P-13	Longmead Crossing Drive	Layhill Road (MD 182) to Wintergate Drive	70'	36'
P-14	Wintergate Drive	Longmead Crossing Drive to Norbeck Road (MD 28)	70'	36'
P-15	Alderton Road	Bonifant Road to Rockville Facility Right-of-Way	70'	36'
P-16	Parkland Drive	Heathfield Road to Veirs Mill Road (MD 586)	70'	36'

Table 4 (Cont'd.)

Master Plan Roadway Designation	Roadway	Limits	Recommended Minimum Right- of-Way Width	Recommended Number of Lanes or Paving Width
P-17	Baltimore Road	Southern Boundary Line to Norbeck Road	70'	2 Lanes
P-18	Grand Pre Road	Bel Pre Road to Connecticut Avenue (MD 185)	70'	36'
P-19	Avery Road	Along Western Boundary Line	70'	36'
P-20	Beaverwood Lane	Bel Pre Road to About 150' West of Birchtree Lane	70'	36'
P-21	Bel Pre Road	Norbeck Road (MD 28) to Georgia Avenue (MD 97)	80'	40'

- 1 This minimum may be increased on the basis of more detailed engineering studies.
- 2 These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration or other purposes auxiliary to through travel.
- 3 The configuration assumed is for purposes of estimating transportation capacity; alternative configurations or modifications could be developed in future planning and design studies, yielding similar transportation capacity provisions.
- 4 This right-of-way width in the area around Northwest Branch Golf Course will be determined by subsequent study to reduce potential impacts on the operation of the golf course.
- 5 May be changed to Arterial after comprehensive study and approval by the County Council after a public hearing.

- o Stop signs, rumble strips, striping and other measures will be used as appropriate to address traffic and safety concerns on Bel Pre Road between Georgia Avenue and Norbeck Road. The section of Bel Pre Road between Georgia Avenue and Norbeck Road, has been reclassified from an arterial road to a primary residential street. Maintain and enforce the current posted speed limit of 25 miles per hour.
- o Use rumble strips or striping (or any other traffic control measure appropriate) if necessary to control traffic speed on Aspen Hill Road between Connecticut Avenue and Veirs Mill Road.
- o The rural residential road classification should be studied as part of the Road Code Committee review of road classification standards. Master Plan Amendment could evaluate and reclassify any roads in Aspen Hill that would meet those new standards.

Development Review Regulatory Standards

- o Review the standards used for this planning area in the regulatory process at an appropriate time. The transit and roadway improvements summarized above, or a significant subset of them, may justify a change in the level of service group designation for the Aspen Hill area.
- o This Plan recognizes the importance of rights-of-way and easements being used to provide pedestrian access and circulation for the community, including paths for access for construction and maintenance of public utilities. These paths should be retained if at all possible, and so not be abandoned or blocked without appropriate review. A list of these paths is in Appendix C of this Plan.
- o A review should be made as to whether any of the roads in Aspen Hill should be designated as “Rustic Roads.”

The Bikeway Plan

The 1978 Approved and Adopted Master Plan of Bikeways shows that a bikeway existed in Rock Creek Park between Veirs Mill Road (MD 586) and Norbeck Road (MD 28), and that an undesignated bikeway existed on Connecticut Avenue between Georgia Avenue (MD 97) and Matthew Henson State Park (formerly the Rockville Facility Right-of-Way). The Bikeway Master Plan recommended bikeways on Norbeck Road (MD 28), Georgia Avenue, Bel Pre Road, Bonifant Road, Layhill Road (MD 182), Northwest Branch Park and in the Former Rockville Facility to have a connection between the Rock Creek and Northwest Branch Parks.

The Rock Creek Park bikeway now extends to Lake Needwood with connections to Lake Bernard Frank and nearby residential communities. In addition, a shared eight-foot-wide pedestrian/bikeway has been constructed on the south side of Bel Pre Road between Georgia Avenue and Layhill Road. This bikeway extends to New Hampshire Avenue (MD 650) as a Class II bikeway on Bonifant Road. The widening of Layhill Road to a four-lane divided highway also included a Class II bike lane on each side of the road; however, they are not currently signed as bikeways.

This Plan recommends a number of additions to the bicycle route network in Aspen Hill as part of an overall effort to enhance its use for recreation and commuting. Also, there are several sites within Aspen Hill that should be provided with good bicycle access to encourage the use of bikes as an alternate travel mode. These sites are the commuter park-and-ride lot in the northeast corner of the intersection of Norbeck Road and Georgia Avenue, the future Glenmont Metro station, Vitro Corporation site near the intersection of Georgia Avenue and Connecticut Avenue and the shopping centers, especially the Northgate and Aspen Hill Shopping Centers. The bikeway system in Aspen Hill has a dual purpose: (1) to meet the needs of the bikers within the area and those passing through and to encourage new ridership and (2) to meet the needs of hikers and other people traveling on foot.




The recommended bikeway plan is shown on Figure 38. Table 5 shows the class of bikeway, its limit and its approximate length. Key recommendations are summarized below:

- o Develop and implement a bikeway signage program for bikeways within State rights-of-way similar to the County program.
- o Construct a Class I bikeway in Northwest Branch.
- o Construct a Class I bikeway in the former Rockville Facility right-of-way to connect the Northwest Branch trail with the Rock Creek Park Trail.
- o Develop a north-south bikeway in the Georgia Avenue corridor. A Class I or Class II bikeway is recommended for Georgia Avenue, but a Class III bikeway is acceptable for parallel side streets with low traffic volumes.
- o Develop a bikeway along Norbeck Road that uses the parallel service roads as much as possible.
- o Develop a community bikeway system connected to public facilities, large employment sites, shopping centers and recreational resources.
- o Consider additional hiker/biker trails to Lake Frank, as well as within the Lake Frank area, during development of the Rock Creek Regional Park Master Plan currently scheduled for completion in 1993.




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BIKEWAY PLAN

EXISTING BIKEWAYS

-  CLASS I
-  CLASS II
-  CLASS III

PROPOSED BIKEWAYS

-  CLASS I
-  CLASS II
-  CLASS III

NOTE:

- CLASS I - A SEPARATE BICYCLE PATH
- CLASS II - A BIKE LANE ON THE ROAD DESIGNATED BY A WHITE STRIPE
- CLASS III - A BIKE ROUTE ON A ROADWAY DESIGNATED BY SIGNING ONLY

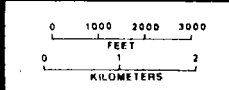
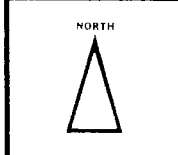


FIGURE 38

Table 5

**BIKE TRAILS/PATHS
ASPEN HILL PLANNING AREA**

Name of Facility	Limits of Facility	Approximate Length
<u>CLASS I: Existing</u>		
Bel Pre Road	Georgia Avenue to Layhill Road	10,300 feet
Connecticut Avenue	Southern Boundary Line to Aspen Hill Road	4,200 feet
Lake Bernard Frank	Lake Bernard Frank Parking Area to Avery Road	4,300 feet
Rock Creek Park Regional Trail	Planning Area Northern Boundary to Baltic Avenue and Veirs Mill Road to Southern Boundary Line	18,400 feet
<u>CLASS I: Proposed</u>		
Connecticut Avenue	Aspen Hill Road to Bel Pre Road	5,400 feet
Georgia Avenue	Norbeck Road to Matthew Henson State Park	14,100 feet
Matthew Henson State Park/Former Rockville Facility Right-of-Way	Northwest Regional Park to Rock Creek Park	22,500 feet
Muncaster Mill Road	Rock Creek North Branch to Norbeck Road	6,900 feet
North Branch Stream Valley Park	Muncaster Mill Road to Lake Bernard Frank	5,600 feet
Northwest Branch Trail	Planning Area Northern Boundary to Planning Area Eastern Boundary	14,000 feet

Table 5 (Cont'd.)

<u>Name of Facility</u>	<u>Limits of Facility</u>	<u>Approximate Length</u>
<u>CLASS II: Existing</u>		
Bonifant Road	Layhill Road to Planning Area Eastern Boundary	4,700 feet
Layhill Road	Longmead Crossing Drive to Southern Boundary Line	5,600 feet
<u>CLASS II: Proposed</u>		
Layhill Road	Norbeck Road to Longmead Crossing Drive	9,200 feet
Norbeck Road	Georgia Avenue to Layhill Road	12,900 feet
Veirs Mill Road	Rock Creek Park to Matthew Henson State Park	7,300 feet
<u>Class III: Existing</u>		
Baltic Avenue/ Aspen Hill Road	Rock Creek Park to Veirs Mill Road	1,000 feet
<u>CLASS III: Proposed</u>		
Alderton Road	Bonifant Road to Southern Boundary Line	3,000 feet
Arbutus Avenue	Arctic Avenue to Veirs Mill Road	1,300 feet
Arctic Avenue	Bauer Drive to Arbutus Avenue	7,300 feet
Aspen Hill Road	Connecticut Avenue to Georgia Avenue	1,500 feet
Bauer Drive	Emory Lane to Heathfield Road	13,300 feet
Beaverwood Lane/Birchtree Lane/ Bluff Point Lane	Bel Pre Road to Hewitt Avenue	4,500 feet

Table 5 (Cont'd.)

Name of Facility	Limits of Facility	Approximate Length
Bel Pre Road	Norbeck Road to Georgia Avenue	6,000 feet
Chesterfield Road	Bel Pre Road to Parkland Drive	4,300 feet
Drury Road/Tiera Drive Baughman Drive	Norbeck Road to Layhill Road	7,900 feet
Emory Lane	Sunflower Drive to Bauer Drive	750 feet
Grand Pre Road	Bel Pre Road to Connecticut Avenue	2,800 feet
Greenspan Road	Bauer Drive to Rock Creek Park	1,500 feet
Grenoble Drive	Iris Street to Turkey Branch Parkway	4,200 feet
Heathfield Road	Bauer Drive to Georgia Avenue	2,100 feet
Hewitt Avenue	Georgia Avenue to Rippling Brook Drive	4,700 feet
Homecrest Road	Longmead Crossing to Bel Pre Road	6,000 feet
Hornbeam Drive	Sunflower Drive to Sycamore Lane	1,800 feet
Iris Street	Loree Lane to Grenoble Drive	1,000 feet
Loree Lane	Renn Street to Grenoble Drive	2,800 feet
Norbeck Road	Rock Creek to Georgia Avenue	13,600 feet
North Gate Drive/Post Lane	Bel Pre Road to Layhill Road	4,500 feet
Oriental Street	Arctic Avenue to Rock Creek Park	1,000 feet

Table 5 (Cont'd.)

Name of Facility	Limits of Facility	Approximate Length
Parkland Drive	Chesterfield Road to Veirs Mill Road	10,700 feet
Queensguard Road/ Woodwell Road	Layhill Road to Alderton Road	3,200 feet
Renn Street	Arctic Avenue to Loree Lane	300 feet
Rippling Brook Drive	Bel Pre Road to Former Rockville Facility	4,300 feet
Sunflower Drive Sycamore Lane	Hornbeam Drive to Emory Lane Muncaster Mill Road to Hornbeam Drive	4,400 feet 1,800 feet
Wintergate Drive/ Longmead Crossing	Norbeck Road to Layhill Road	8,100 feet

- o Relocate the Rock Creek Trail bikeway to the northwest side of Aspen Hill Road that presently passes along the southeast side of Aspen Hill Road, Adrian Street and Baltic Avenue. This would allow it to align with a pedestrian signal installed at the intersection of Aspen Hill Road and Veirs Mill Road.

Green Corridors

Green corridors are to be landscaped, scenic roadways that provide for pedestrians and bicyclists as well as vehicles. The green corridors criteria recommended for Aspen Hill are an extension of the principles outlined in the Kensington-Wheaton Master Plan, since the same designated State highways extend into Aspen Hill. Within the Aspen Hill Planning Area, green corridors may be State highways, County roads or residential streets. This policy recommends that well-landscaped roadways with adequate sidewalks, conveniently located transit stops and bicycle lanes be major goals for the Aspen Hill Master Plan and Montgomery County. Both State highways and County roads are designated by this Plan as green corridors on Figure 39.

This Plan supports the improvement of Connecticut and Georgia Avenues and Layhill, Norbeck and Veirs Mill Roads with sidewalks where they are lacking, bikeways and street and median trees where possible. The amount of vegetation along these corridors should be maintained and increased to improve visual and environmental quality and buffer adjacent uses and pedestrians from the high speed and noise of the vehicles. As a minimum, sidewalks must be provided where needed to access transit stops from residences, work and shopping, surrounding schools and around shopping centers. The Plan recommends construction of sidewalks along Baltimore Road.

Aspen Hill Road can be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. Figures 40 and 41 show the proposed redesign.



The existing large median strips on Grenoble Drive and Parkland Drive should be preserved to the extent possible as significant community amenities.

When Georgia Avenue is redesigned to include mass transit, improved pedestrian and bicycle access will be included, as shown on Figure 42. The design of the Georgia Avenue Transitway should adhere to the green corridor policies. In the interim, the service drives along Norbeck and Veirs Mill Roads could be connected with paths and curb cuts to create a continuous route for bicyclists and pedestrians.

The amount of tree canopy now present on the through neighborhood roads that are designated as green corridors should be maintained or enhanced. Sidewalks should be provided on the north side of Bel Pre Road between Connecticut Avenue and Rippling Brook Drive and street trees planted to make it a green corridor.

A Master Plan for the Communities of
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GREEN CORRIDORS

-  STATE ROADS
-  NEIGHBORHOOD ROADS

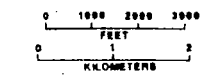
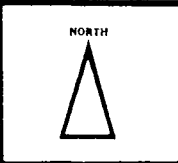


FIGURE 39

**ASPEN HILL ROAD
 PROPOSED CONCEPT FOR
 REDESIGN (SECTIONS)**

FEATURES:

- MEDIANS FOR PEDESTRIAN SAFETY AND LANDSCAPING
- 14' CURB LANE ALLOWS FOR A CLASS III BIKEWAY
- MEDIAN BECOMES TURN LANE WHEN NEEDED
- ADDITIONAL RIGHT-OF-WAY REQUIRED

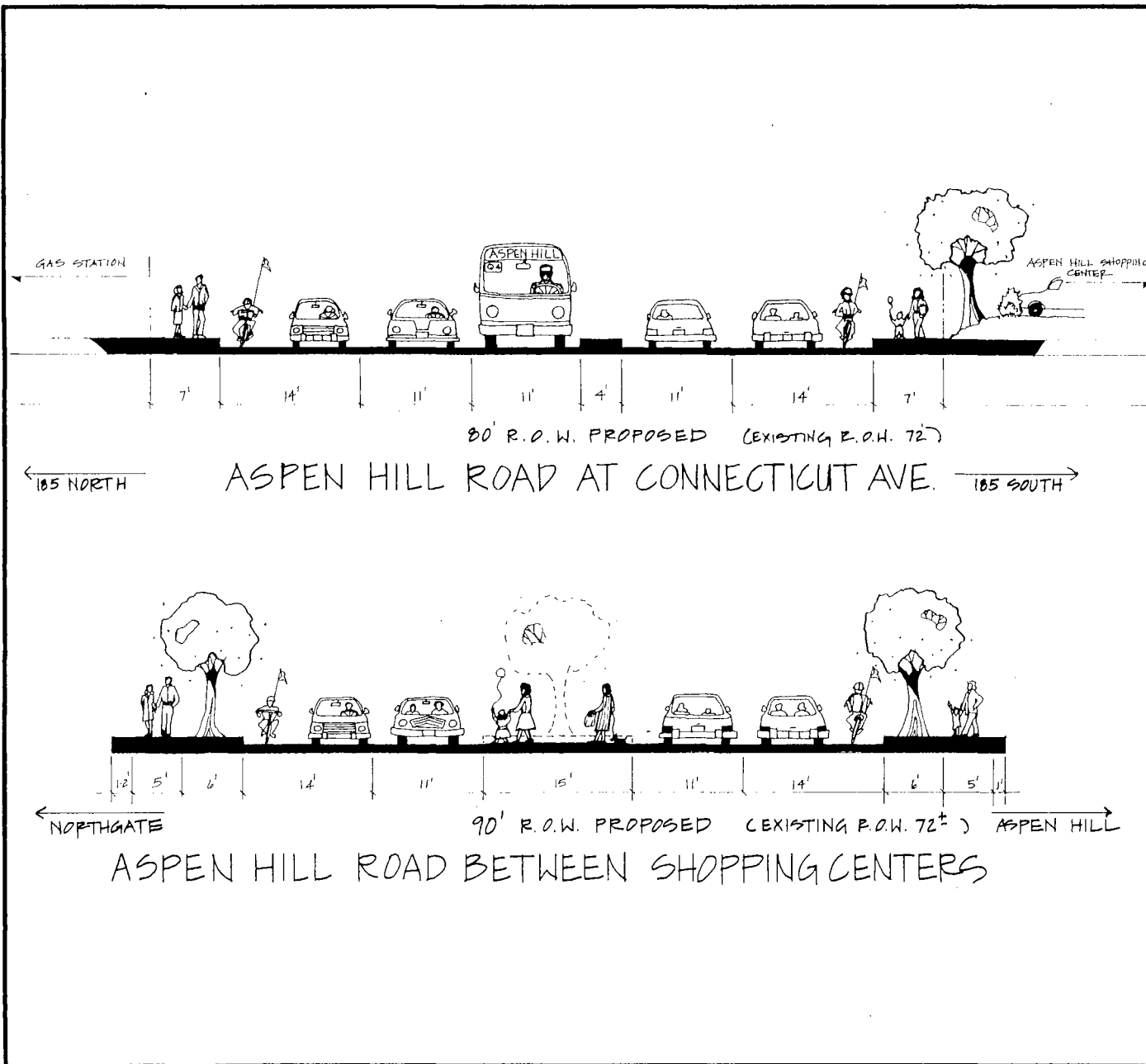
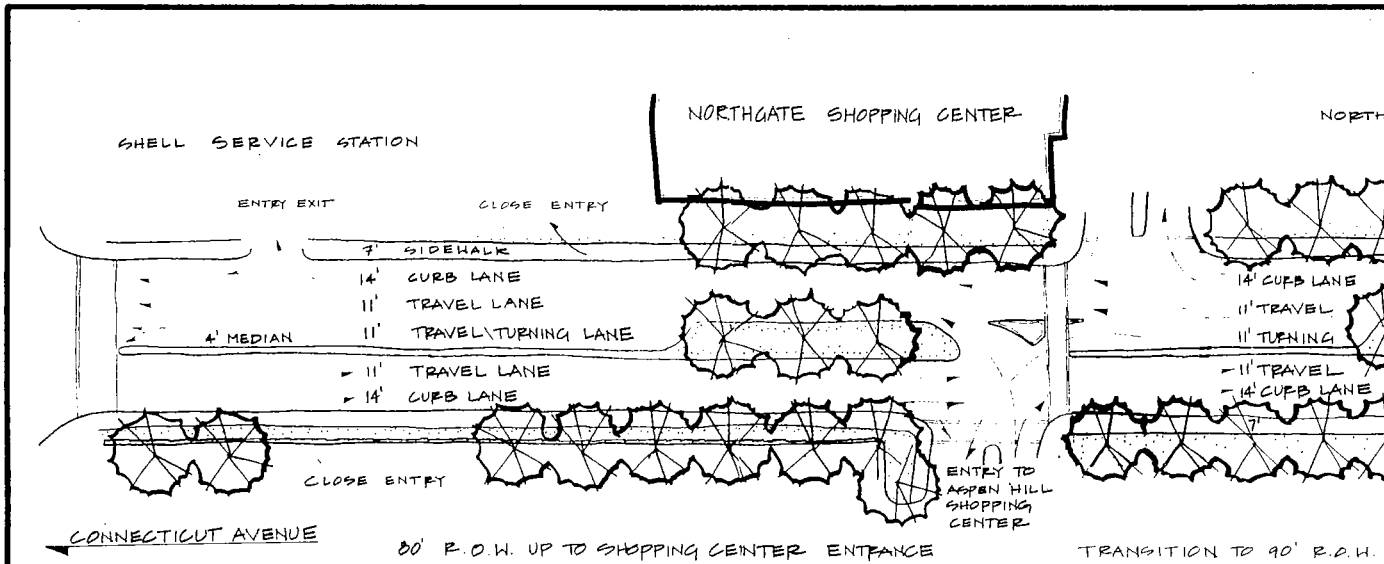


FIGURE 40

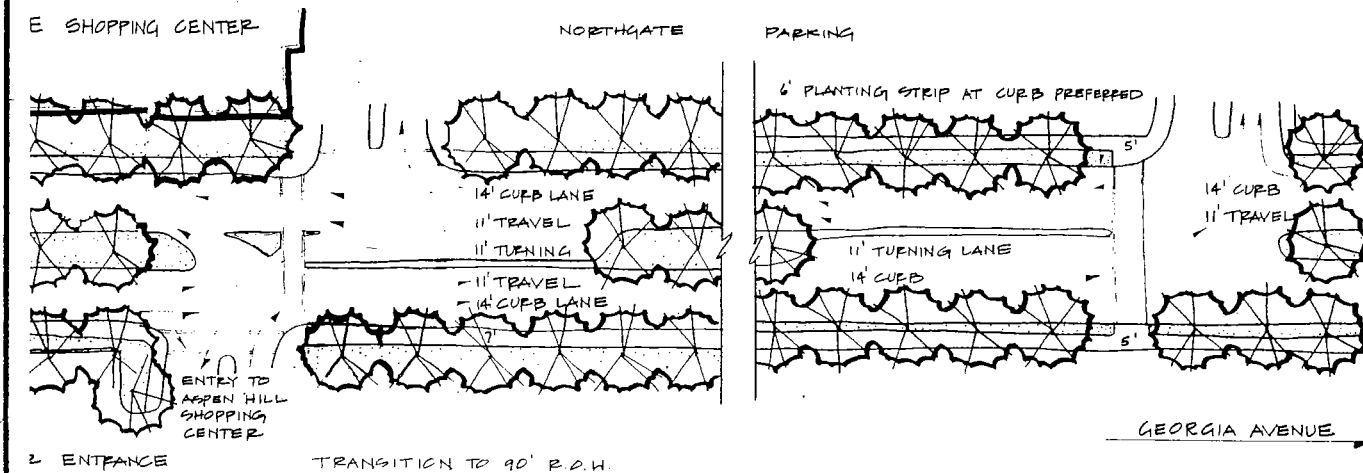
ASPEN HILL ROAD
 ILLUSTRATIVE CONCEPT
 (PLAN VIEW)

FEATURES:

- MEDIANS FOR PEDESTRIAN SAFETY AND LANDSCAPING
- STRIPED PEDESTRIAN CROSSING BETWEEN CENTERS
- 14' CURB LANE PROVIDES FOR CLASS III BIKEWAY
- RELOCATED EAST BOUND LEFT TURN INTO NORTHGATE SHOPPING CENTER
- WEST BOUND LEFT TURN INTO ASPEN HILL SHOPPING CENTER RETAINED
- POSSIBLE CLOSURE OF SECONDARY ENTRIES TO GAS STATION AND ASPEN HILL SHOPPING CENTER



ASPEN HILL ROAD AT CONNECTICUT AVENUE

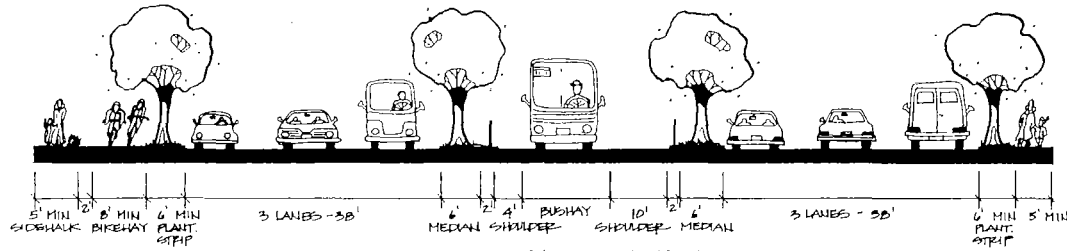


ASPEN HILL ROAD BETWEEN SHOPPING CENTERS

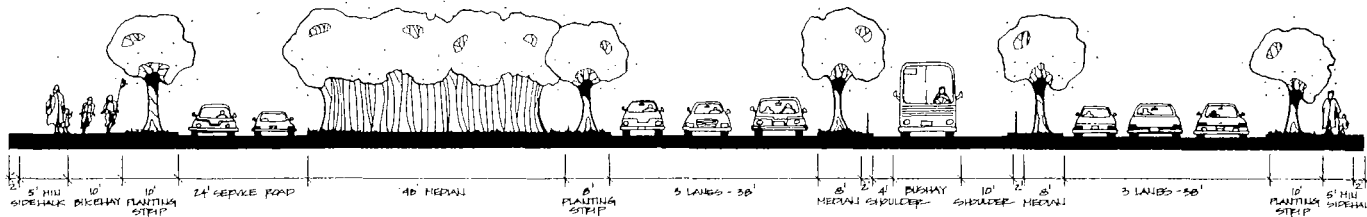
FIGURE 41

**GEORGIA AVENUE
 SECTIONS**

**ILLUSTRATIVE
 CONCEPT**



SECTION LOOKING NORTH
 GEORGIA AVENUE - 150' R.O.W.
 BARRIER SEPARATED REVERSIBLE
 BUSWAY



SECTION LOOKING NORTH
 GEORGIA AVENUE - 250' R.O.W.
 BARRIER SEPARATED REVERSIBLE
 BUSWAY

FIGURE 42

Local road intersections with the State highways are critical to the green corridors network and to the planning area. Pedestrians should be accommodated with well-marked crosswalks and walk lights timed for their crossing. Specially colored or marked paving, signage and landscaping can help reinforce pedestrian rights and improve the attractiveness of the intersections.

IMPLEMENTATION

Any plans submitted for renovation, rezoning or special exception in the commercial or residential zones adjacent to Connecticut Avenue, Georgia Avenue, Layhill, Norbeck or Veirs Mill Roads should be reviewed for the adequacy of the proposed landscaping and for screening and shading of parking lots; sidewalks should be provided and extended to transit points and street trees be provided along the roads. Some pedestrian and landscape improvements may be made as Capital Improvement Projects by either the State or the County.

This Plan supports The Maryland-National Capital Park and Planning Commission, (M-NCPPC), Montgomery County Department of Transportation (MCDOT), PEPCO and the Maryland State Highway Administration working together to assure there will be sidewalks where needed along all State highways in Aspen Hill and a flexible and adequate street tree and landscaping policy. A way to achieve the implementation of recommendations contained in this section is to incorporate the Aspen Hill Planning Area into the Suburban Taxing District or County-wide tree maintenance program.

Possible changes to existing practices would be as follows:

- o Large, wide-branched shade trees should be planted under utility wires and periodically pruned to open the tree crown to light and utility wires. Large scale trees are greatly needed to shade major highways, to mitigate heat build-up and glare, to provide a comfortable place to walk and to provide a sense of scale. Small flowering trees are inappropriate and inadequate as the primary street tree along major highways but may be used for seasonal color in medians or in massed plantings.
- o Street trees along State highways in Montgomery County should be spaced at a maximum of 40 feet on center, as on Norbeck Road, to create an attractive sense of scale and provide more shade. A wider, taller mass of vegetation and canopy is needed to have an impact on a wide roadway.
- o When turning lanes are added or roads widened, replacement plantings should be considered and appropriate species used for the particular location.
- o Sidewalks should be provided on both sides of all State highways, where possible, to get to transit or neighborhood destinations. They should be given as high a priority as road widenings or intersection

improvements. Sufficient spacing should be provided between curb and sidewalk to allow for the planting of street trees. As an example, future sidewalks could be placed a minimum of seven (7) feet from the face of the curb to allow for the curb and a 6-foot planting strip; or, a minimum 10-foot wide sidewalk could be provided allowing for a 5-foot clearance of tree grates where they occur.

- o Well-marked pedestrian crosswalks should be provided as road widenings or turning lanes are constructed. Medians are needed as safety refuges for pedestrians crossing wide roads. Crosswalks may be of materials other than asphalt.

ENVIRONMENTAL RESOURCES

INTRODUCTION

Environmental concerns within Aspen Hill include loss of mature woodlands, degradation of stream systems and aquatic habitat, erosion and flooding problems, air pollution and roadway noise.

This Plan does not contain quantifiable standards for environmental protection. Although such goals may be desirable, Montgomery County has not yet achieved a widely held consensus on what quantifiable standards have positive environmental impacts and are within the capacity of the development industry to adhere to economically. This is an ongoing challenge which the County must continue to work on for incorporation into the development process.

This Master Plan recommends options to address existing problems as well as guidelines that may prevent new problems from future development or redevelopment. This Plan is consistent with the Maryland Planning Act of 1992 and conforms to the seven visions of the Act. This chapter deals particularly with the visions for stewardship of the Chesapeake Bay (Vision 4), conservation of resources (Vision 5) and the protection of sensitive areas (Vision 2). This chapter includes a section dealing with sensitive areas protection. The stewardship vision is met through all the recommendations of this section, while the conservation and reduction of resources consumption vision is met through the recommendations on solid waste.

The Plan protects environmentally sensitive areas by a combination of zoning and site design recommendations. The Plan recognizes and supports retention of much of the public and private open space resources of Aspen Hill, ranging from extensive parkland to large land users, such as private communities and country clubs and golf courses. Individual parcels recommended for development should include buffer areas and avoid environmentally sensitive areas as prescribed in the County's environmental guidelines.

ENVIRONMENTAL RESOURCE OBJECTIVES

- o Protect the natural resources and environmental qualities that are important to the quality of life for Aspen Hill.
- o Facilitate conservation of resources, including a reduction of resource consumption.
- o Protect environmentally sensitive areas consistent with the Maryland Planning Act of 1992.

ENVIRONMENTAL RESOURCE RECOMMENDATIONS

Water Resources

- o Implement programs to achieve State water quality standards for the Rock Creek and Northwest Branch basins.
- o Reduce existing and avoid potential future property damage from flooding, erosion and sedimentation through appropriate stormwater management.
- o Support the programs for comprehensive water quality monitoring and for constructing stormwater management retrofits.
- o Promote voluntary monitoring programs and individual actions to improve water quality.

Sensitive Areas Protection

- o Respect appropriate stream buffer setbacks from watercourses, 100-year floodplains, wetlands and steep slopes as specified in M-NCPPC environmental guidelines and the Maryland Planning Act.

- o Stabilize existing areas of accelerated streambank erosion (using biological engineering techniques, if applicable).
- o Encourage flood-proofing and flood insurance for existing buildings in or near the 100-year floodplain.
- o Enhance the fisheries and wildlife habitat of the local park system.
- o Maintain and add to existing forest cover in accordance with the County's Forest Conservation Law.
- o Investigate the inclusion of the entire planning area within the Suburban Taxing District to facilitate street tree maintenance and planting.

Water and Sewer Systems

- o Provide and maintain water and sewer service consistent with the Comprehensive Water and Sewer Plan.

Air Quality

- o Reduce dependency on automobile travel by providing increased transit opportunities and by locating sidewalks and trails to facilitate walking and biking to employment and shopping areas from the residential areas.
- o Promote carpooling/vanpooling.
- o Evaluate development and transportation facilities plans with consideration for their impact on State and County air quality implementation plans.
- o Locate public spaces and ambient air intakes away from heavily traveled intersections.
- o Encourage tree plantings and vegetative cover to shade parking areas and rooftops from summer heat and to lower ambient air temperatures.

Solid Waste Management

- o Promote residential participation in waste reduction and recycling programs.

- o Ensure all office and retail use, including restaurants, meet County-mandated waste volume reduction and recycling requirements.

Noise Impacts

- o Consider noise-compatible site designs as the first priority for noise abatement for new residential development of any land adjacent to a major roadway.

WATER RESOURCES

The Aspen Hill Planning Area lies within the Rock Creek and Northwest Branch drainage basins. Northwest Branch and its tributaries are located on the eastern side of the planning area and are designated State water class Use IV for recreational (stocked for catch-and return) trout populations. These waters have standards for temperature and chlorine that are more stringent than Use I and less stringent than Use III standards (protected for the propagation of natural trout populations). Rock Creek and its tributaries are located on the western side. The area of Rock Creek located between MD 28 and MD 115 (Muncaster Mill Road) is also designated Use IV. South of MD 28, Rock Creek waters are designated Use I, the least stringent standard, to protect the basic uses of recreation, water supply, fish and wildlife.

A number of studies, reports and maps have been prepared for watersheds wholly or partially in the Aspen Hill Planning Area. While the floodplain maps are relatively current, specific recommendations for stormwater management, stream buffer widths, erosion control, sediment control and stream bank protection have been superseded (generally by more stringent standards) or incorporated in the existing development process. Data included in these documents for the Aspen Hill Planning Area should be considered in guiding future development. The list of documents and dates published may be found in Appendix D. Recommendations in these documents should be implemented where feasible to achieve the state water quality standards for the Rock Creek and Northwest Branch basins. M-NCPPC should prepare an Anacostia Watershed Functional Master Plan (which would include the Northwest Branch streams in Aspen Hill) when staff resources and funding are available to comprehensively address water resources issues affected by development and redevelopment.

Water Quality Monitoring

Water quality of streams is measured in terms of several criteria. Those commonly used include water temperature, dissolved oxygen, pH, biochemical oxygen demand (BOD), nutrient levels (nitrogen and phosphorus), turbidity (water clarity), fecal coliform levels and total dissolved solids. The water quality of streams is not currently monitored within the planning area. Montgomery County Department of Environmental Protection (MCDEP) had a stream water quality monitoring program in place for much of the 1970's; however, this program was discontinued in 1980. Water quality

monitoring can be a valuable tool to help ascertain whether State water quality standards are being met. Monitoring can also be used to target specific portions of a watershed or specific pollutants when devising a water quality management strategy. All the stream systems within the planning area display some evidence of degraded water quality. Some of the more common indicators include high levels of algae caused by elevated levels of nutrients in the water and high levels of turbidity created by sediment loads from construction activities and streambank erosion.

If funding becomes available, a water quality monitoring program should be established for streams, stormwater management ponds and Lake Frank. This monitoring can be carried out by both the public and private sectors. MCDEP should reinstate the water quality monitoring program that was discontinued in 1980 if appropriate funding is provided.

Stormwater Management and Sediment Control

Since 1984, with the enactment of State legislation designed to improve water quality in the Chesapeake Bay, State and local stormwater management regulations have included a requirement for water quality control best management practices. Appendix D provides a history of stormwater management practice in the planning area. On-site water quantity and quality controls are generally required for new development or redevelopment. Some small developments qualify for a waiver under the County's current stormwater management regulations, which require payment of a fee or off-site quality or quantity improvements in lieu of on-site stormwater management.

New construction within the planning area should provide on-site sediment controls for any land disturbing activity exceeding 5,000 square feet, as required by County regulation. Unless a development drains to an existing regional or joint use stormwater management facility, the issuance of stormwater management waivers should be limited. To control streambank erosion, all stormwater quantity control facilities should provide two-year storm runoff control, as required by State and local regulation.

For developments in the Northwest Branch watershed and the Rock Creek watershed between MD 28 and MD 115, which are Use IV waters, detention should be considered before retention to minimize thermal impacts in these Class IV watersheds. For the rest of the Rock Creek watershed in Aspen Hill, stormwater management concepts should be considered according to the hierarchy outlined in State and local regulations. Extended detention should be used as a means of enhancing pollutant removal and further controlling streambank erosion, where appropriate and feasible. In addition, a series of best management practices should be planned rather than the traditional single stormwater management control facility to enhance pollutant removal capability.

As recommended in the 1980 Functional Master Plan for Rock Creek, certain activities would improve existing water quality in Lake Frank. Periodic dredging should be done as needed to remove sediment, thereby reducing dissolved oxygen demand, lengthening the life of the lake and reclaiming valuable top soils. The Department of Parks and MCDOT should minimize use of deicing salts on parking lots and roads that drain to the lake and preferably substitute other deicing techniques.

Retrofit of Existing Developed Areas

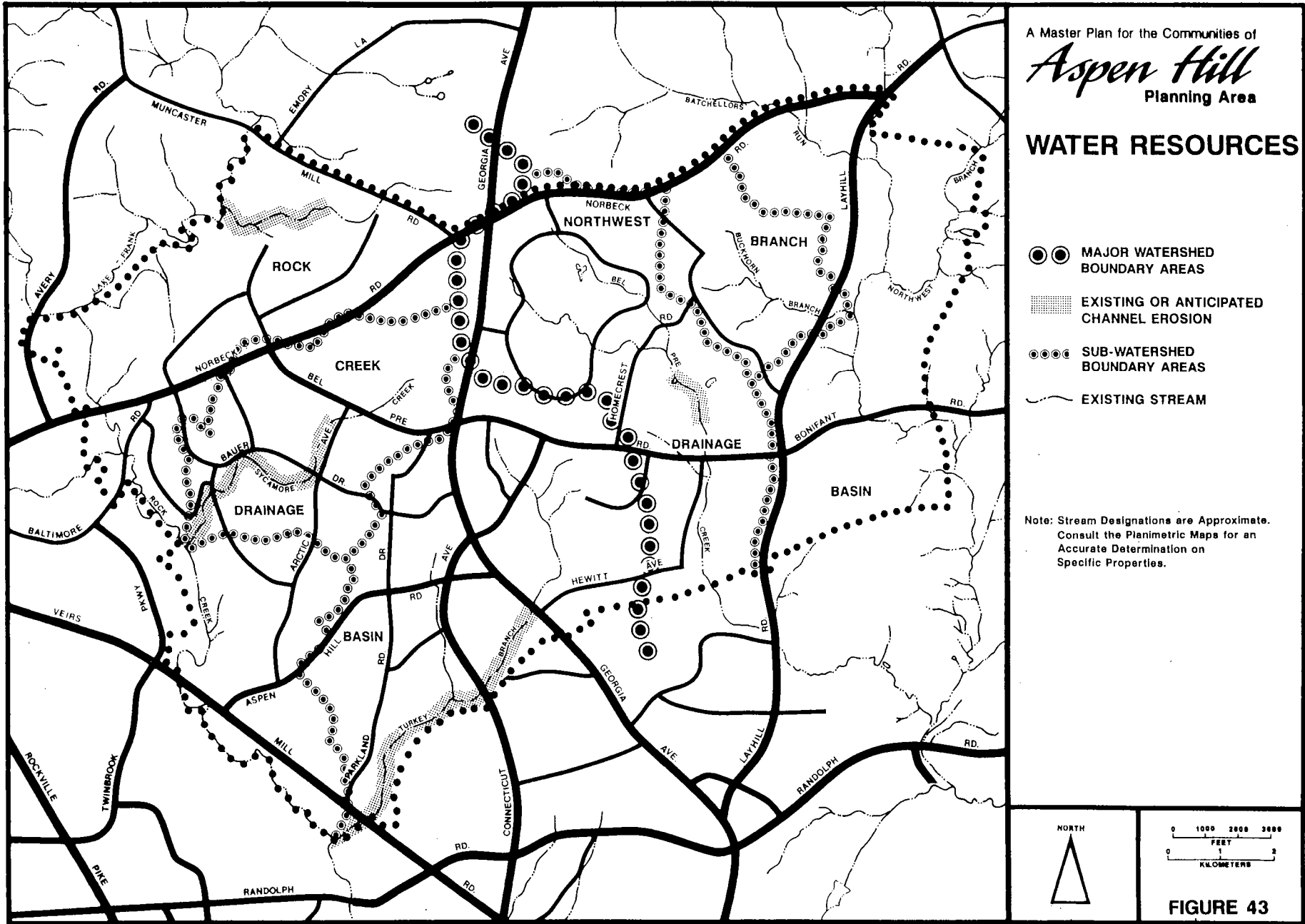
Because the Aspen Hill Planning Area has been extensively developed, all the stream systems draining the area have been affected to varying degrees by human activities. The negative effects include streambank erosion, reduced base flows, stream valley disturbance and tree clearing for installation of water and sewer lines and storm drains, sedimentation from construction activities, unsightly litter, poor water quality and reduced diversity in aquatic species in the favor of pollutant-tolerant flora and fauna. Figure 43 illustrates the location of some of the streams and existing and anticipated erosion. Previous M-NCPPC studies of Rock Creek have found that there has been a decline in total numbers as well as species diversity for all types of flora and fauna. The decline is likely due to the impacts of urbanization, which results in the loss of habitat and localized water pollution problems.

The Metropolitan Washington Council of Governments (COG) compiled an inventory of potential retrofit sites for the Anacostia River basin in 1988, which includes Northwest Branch. MCDEP, the Department of Parks and private developers should undertake to implement these projects for those sites located within the Aspen Hill portion of the Northwest Branch watershed. COG is completing an inventory at this time for Rock Creek. Stormwater management retrofit opportunities will be pursued in Northwest Branch and Rock Creek, as well as necessary streambank stabilization projects.

Individual and Community Action

Individuals can do a great deal to improve the water quality of their local streams. Judicious use of fertilizers and pesticides, reporting hazardous spills and illegal dumping activities into storm drain systems and planting trees along streambanks can all significantly improve existing water quality.

Community initiatives are extremely important to the prevention of sudden flooding and erosion problems. Trash, fallen leaves and tree limbs frequently block storm drain inlets in the streets and can dam streams of any size. These stormwater conveyance paths need to be kept open during rainstorms to prevent overflow flooding on streets and private property. Residents can help prevent problems by collecting and removing leaves and other large amounts of yard waste, by not dumping trash, household items or Christmas trees in or near streams and by removing any blockages from storm drain inlets or streams prior to large storm events.



SENSITIVE AREAS PROTECTION

The Maryland Planning Act of 1992 states that sensitive areas are to be protected (Vision 2). Environmentally sensitive areas that are defined in the Act include streams and their buffers, 100-year floodplains, steep slopes and habitats of threatened and endangered species. The Act also allows the inclusion of other areas in need of special protection to be determined in the local plan. In Aspen Hill, these include mature woodlands, wetlands and areas with severe soil limitations, such as erodibility and excessive wetness. Sensitive areas within County parkland and protected stream buffers are shown in Figure 44. There are currently no habitats of threatened or endangered species or species in need of conservation in the planning area; however, existing habitat for more common wildlife species will be protected through protection of environmentally sensitive areas described in this section. The goals and objectives required by the Act are stated at the beginning of this chapter, with more detail on the objectives and policies included in this section. The principles and standards are explained below.

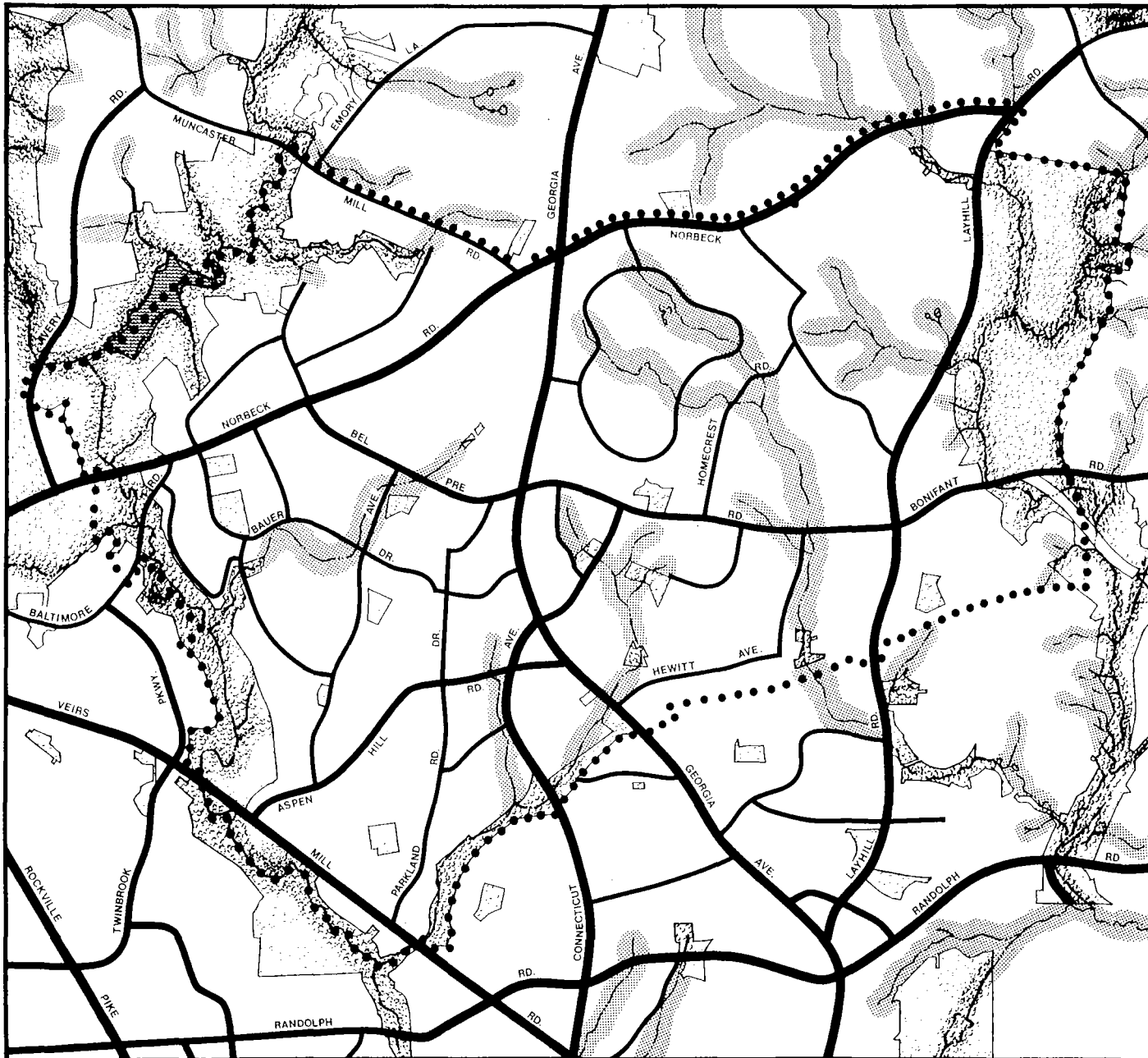
Principles and Standards

The policy recommendations of this Plan can be implemented through a combination of programs and regulations which are geared toward the principles of (1) achieving State water quality standards for the Rock Creek and Northwest Branch basins, (2) reducing existing and potential property damage from flooding, erosion and sedimentation, (3) stabilizing existing areas of accelerated streambank erosion and (4) enhancing fisheries and the wildlife habitat of open space.

In January 1993, the Planning Board approved use of the updated *Environmental Guidelines for Environmental Management of Development in Montgomery County*. These guidelines establish standards for calculating setback distances of proposed structures from streams, associated steep slopes, floodplains, wetlands and other environmentally valuable resources. They are applied to all zoning, special exception, subdivision requests and development plans submitted. There will be continued implementation of these guidelines in the development process.


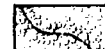

Streams and Their Buffers (including Floodplains)

Within the planning area, the main stems of Rock Creek and Northwest Branch, as well as the lower reaches of Turkey Branch, have been acquired as parkland. The preservation of natural stream valleys in parkland can help reduce some of the impacts associated with urbanization. The open space of parkland and setbacks in residential areas can provide a buffer to filter sediment and pollutants carried to the stream in stormwater runoff and reduce the likelihood of flood damage to adjacent structures. Forest cover in the riparian zone also acts to regulate stream water temperatures, contribute leaf litter to the aquatic food chain and stabilize streambanks. The parkland also acts as a wildlife corridor and promotes bio-diversity.



A Master Plan for the Communities of
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SENSITIVE AREAS PROTECTION

-  EXISTING PARKLAND
-  SENSITIVE AREAS WITHIN PARKLAND
-  SENSITIVE AREAS PROTECTED BY STREAM BUFFERS IN NEW DEVELOPMENTS

- Notes:
1. Sensitive Areas include Streams and Stream Buffers, Floodplains, Steep Slopes and known Habitats of Threatened and Endangered Species.
 2. Streams and Stream Buffers are Approximate. Consult Detailed Floodplain and Planimetric Maps for an Accurate Determination on Specific Properties.

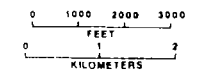


FIGURE 44

In Aspen Hill, many sensitive areas are within parkland and stream valley buffer areas. Provision for protection should continue to be provided on any new developments. Environmentally sensitive areas that exist outside parkland should be left undisturbed during development consistent with the County's environmental guidelines and protected by easements. Verification of the locations of these areas is assured by the submission requirements for subdivision review and development plans in the environmental guidelines.

Many of the stream segments in the Aspen Hill area have moderately to severely eroded streambanks due to the combination of erodible alluvial soils and increased runoff quantities caused by impervious urban areas. Appendix D contains a list of the streams in the planning area and a summary of their condition. MCDEP and the Department of Parks oversee various streambank stabilization projects; the Montgomery County Department of Transportation (MCDOT) provides maintenance for storm drain outfalls. These agencies should undertake a comprehensive study to identify and prioritize those areas that require stabilization measures, developing enhancement projects (using biological engineering techniques, if possible) in conjunction with the stormwater retrofit efforts described above.

While floodplains are protected from encroachment in the environmental guidelines, and the land use recommendations take into account the need to limit densities to reduce potential future flooding, some existing development has the potential for flood damage. Flood-proofing information and flood insurance are available to all properties in the floodplain. MCDEP should encourage all property owners with structures in the 100-year floodplain to flood-proof buildings and to purchase flood insurance to guard against flood losses. In addition, MCDOT should evaluate flooding complaints along major roads and analyze the feasibility of making bridge and culvert improvements to reduce flood impacts.

Soils Limitations and Steep Slopes

The Aspen Hill Planning Area lies in the physiographic region known as the Piedmont Province. The Piedmont is characterized by gently rolling and hilly topography. Soils in the stream valleys are generally thin and subject to seasonal flooding. The vast majority of hydric (wetland) soils occur in the near stream areas. Stream valley soils have severe structural engineering limitations due to a number of factors, which include severe wetness, seasonal flooding, wetlands and high erodibility. Development in these areas is essentially restricted by federal, State and County regulations designed to protect these fragile riparian ecosystems.

Generally, the upland soils in the area (soils outside stream valleys) are suited for development if located on flat topography. The greatest hindrance to development in the upland areas is the slope of the land and the increase in soil erodibility associated with these slopes. Extraordinary sediment and erosion control measures should be utilized when construction occurs on slopes of 15 percent and greater. Disturbance of slopes 25 percent and greater should be strongly discouraged.

Wetlands

Wetland areas, and a minimum 25-foot buffer around them, should be protected as part of this Plan. Wetlands provide essential habitat for many plant and animal communities. They also aid in flood control and in reducing water pollution. It is the goal of the State's program to attain no net overall loss in non-tidal wetlands acreage and function and to strive for a net resource gain in wetlands acreage over present conditions. This should hold true for the Aspen Hill area as well. Appendix D discusses the location of wetlands in Aspen Hill.

Wetlands disturbance should be avoided wherever possible. Current environmental guidelines provide for protection of wetlands and a 25-100 foot buffer as part of development plan review. However, a permit can be issued under the provisions of Sections 404 and 401 of the federal Clean Water Act. A Section 404 permit to alter or fill a wetland is issued by the State Department of Natural Resources and by the U.S. Army Corps of Engineers. Section 401 water quality certification is issued by the Maryland Department of the Environment to ensure that projects will not cause violations of the State's water quality standards. If wetland disturbance is permitted by State and federal agencies, provisions for replacement of wetland acreage should be incorporated into approval conditions for all development proposals.

Woodland and Tree Protection and Reforestation

Recently adopted County legislation requires that forest conservation be a part of future development projects in Aspen Hill. Forest conservation measures must include retaining specimen trees, avoiding tree clearing, minimizing the amount of trees lost and replacing trees that are unavoidably cleared. A major goal of the forest conservation program is to ensure that tree save and tree planting (reforestation) occur on the developing properties. However, when a required amount of tree save and/or reforestation cannot be carried out on-site, there are provisions for conducting off-site planting and, as a last resort, paying a fee to a County tree fund for reforestation projects. Priority for off-site planting by developers and County reforestation projects must be given to available open spaces within the watershed where the disturbance takes place.

Existing public property that might be used for reforestation and acquisition with County tree funds of other open spaces should be identified through the development review process. Reforestation efforts can be directed in the planning area along residential streets and homeowners' association open space (such as stream valleys) in existing subdivisions.

Every effort should be made to identify specimen trees before development and at the early stages of planning for public facilities, such as roads and schools, so they may be preserved, if at all reasonable to do so.

Because the planning area is highly developed, large areas of forested land are limited mainly to stream valleys and a few remaining areas that have not been developed. Trees within stream valleys are either protected within parkland or stream valley buffers. However, protection within buffers after building is complete is impossible to ensure. Therefore, new development projects should be required to place wooded stream buffer areas in a conservation easement.

Linear corridors of woodland exist within the Rock Creek and Northwest Branch stream valley parks along the planning area boundaries. Disturbance of these corridors should be avoided wherever possible. As new development occurs, consideration should be given to areas of significant trees that can be added to these parks or reforestation projects that can be located there, if appropriate.

Buffers of mature trees should be used as part of new residential development to aid in creating visual separation and perception of noise mitigation from major roads. As new road projects are built, plans should include adequate street tree planting. Consideration should be given to creating street tree planting plans for existing roadways such as Georgia Avenue, Veirs Mill Road, Layhill Road and smaller residential streets as part of the implementation of the "green corridors" policy endorsed by this Plan.

Deciduous trees should be planted in parking lots to provide shade to paved areas, reducing the urban heat island effect and reducing the thermal impact of runoff from such areas.

Additional efforts are needed to protect and enhance the urban forest in Aspen Hill. Within the Suburban Taxing District, the MCDOT can provide maintenance to street trees along County roads, including pruning, spraying, removal and replacement. Outside the Suburban Taxing District, MCDOT will provide low level service for storm damage cleanup, hazardous tree removal and safety pruning around traffic controls. The majority of the planning area is currently in the Suburban Taxing District. The northern boundaries are Norbeck Road and Bel Pre Road. For the portion outside the District, provisions for adequate tree cover are needed to mitigate the adverse physical, ecological and aesthetic impacts of development. The option of incorporating this area into the Suburban District for tree maintenance should be explored with MCDOT and the community.

WATER AND SEWER SYSTEMS

Community water and sewer services are provided by the Washington Suburban Sanitary Commission (WSSC). Water and sewer planning are done through the Comprehensive Water Supply and Sewerage Systems Plan. This Plan sets forth the policies and procedures that govern water and sewer service for the County. In Aspen Hill, virtually all properties are eligible for both community water and sewer service. A few properties east of Layhill Road and north of Bonifant Road do not have the proper category for water service; however, service is available should those properties apply for it. Also, a

few properties remain in sewer categories that are not eligible for service (S-4, S-5 and S-6), including portions of Allanwood and Gayfields subdivisions, several properties in the vicinity of Norbeck Road and Twin Valley Lane, the Argyle Country Club, North Branch of Rock Creek Park and the Northwest Branch Golf Course. Should these properties apply for service, it can be provided.

The Aspen Hill Planning Area lies within the Montgomery Main and High Zones and receives most of its water from the Potomac River Filtration Plant. Aspen Hill does not contain potable water storage facilities. The nearest Main Zone storage is the Wheaton Reservoir near the intersection of University Boulevard and Veirs Mill Road. The nearest High Zone storage is the Glenmont Tank near Georgia Avenue and Layhill Road.

WSSC has recently completed two facility plans to address the adequacy of the existing water distribution system to serve the Montgomery Main and High Zones, as well as their dependent water pressure zones, beyond the year 2000. The recommendations from the High Zone facility plan include 1) a new 48-inch transmission main between the site of the Wheaton Pumping Station (near the Wheaton Reservoir) and the vicinity of Georgia Avenue and Norbeck Road (CIP # W-150.05) and 2) the replacement of the Glenmont Tank. The Aspen Hill Planning Area will be included in future studies of water and sewer service. Every effort will be made to minimize negative community impacts.

The planning area lies within two sewer service basins: Rock Creek and Northwest Branch. Sewage originating in the planning area flows by gravity through sewer lines in the two basins to the Blue Plains Wastewater Treatment Plant in southeastern Washington, D.C. At the treatment plant, the sewage is treated and discharged into the Potomac River.

In addition to sewage flow in the planning area, the Rock Creek basin receives sewage from parts of other planning areas. Transmission capacity has recently been increased by the construction of a 6.0-million-gallon sewage storage facility at Rock Creek below Randolph Road. The storage facility is planned to be augmented in later years, when necessary, by a pumping station that will divert peak sewage flows from the Rock Creek trunk sewer to the Cabin John basin. The storage facility is used only during certain peak storm events. Evaluation of transmission capacity is ongoing. Based on the *Rock Creek Transmission Relief Facility Plan*, the Rock Creek trunk sewer will require about 10,000 feet of relief sewer between the storage facility and Veirs Mill Road by the year 2000. Based on the WSSC Strategic Sewerage Study, March 1993, and the Rock Creek Transmission Relief Facility Plan, Final Addendum, 1983, the Rock Creek Pumpover Facilities Plan (CIP #S-49.12) will be prepared to determine the sizing and sites for a wastewater pumping station, the alignments for the force main and the impacts on downstream sewers. The Aspen Hill Planning Area will be included in this study of water service. Every effort will be made to minimize negative community and environmental impacts.

WSSC has no current plans to identify, relocate or replace old sewer lines in stream beds or stream valleys in the Aspen Hill Planning Area. However, WSSC has suggested a CIP sewer extension project in the Northwest Branch basin. The Branch "E" Relief Sewer project would involve an 18-inch main following an unnamed tributary of Northwest Branch. The

tributary flows from the Batchellors Forest area in Olney, across Norbeck Road and parallel to Chapel Hill Road into Northwest Branch Park. This project is needed to support eventual development occurring primarily outside the Aspen Hill Planning Area.

If this relief sewer is built, coordination between WSSC and the Department of Parks will be necessary to protect Northwest Branch water quality. This can be achieved by minimizing the number of stream crossings, keeping a wide vegetated buffer between the sewer and the stream and preserving trees wherever possible.

As the sewerage system ages, it is apparent that major improvements during the plan's life will increasingly be required. It is essential that long-range interagency planning occur to assure coordination of major infrastructure improvements to minimize overall public and private costs.

AIR QUALITY

On November 15, 1990, the Clean Air Act Amendments of 1990 became law. The legislation embodies fundamental changes in the original law and significantly alters the approach for attaining air quality standards in areas that currently do not satisfy the standards (non-attainment areas). The original Clean Air Act, as well as the latest amendments, are intended to reduce the severe adverse impact air pollution has on the health of our citizens as well as on property and resources, such as crops, forests, streams and the Chesapeake Bay. The Washington, D.C. area, which includes all Montgomery County, and consequently Aspen Hill, is in the "serious" non-attainment category for ozone.

Although there are many provisions in the Amendments, the major focus for the Washington area will be on the reduction of mobile source usage, such as automobile commuting. Reduction of single-occupancy automobile transportation is the most important component for achievement of air quality standards. Transportation activities must no longer cause or increase violations of any air quality standards. The Clean Air Act, as amended, requires state and local governments to develop extensive plans to reduce emissions. When those plans have been finalized and strategies adopted, all development (including new or expanded transportation facilities) in the planning area should be evaluated for compatibility with and implementation of the adopted strategies.

For this planning area, land use and transportation patterns that discourage single-occupancy vehicle travel and encourage the use of alternative transportation are an important component for achievement of air quality standards. These patterns are reflected in the land use chapter of this Plan. In addition, alternative forms of transportation and transportation management are supported by the transportation chapter of this Plan. Promoting carpooling and vanpooling is also essential to improving air quality. These measures will also contribute to the reduction of energy resource consumption required by the Maryland Planning Act.

When new development or redevelopment seeks to maximize the densities permitted in the zones via the optional method, the evaluation of environmental impacts should include a study of the impacts on the achievement of air quality standards. In addition, the design of each development using this method should include a consideration of localized air quality problems, such as heavily traveled intersections, on the placement of public spaces and building ambient air intakes proposed in a site plan or subdivision. Tree plantings and vegetative cover should be included to shade paving and rooftops to reduce the impact of these areas on ambient temperatures.

SOLID WASTE MANAGEMENT

Aspen Hill is primarily composed of residential single-family and multi-family development. This form of development generates a considerable amount of trash that is either recoverable or compostable, including newspaper, metal, glass, plastics, yard and food waste. The residential and retail establishments in Aspen Hill generate good quality recoverable cardboard, office/computer paper and other resources in smaller amounts.

Montgomery County's waste management system is founded on the four-part preferential system of "reduce, recycle/reuse, incinerate and landfill." The Ten Year Solid Waste Plan sets forth the goals and objectives of the County in regard to solid waste, including a 4 percent source reduction goal for residential and commercial waste to be met by holding the waste stream at current levels at least until the year 2000. The Maryland Planning Act of 1992 states that "conservation of resources, including a reduction in resource consumption is to be practiced." This vision will be pursued in Montgomery County largely through the implementation of the source reduction goal, including an education program for residents and an aggressive program to work with commercial and industrial sectors to reduce packaging and waste product volume. By County ordinance, a recycling plan is required of all multi-family properties with greater than 100 units and businesses and industries with greater than 100 employees or, if less than 100 employees, upon request from MCDEP.

NOISE IMPACTS

The major source of noise in the Aspen Hill Planning Area is roadway traffic. Roadway noise levels vary with traffic volume and speed, types of vehicles on the roadway and the type of roadway. For developed areas of Aspen Hill where residential uses line the roadways, few noise mitigation options exist. With neighborhood cooperation, a fence or wall-type noise barrier could be constructed along the roadway right-of-way on private property. However, acoustical treatment of the existing structure is the most feasible option for the affected residences. This option reduces noise levels on the interior of the buildings by increasing the noise reducing characteristics of the exterior facade, particularly windows and doors. New residential development or the redevelopment of land adjacent to a major roadway should consider noise-compatible site design as the first priority for noise abatement. These measures include placement of parking lots, open spaces, garages, recreation areas and other non-habitable uses of the property in the noise affected area between the noise source and the

residential unit. Site design, which orients the front of a row of single-family attached dwellings towards and parallel to the roadway, provides a barrier to noise at the deck or patio level behind the unit.

Physical barriers such as landscaped berms and noise walls can also be effective, but often have aesthetic impacts and are less preferred for noise abatement for this reason. These priorities and abatement measures are discussed in detail in the *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development* (June 1983).

HISTORIC RESOURCES

INTRODUCTION

This chapter describes 1) historic sites in Aspen Hill which are currently designated on the *Master Plan for Historic Preservation*, 2) those historic resources currently on the *Locational Atlas and Index of Historic Sites in Montgomery County, Maryland* and 3) others of potential historic interest in the planning area which are to be evaluated for placement on the *Atlas* and, ultimately, the *Master Plan*. Some resources recommended for evaluation by the Aspen Hill community were not recommended by the Historic Preservation Commission or the Planning Board for placement on the *Locational Atlas*. These are listed in Appendix E in this Plan. Table 6 summarizes the status of Aspen Hill historic resources and Figure 45 gives the general location of these properties. Further explanation of the historic preservation designation criteria and the effects of historic site designation conclude the chapter.

The intent of the County's preservation program is to provide a rational system for evaluating, protecting and enhancing the County's historic and architectural heritage for the benefit of present and future generations. It serves to highlight the values that are important in maintaining the individual character of the County and its communities.

TABLE 6

ASPEN HILL HISTORIC RESOURCES

Resource #	Resource Name	Address	Comments	HPC Recommendation	Plan Designation
#27/01	Rock Spring	15021 Rocking Spring Drive	1879 Queen Anne farmhouse built by Roger Brooke Farquhar. Carriage house and outbuildings on site. 3.11 acres.	Positive	Positive
#27/02	Milton II, or Muncaster/ Winslow Farm	15512 White Willow Lane	Main house destroyed by fire 1986. Plaque identifying the site and stone outbuilding remain. 1.3 acres.	Placed on the Master Plan in 1986	
#27/03	Log Cabin	1912 Norbeck Road		Removed from Locational Atlas	
#27/04	Gustavus Cashell House	2011 Flinthill Road		Removed from Locational Atlas	
#27/05	Montmorency	15715 Layhill Road		Removed from Locational Atlas	
#27/06	A. J. Cashell Farmhouse	15308 Morningmist Lane	1868 2-story farmhouse and clapboard washhouse. Part of "Gayfields" subdivision. 1.02 acres	Positive	Positive
#27/07	Cashell Cemetery	Moved to Rockville Union Cemetery		Removed from Locational Atlas	
#27/08	Oaklea Farm	14700 Argyle Club Road		Removed from Locational Atlas	
#27/09	Jacob Van Horn Farmhouse	14821 Layhill Road	1885 farmhouse, extensively altered. Site includes smoke house, spring house, 1927 dairy barn. 5 acres.	Negative	Negative
#27/10	Layhill Methodist Episcopal Church (Oak Chapel U.M. Church)	14500 Layhill Road	1887 rural vernacular chapel and cemetery.	Positive 1.2-acre setting	Positive 0.75-acre setting
#27/11	Layhill Store and P.O.	Layhill Road at Bel Pre Road		Removed from Locational Atlas	
#27/12	John R. Champayne Farmhouse	14201 Layhill Road	1860's 2-1/2 story frame farmhouse with outbuildings in poor condition. 16.14 acres.	Positive	Positive Approximately 1 acre setting
#27/13	Parker Farm	14114 Layhill Road		Removed from Locational Atlas	
#27/14	Houses at Layhill & Atwood Roads	Layhill Road between Midvale & Sullivan Lanes		Removed from Locational Atlas	
#27/15	Beall Cemetery	Between 14121 & 14125 Beechview Lane	1740-1893 Beall family cemetery. 40'x90' site, marked by mature spruce trees.	Positive	Positive

TABLE 6 (Cont'd.)

Resource #	Resource Name	Address	Comments	HPC Recommendation	Plan Designation
#27/16	Layhill Free Methodist Church	1900 Bonfant Road			For future evaluation
#27/17	Aspin Hill Pet Cemetery	13630 Georgia Avenue	1930's Tudor Revival house, chapel, and kennel. Cemetery for pets includes statuary and elaborate grave stones. Established in 1921. 7.79 acres.	Positive	Positive
#27/18	Baltimore Road Bridge (No. M-02-D1)	Baltimore Road at Rock Creek	Single span barrel arch highway bridge. Patented, designed and built by Daniel B. Luten, 1911	Positive	Negative
23/113-2	Norbeck Colored School	4101 Muncaster Mill Road	One of eight black elementary schools remaining in County. Built in 1927 - closed in 1951. Significantly altered. 0.5 acre.	Negative	Negative
	Original Viers Mill	Vicinity of Rock Creek & Veirs Mill Road near Twinbrook Parkway	No above ground remains of this 1838 mill.	Deferred	Deferred

Resources considered but not recommended for addition to Locational Atlas:

Veirs Mill Road Bridge	Veirs Mill Road (MD 596) 1.5 miles southeast of Rockville at Rock Creek	Six-lane steel beam bridge with reinforced concrete deck, metal rails. 1938: 1954: 1985	Negative	Negative
Norbeck Road Bridge (#15092)	Norbeck Road over Rock Creek	Dual lane, 4-span steel beam bridge, 1969	Negative	Negative
Rock Creek Hiker/Biker Trail Bridge	400 yards south of the intersection of Edgebrook and Dewey Roads, Wheaton	Built in early 1980's as part of Rock Creek hiker/biker trail	Negative	Negative
Connecticut Avenue Bridge (#15088)	900' north of Littleton Street on Connecticut Avenue (MD 185)	Six-lane steel beam bridge with concrete piers and footing. Built in 1968	Negative	Negative
Layhill Road Bridge (#15024)	Layhill Road between Baughman and Loch Vista Drives	Two-lane concrete slab bridge built in 1931	Negative	Negative
Pedestrian Bridge at Dewey Road	250 yards west of intersection of Edgebrook and Dewey Roads, Wheaton	Wood and metal pedestrian bridge built over Rock Creek in early 1980's	Negative	Negative

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HISTORIC RESOURCES

 MASTER PLAN FOR HISTORIC PRESERVATION

- #27/02 MILTON WINSLOW FARM

 ADDITIONAL APPROVED MASTER PLAN RESOURCES

- #27/01 ROCK SPRING
- #27/06 A.J. CASHELL FARMHOUSE
- #27/10 LAYHILL M.E. CHURCH
- #27/12 JOHN CHAMPAYNE FARMHOUSE
- #27/15 BEALL CEMETERY
- #27/17 ASPEN HILL PET CEMETERY

 POTENTIAL RESOURCES NOT RECOMMENDED

- #27/09 JACOB VANHORN FARMHOUSE
- (#15024) LAYHILL ROAD BRIDGE
- (#15088) CONNECTICUT AVENUE BRIDGE
- (#15092) NORBECK ROAD BRIDGE
- VEIRS MILL ROAD BRIDGE
- PEDESTRIAN BRIDGE AT DEWEY ROAD
- ROCK CREEK HICKER/BIKER TRAIL BRIDGE
- #27/18 BALTIMORE ROAD BRIDGE
- #23/113-2 NORBECK COLORED SCHOOL

 DEFERRED RESOURCES

- ORIGINAL VEIRS MILL SITE

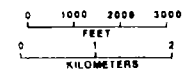
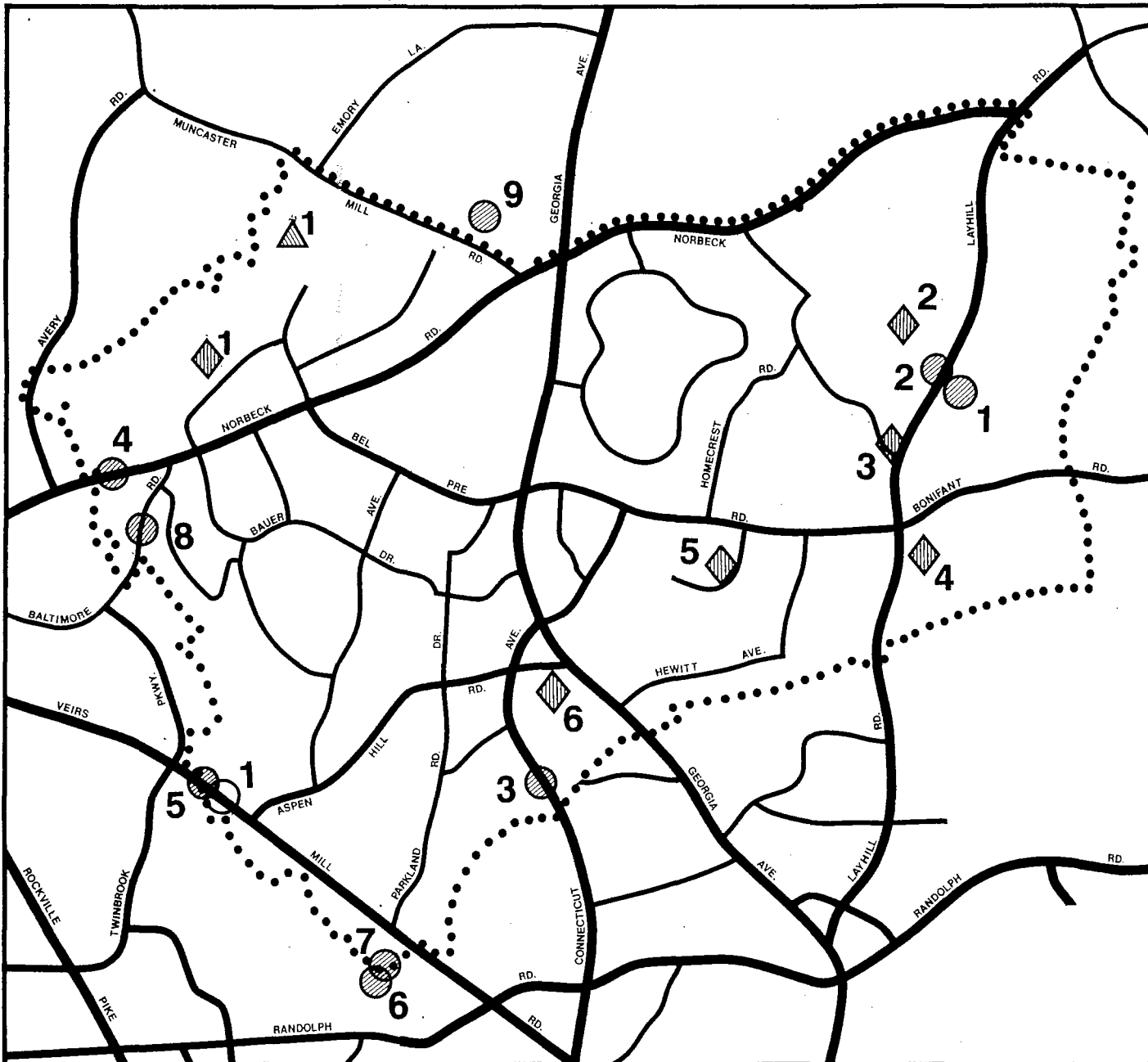


FIGURE 45

The *Master Plan for Historic Preservation* and the *Historic Preservation Ordinance*, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. Placement on the *Master Plan for Historic Preservation* officially designates the property as a historic site or historic district and subjects it to further procedural requirements of the ordinance.

This Plan includes the Historic Preservation Commission's (HPC) recommendation and the final designation decision made by the Montgomery County Council for each resource. As part of this Plan, resources identified in the 1976 *Locational Atlas and Index of Historic Sites in Montgomery County, Maryland* and additional properties of potential historic interest recommended by members of the Aspen Hill community were evaluated.

MASTER PLAN SITES

NAME: Milton II or the Muncaster/Winslow Farm (#27/02)

ADDRESS: 4866 Sweetbirch Lane

HISTORY/DESCRIPTION: The Muncaster/Winslow farm is associated with the Muncaster family, who owned the early Muncaster Mill. It was the last working farm in the Aspen Hill area.

The large, two-story white clapboard frame house with a steep hipped roof was built in 1897 by John E. Muncaster, the fourth generation to farm this land. Nearby was the site of the Muncaster Mill, a frame saw and woolen mill built in 1820 and which burned in 1935. The Winslow family purchased Milton II in 1929 and continued agricultural activities here as a showplace farm with numerous barns and outbuildings. When Mr. W. R. Winslow (owner of Winslow Paint and Hardware chain) died, the property was sold for development. The house was destroyed by fire in 1986 after placement on the *Master Plan for Historic Preservation*. The remaining stone meathouse and a historic plaque identify the site. It is surrounded by a recent subdivision.

STATUS: On *Master Plan for Historic Preservation*

ENVIRONMENTAL SETTING: Entire 1.32-acre parcel.

CURRENT USE: The Milton homesite is now within the Tartan subdivision. The mill site is an archaeological site in the nearby North Branch Stream Valley Park/Meadowside Nature Center.

PLANNING ISSUES: None.

LOCATIONAL ATLAS RESOURCES

NAME: Rock Spring (#27/01)

ADDRESS: 15021 Rocking Spring Drive

HISTORY/DESCRIPTION: Rock Spring is architecturally and historically one of the most significant resources in the Aspen Hill area. It was built in 1879 by Roger Brooke Farquhar, a successful dairyman and important civic leader who encouraged education for blacks in the Sandy Spring area.

Rock Spring was a grand house for the period, with 12 rooms, 5 fireplaces and an indoor bathroom with running water. The two-and-a-half-story Queen Anne style farmhouse retains most of its original fabric and detailing, including the original stickwork, slate roof, German siding, louvered blinds and flat-muntined windows. The original wrap-around porch has been replaced with a concrete deck and iron railing, but a large carriage house and small barn remain on the property adjacent to Rock Creek Park.

Rock Spring was the family home of the Farquhar family, early settlers in the County, prosperous farmers and prominent members of the Quaker Community. Roger Brooke Farquhar was a charter member of the Enterprise Club, organized in 1866, President of the Rotary, President of the Horticulture Society, Director of the Savings Institution of Sandy Spring for 50 years and appointed to the School Board by the Governor in 1904. His son, Roger Brooke Farquhar, Jr., grew up at Rock Spring and was the author of the authoritative book, *Historic Montgomery County, Maryland - Old Homes and History*.

The Farquhars sold the house in 1913, and it subsequently changed hands several times. In 1956, it was sold and subdivided by Manor Lake Corporation. Three years later, the farmhouse was repurchased by the previous owners. The present owners purchased the property in 1991.

HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 1(A), 1(C), 1(D) and 2(A).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC.

ENVIRONMENTAL SETTING: Entire 3.11-acre parcel, including the carriage house and small outbuilding.

CURRENT USE: Private Home.

PLANNING ISSUES: None.



NAME: A.J. Cashell Farmhouse (#27/06)

ADDRESS: 15308 Morningmist Lane

HISTORY/DESCRIPTION: The Cashell Farmhouse is significant as an example of rural vernacular architecture typical of that constructed in Montgomery County in the second half of the 19th century.

The two-story, three-bay frame house was built about 1868 by Andrew J. Cashell, a farmer and blacksmith. A two-story rear ell was added in the 1930's. The pedimented porch and jig-sawed balustrade retains much of its original integrity. Significant features have been retained, such as the dentils at the eaves, the returns at the end gables and a front door with transom and sidelights. Windows in the house are six-over-six, double hung, except in the second story of the rear wing. Associated with the A.J. Cashell farmhouse is a small clapboard washhouse (probably log under the existing siding) with a large braced overhang at the entry and a brick chimney.

The Cashell family were farmers and large landholders in the Olney, Layhill and Norbeck areas since about 1800, when George Cashell, an Irish immigrant, first settled the area. Andrew, a trustee of the Layhill Methodist Episcopal Church, built the house four years after his father's death on land inherited from his father's estate - part of a tract known as Lay Hill. The heirs of Andrew Cashell sold the property in 1909, and it changed hands several times.

In 1985, the farm was sold to developers who laid out the "Morningcrest" section of "Gayfields" subdivision, surrounding the Cashell Farmhouse. Soon after, the farmhouse was sold to the present owner.

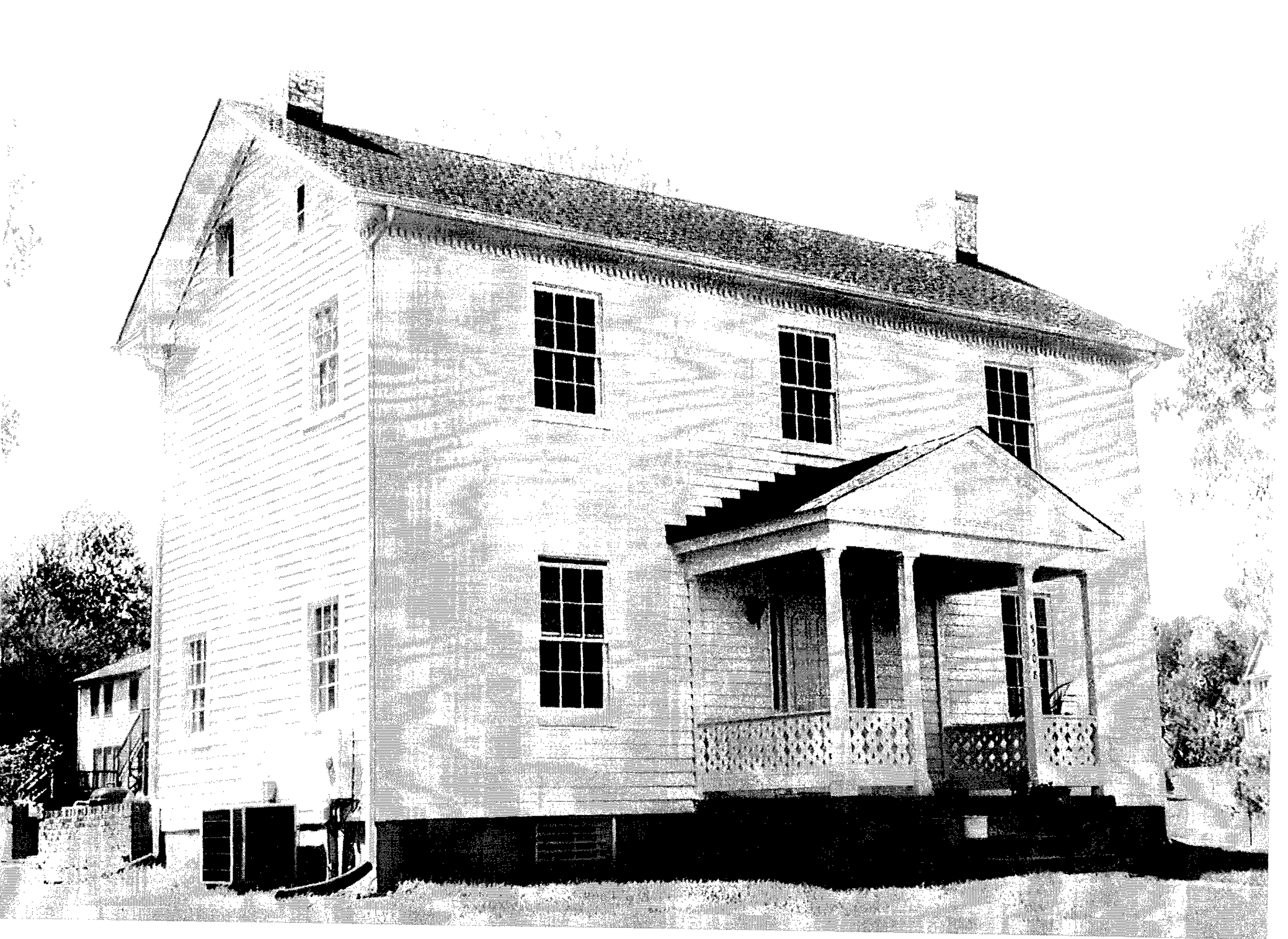
HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 1(A), 1(D) and 2(A).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC.

ENVIRONMENTAL SETTING: The entire 1.02-acre parcel including the washhouse.

CURRENT USE: Private home.

PLANNING ISSUES: None:



NAME: Jacob Van Horn Farmhouse (#27/09)

ADDRESS: 14821 Layhill Road

HISTORY/DESCRIPTION: The two-story frame Van Horn farmhouse, with three bays and a rear ell, was built in 1885 by Henry K. Van Horn on 220 acres. The Van Horns were prominent early settlers in the Layhill area. Originally designed with a Victorian wrap-around porch, it was radically altered in 1963 and 1970 with brick veneer and brick additions on the east and south.

George Willson, a local dairy farmer, purchased the farm in 1909, and it has been farmed by the Willson family since then. The property retains its original smokehouse with lapped shake roof, a spring house built in 1930 and a 1927 dairy barn.

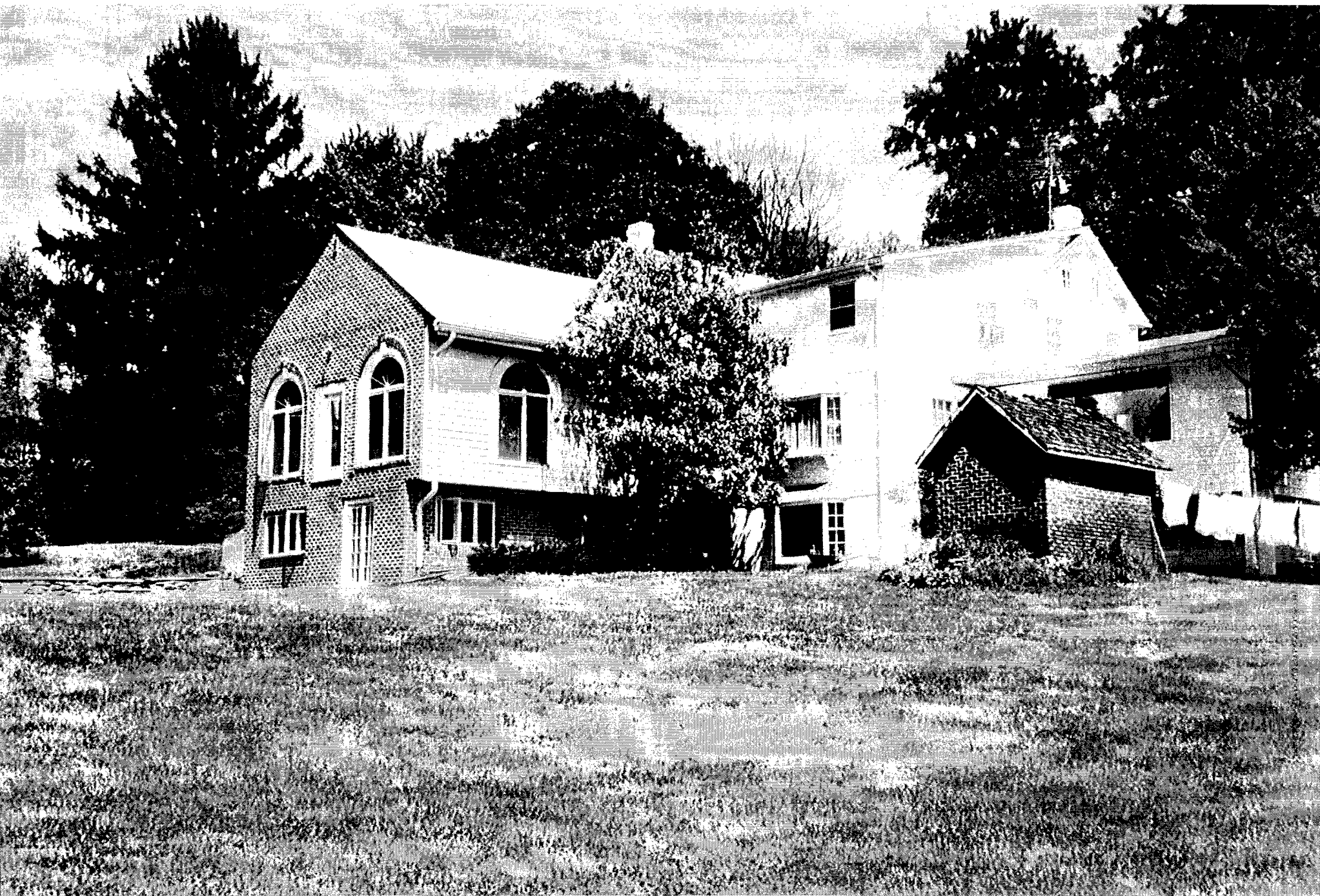
HPC RECOMMENDATION: Remove from the *Locational Atlas*.

PLAN RECOMMENDATION: Remove from the *Locational Atlas*.

ENVIRONMENTAL SETTING: Not applicable.

CURRENT USE: Private Home.

PLANNING ISSUES: Located close to the site of the proposed Inter-County Connector highway and possible interchange. It is adjacent to Northwest Branch Park owned by M-NCPPC.



NAME: Layhill Methodist Episcopal Church South (#27/10)
(Oak Chapel U.M. Church)

ADDRESS: 14500 Layhill Road

HISTORY/DESCRIPTION: Oak Chapel United Methodist Church (historically called the Lay Hill Methodist Episcopal Church South) was built in 1886 at a time when many Montgomery County churches were fragmenting locally over national church issues of the previous generation. The small Layhill ME Church was 1 of 12 churches in a circuit served by a horseback-riding pastor until 1904. In 1948, the church changed its name to Oak Chapel Methodist Church and officially recorded the change in 1968.

The church has been a landmark and a center of community life for area residents since its establishment and still is used for community and organizational meetings. The early Lay Hill Academy (established in 1839 and razed in 1957) once stood directly north of the church. The Lay Hill Community Hall, a log structure now demolished, stood across the road and was used by the church for community events.

The small, three bay by one bay, gable roofed church reflects the simplicity of the late 19th century rural vernacular church architecture. Located on a knoll surrounded by mature oak trees, it faces south at a bend in Layhill Road - which increases its visual prominence. The cemetery directly east of the church contains markers from 1873, including those of the locally prominent Van Horn and Nicholson families.

Architecturally, the Layhill Church has lost much of its integrity through alterations and additions to the original chapel. Vinyl siding has been added and replacement windows have been inserted in the original openings. Additions to the rear of the church expanded the size of the church in 1940 and 1970. A portable classroom is located in the rear.

The original approach to the church, Argyle Club Drive, has been closed off by new construction, but a row of mature trees is still visible adjacent to the golf course.

HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, with a 1.2-acre environmental setting. Meets Historic Preservation Ordinance criteria 1(A), 1(D) and 2(E).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC. Designate an environmental setting of .75 acres. The County Council particularly noted the importance of this resource as a landmark in the Layhill community. However, because of the substantial alterations which have been made to the original church structure, the HPC should be very lenient in its review of future exterior changes.



ENVIRONMENTAL SETTING: The .75-acre setting includes the original church, cemetery and grove of oak trees on a triangular site bounded by Layhill Road and the Argyle Golf Course (Figure 46).

CURRENT USE: Church

PLANNING ISSUES: The congregation plans to erect a new church and education building at the same location in the future, but will retain the existing chapel without the more recent additions. Parking and the vehicular approach to the church is now on the north side, with the abandonment of Argyle Club Road and the widening of Layhill Road. Future development of the adjacent golf course is the only other issue which might impact the resource.

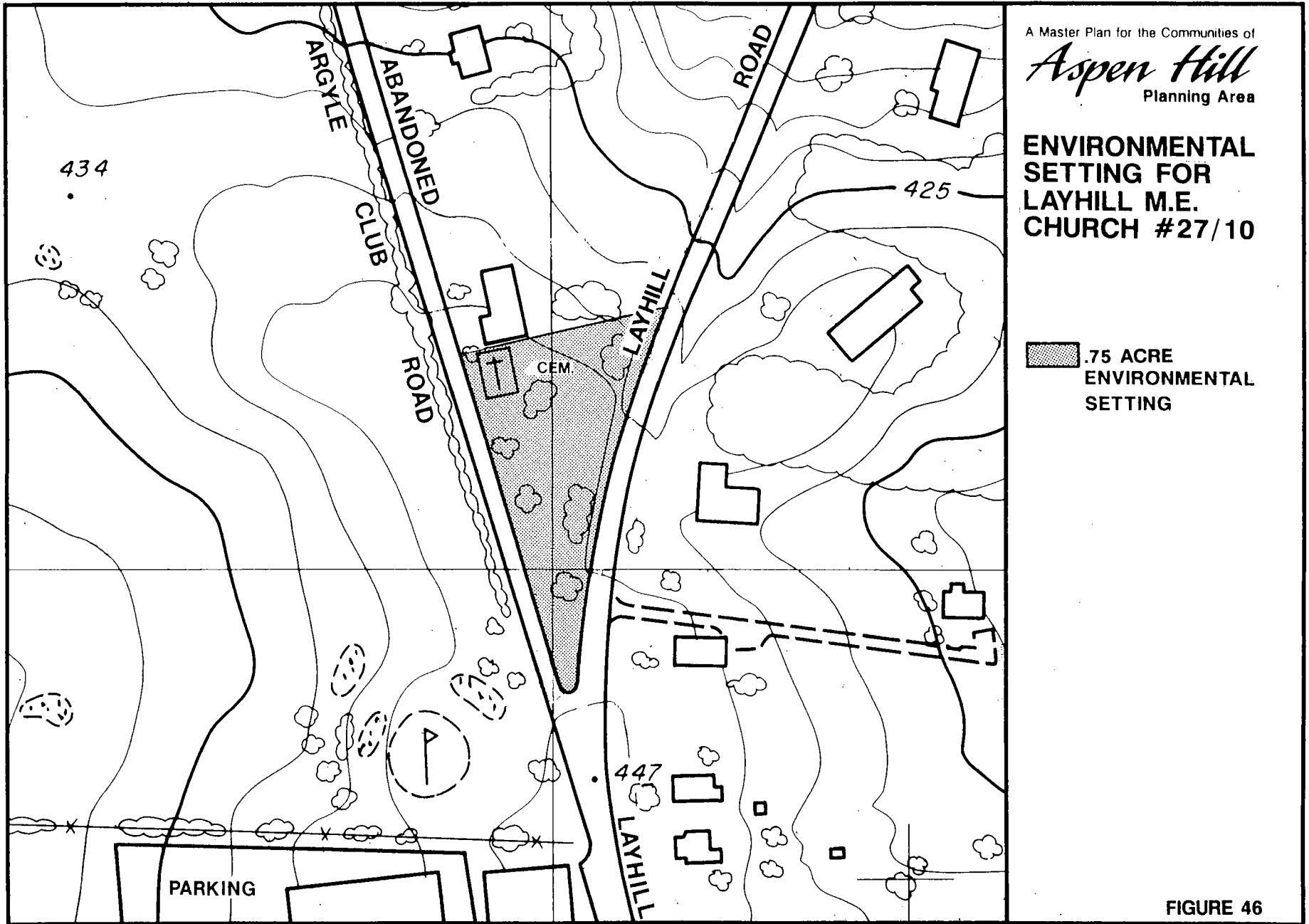


FIGURE 46

NAME: John R. Champayne Farmhouse (#27/12)

ADDRESS: 14201 Layhill Road

HISTORY/DESCRIPTION: The Champayne Farmhouse, built in 1860, is a two-and-a-half-story, ell-shaped, frame house with three bays. It is significant as one of the few remaining farmhouses in the Layhill area, representing the predominantly agricultural economy of Montgomery County in this period.

John Champayne purchased 114.2 acres of the Layhill tract in 1856 and cleared the land himself. He built an eight-room house, plus a number of outbuildings, including a blacksmith shop, stable and cornhouse. His wife was Ell Beall Champayne and the deed to the property was in her name. When John Champayne died in 1880, the house was sold to Sarah Nicholson and it has been in the Nicholson family for over a century. The Nicholsons were active in the nearby Layhill Methodist Episcopal Church and several family members were buried in its cemetery.

Architectural features of the house include six-over-six windows with louvered shutters, a full three-bay front porch with hipped roof supported by turned posts and a boxed cornice with returns under the gables. The central front door has a three-light transom and two-over-two sidelights. The central second-story window also has matching sidelights. There are two chimneys - one at either end of the standing seam metal roof. The house has been covered with artificial siding, and there is a two-story addition in the rear.

HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 1(A), 1(D) and 2(A).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC.

ENVIRONMENTAL SETTING: The environmental setting is approximately one acre and is delineated in Figure 47. In the event of subdivision, the vista of the house from Layhill Road should be retained. The 20th century outbuildings are in poor condition and are not included in the designation.

CURRENT USE: Residential

PLANNING ISSUES: The widening of Layhill Road and the proximity of commercial uses at the intersection of Layhill and Bel Pre/Bonifant Roads have impacted the agricultural use of this property. The Planning Board approved a preliminary plan (Legend Knolls) for this property in 1989, but it was not recorded. A traffic study and reforestation plan will be required for future development.



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**ENVIRONMENTAL
SETTING FOR
JOHN R. CHAMPAYNE
HOUSE #27/12**

 1 ACRE
ENVIRONMENTAL
SETTING

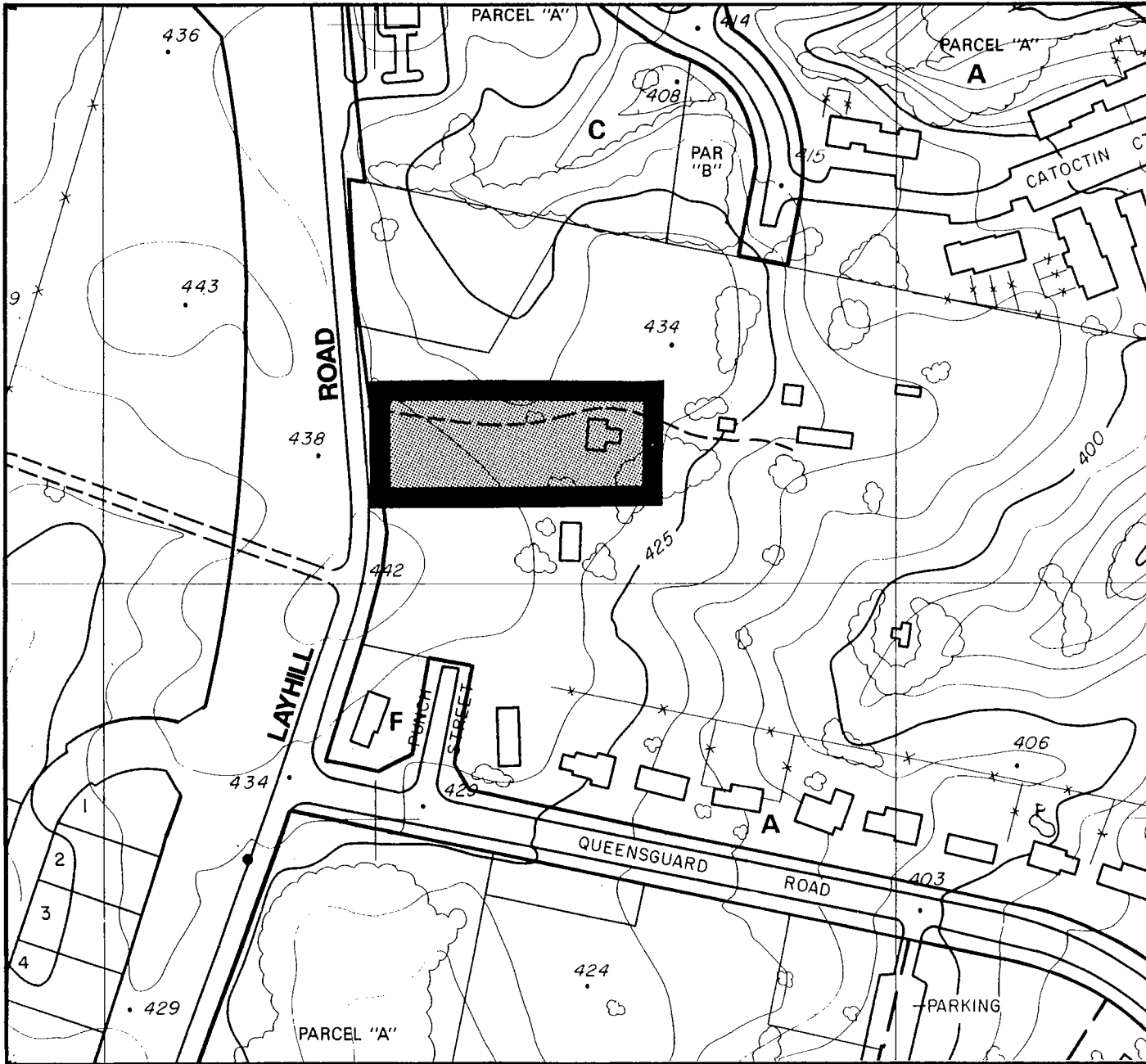


FIGURE 47

NAME: Beall Cemetery (#27/15)

ADDRESS: Between 14121 and 14125 Beechvue Lane, south side.

HISTORY/DESCRIPTION: The Beall cemetery is an 18th and 19th century family cemetery that includes the burial sites of prominent early settlers of this part of Montgomery County. The small 40' by 90' site contains seven stones and markers. The cemetery is surrounded by mature spruce trees.

The largest stone in the cemetery is inscribed with the names of Daniel Beall (1748-1835), his wife Nancy and his daughter Eliza. The Bealls were the first family to settle in the Georgia Avenue/Bel Pre Road area. Daniel Beall, grandson of "Robert the Scotsman," owned 500 acres at the time of his death, including 316 acres of "Bel Pre." The Bealls were related to Colonel Ninian Beall, who was the founder of the Presbyterian Church in Maryland. The cemetery is still owned by the Beall family, and members of the family tend the cemetery.

HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 1(A), 1(C) and 1(D).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC.

ENVIRONMENTAL SETTING: Entire 40'x 90' cemetery.

CURRENT USE: Cemetery

PLANNING ISSUES: None.



RESOURCES RECOMMENDED FOR EVALUATION BY THE ASPEN HILL COMMUNITY

NAME: Aspin Hill Pet Cemetery (#27/17)

ADDRESS: 13630 Georgia Avenue

HISTORY/DESCRIPTION: This resource was established in 1921 by Richard and Bertha Birney as a boarding kennel and pet cemetery on 10 acres of what was originally a farm in Montgomery County. As successful breeders of Boston terriers, scotties and schnauzers, the Birneys named their residence and business after a similar kennel in England named Aspin Hill (not the neighborhood, Aspen Hill). A 1930's magazine article noted the kennel as "the only authorized animal hospital south of New York".

The four-acre pet cemetery came into being soon after the opening of the kennel, when the Birneys used the site to bury their own animals and those of their friends. Once the news of the facility spread, they began to get requests for burial sites from people looking for a suitable place to inter a cherished pet. Notable pets buried in the cemetery include seven dogs that belonged to J. Edgar Hoover, Jiggs from the Our Gang movie series and Rags - the mascot of the First Division in World War I. President Lyndon Johnson's dogs were cremated at the center before being sent to Texas for burial.

One of the largest of 500 pet cemeteries in the United States, the cemetery site has a number of interesting funereal monuments, including elaborate animal sculptures and mature landscaping. In addition, the structures on the property - a house, a kennel and a chapel - have some architectural interest as early 20th century structures.

In 1946, it was sold to veterinarian Dr. Edgar Ruebush, President of Aspin Hill, Inc., who continued to operate it. In 1961, it was acquired by S. Alfred Nash, a local embalmer. In May 1988, he conveyed approximately eight acres to People for the Ethical Treatment of Animals (PETA), who renamed the cemetery "Aspin Hill Memorial Park". A covenant on the property specifies it be maintained and operated as a pet cemetery and be used as an educational and animal care facility.

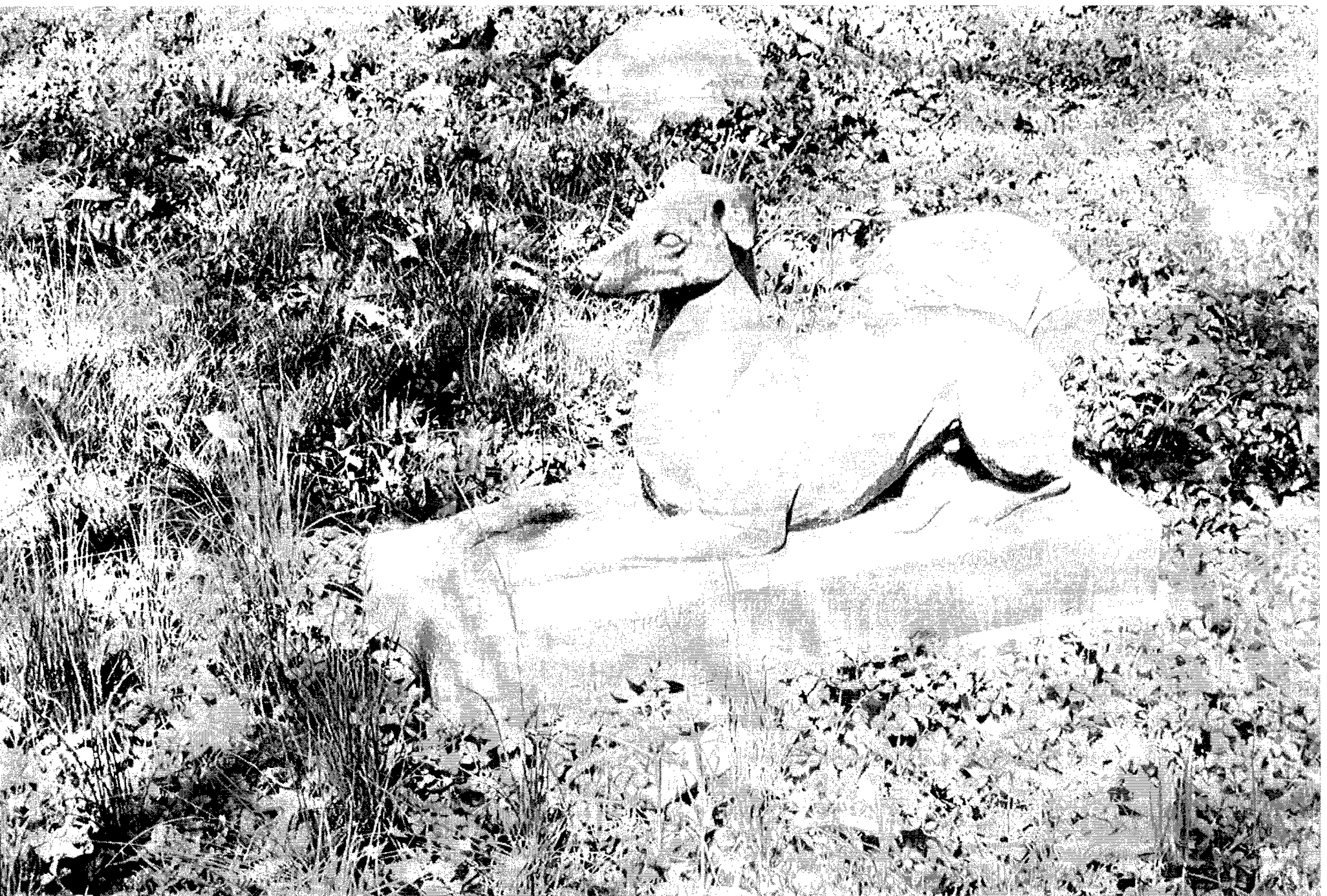
HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 1(A), 1(D) and 2(E).

PLAN RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*, under same criteria cited by the HPC.

ENVIRONMENTAL SETTING: Entire 7.79-acre parcel.

CURRENT USE: Pet Cemetery and Association headquarters.

PLANNING ISSUES: None.



NAME: Baltimore Road Bridge (#27/18)

ADDRESS: Baltimore Road at Rock Creek, Rockville

HISTORY/DESCRIPTION: This bridge is a single-span Luten barrel arch highway bridge. It was built in 1911 and carries Baltimore Road over Rock Creek. One of only five such concrete bridges in the County, it utilizes a design developed and patented by a prominent early 20th century bridge designer, Daniel B. Luten. Luten was a major force in the construction of concrete arch bridges at the turn of the century, and his work is found throughout the East. This bridge is modeled after Luten's 1907 patent #852970.

The first use of concrete for an arched bridge was in 1840; however, it was not until the turn of the century that concrete arch bridges began to be built with regularity. At this time, concrete was a new and innovative building material. Bridges that were both functional and beautiful were created. A Maryland Historical Trust statewide bridge survey in 1980 noted that the form of the concrete arch bridges is significant and is a bridge type not likely to be built again. It contributes to the scenic quality of Baltimore Road and reinforces its semi-rural character within Rock Creek Park.

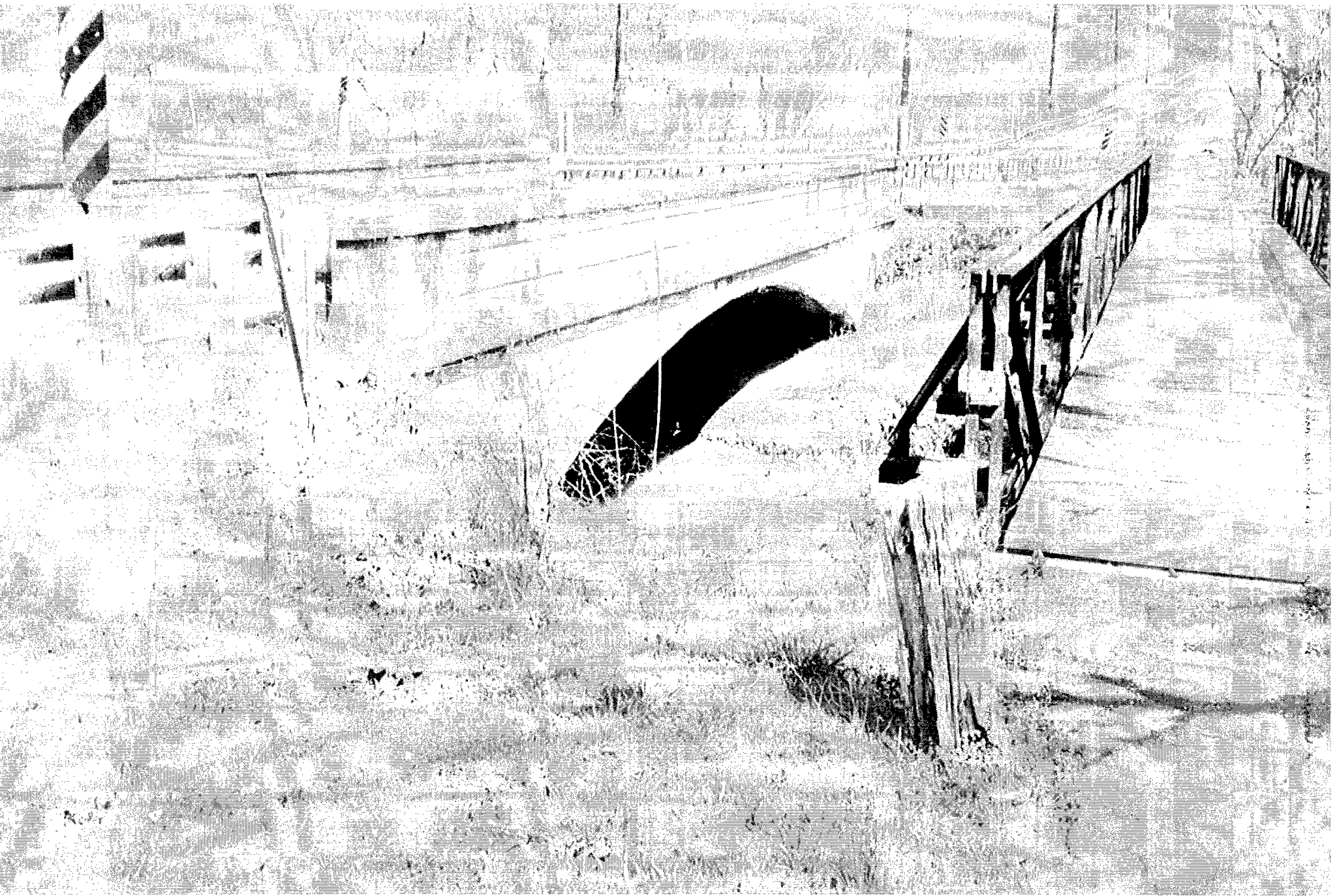
HPC RECOMMENDATION: Designate on the *Master Plan for Historic Preservation*. Meets Historic Preservation Ordinance criteria 2(A), 2(B) and 2(E).

PLAN RECOMMENDATION: Remove from the Locational Atlas.

ENVIRONMENTAL SETTING: The bridge structure only is recommended for designation. The surrounding area is Park property and a newer bike trail bridge is nearby.

CURRENT USE: The Baltimore Road bridge is a two-lane highway bridge carrying Baltimore Road across Rock Creek.

PLANNING ISSUES: The Montgomery County Department of Transportation does not support designation of this bridge due to concerns about its structural longevity and potential need for replacement in the future. Baltimore Road is a Master Plan primary road with a 70-foot right-of-way and an ultimate 36-foot paving width planned. The bridge width is 21.7 feet (curb to curb). Baltimore Road is within Rock Creek Park at this point. The City of Rockville has no plans to widen the road within its jurisdiction.



NAME: Norbeck Colored School (#23/113-2)

ADDRESS: 4101 Muncaster Mill Road

HISTORY/DESCRIPTION: This one-story, two-room frame building, was built in 1927 as a school for black children. This resource was part of a County-wide effort to provide adequate school facilities for black citizens. It was built with the aid of philanthropic money from the Rosenwald Fund. In 1895 an earlier school built near this site served as both a church and school for the black community of Mt. Pleasant. The new school held as many as 85 students in grades one through seven. The school was closed in August 1951, at which time there were no utilities or plumbing facilities. It is now owned by M-NCPPC.

Between 1926 and 1928, 15 black schools were constructed in the County, some of which replaced earlier buildings. Approximately 7 of these schools are still standing. Most have been very altered. The most intact of these black schools from this early 20th century building effort is located at Quince Orchard and MD 28, according to Nina Clarke, a County historian and teacher.

Architecturally, the Norbeck Colored School has been extensively altered, while retaining its original form of gabled roof with central chimney. The original German siding, porch materials and windows have all been replaced with different modern materials.

HPC RECOMMENDATION: Not recommended by the HPC for addition to the *Locational Atlas*.

PLAN RECOMMENDATION: Remove from the *Locational Atlas*.

ENVIRONMENTAL SETTING: 0.5-acre site.

CURRENT USE: Recreational Park Building - M-NCPPC

PLANNING ISSUES: The structure lies outside the Aspen Hill Planning Area, adjacent to *Master Plan Site #23/113-1*, Mt. Pleasant Church and cemetery at 4031 Muncaster Mill Road. An interpretive marker would further enhance the public's understanding on this site's historic significance.



NAME: Original Viers Mill (No Photo)

LOCATION: Vicinity of Rock Creek and Veirs Mill Road, near Twinbrook Parkway

HISTORY/ DESCRIPTION: The original Viers Mill was built by Samuel Clark Viers sometime after 1838 on the 400-acre farm which Viers acquired in that year about two miles south of Rockville. He was an important figure in the County - a successful farmer, miller and judge in the Orphans Court from 1864 to 1880. Veirs Mill Road was named in his honor, although spelled differently.

Nothing remains of the mill which operated for 80 years at the site close of what is now the intersection of Aspen Hill and Veirs Mill Roads. The grist mill, important to the economy of the region in the early 19th century, was representative of the larger "merchant mills" of the period. It featured a nine-foot overshot water wheel and processed 100 bushels of grain per day in 1880.

STATUS: Added to the Locational Atlas, but evaluation deferred pending additional research on potential archaeological significance.

HISTORIC PRESERVATION DESIGNATION CRITERIA

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The accompanying challenge is to weave protection of this heritage into the County's planning program so as to maximize community support for preservation and minimize infringement on private property rights.

The following criteria, as stated in Section 24A-3 of the Historic Preservation Ordinance, shall apply when historic resources are evaluated for designation in the *Master Plan for Historic Preservation*:

1. Historic and cultural significance:

The historic resource:

- a. has character, interest or value as part of the development, heritage or cultural characteristics of the County, State or Nation;
- b. is the site of a significant historic event;
- c. is identified with a person or a group of persons who influenced society;
- d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities; or

2. Architectural and design significance:

The historic resource:

- a. embodies the distinctive characteristics of a type, period or method of construction;
- b. represents the work of a master;
- c. possesses high artistic values;
- d. represents a significant and distinguishable entity whose components may lack individual distinction; or

- e. represents an established and familiar visual feature of the neighborhood, community or County due to its singular physical characteristic or landscape.

EFFECTS OF HISTORIC DESIGNATION

Once designated on the *Master Plan for Historic Preservation*, historic sites are subject to the protection of the Ordinance. Any substantial changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission and a historic area work permit issued under the provisions of the County's Preservation Ordinance, Section 24A-6. In accordance with the *Master Plan for Historic Preservation* and unless otherwise specified in the amendment, the environmental setting for each site, as defined in Section 24A-2 of the Ordinance, is the entire parcel on which the resource is located as of the date it is designated on the *Master Plan*.

Designation of the entire parcel provides the County adequate review authority to preserve historic sites in the event of development. It also ensures that, from the beginning of the development process, important features of these sites are recognized and incorporated in the future development of designated properties. In the case of large acreage parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting may be reduced in the event of development, by describing an appropriate area to preserve the integrity of the resource and by identifying buildings and features associated with the site which should be protected as part of the setting. It is anticipated that, for a majority of the sites designated, the appropriate point at which to refine the environmental setting will be when the property is subdivided.

Public improvements can profoundly affect the integrity of a historic area. Section 24A-6 of the Ordinance states that a Historic Area Work Permit for work on public or private property must be issued prior to altering a historic resource or its environmental setting. The design of public facilities in the vicinity of historic resources should be sensitive to and maintain the character of the area. Specific design considerations should be reflected as part of the Mandatory Referral review processes.

In the majority of cases, decisions regarding preservation alternatives are made at the time of public facility implementation within the process established in Section 24A of the Ordinance. This method provides for adequate review by the public and governing agencies. To provide guidance in the event of future public facility implementation, the amendment addresses potential conflicts existing at each site and suggests alternatives and recommendations to assist in balancing preservation with community needs.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of Environmental Protection and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit against County real property taxes to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the *Master Plan for Historic Preservation* (Chapter 52, Art. VI). Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of preservation incentives, including tax credits, tax benefits possible through the granting of easements on historic properties, outright grants and low-interest loan programs.

COMMUNITY FACILITIES PLAN

INTRODUCTION

Community facilities provide a network of services to meet the physical, social, cultural and protective needs of the community. In this respect, they help determine the desirability of a community as a place to live and work. A community facilities plan helps to create and reinforce the community's sense of social cohesion - a sense of community. The Commission on the Future (1988) defined a sense of community as "a feeling of belonging to a local area and having an interest and a stake in what happens there."

COMMUNITY FACILITY OBJECTIVES

- o Coordinate the location of these facilities with the needs of the community, in proper relationship to those of adjoining areas.
- o Give guidance to future Capital Improvements Programs.

COMMUNITY FACILITY RECOMMENDATIONS

Parks and Recreation

- o Support the construction of a hiker/biker trail and greenway/park connecting Northwest Branch to Rock Creek by way of Matthew Henson State Park and the former Rockville Facility right-of-way.
- o Ensure that all existing parks will continue to function as parks.
- o Support the development of Aquarius Local Park, Harmony Hill Neighborhood Park, Strathmore Local Park and Northwest Branch Recreational Park.
- o Provide adequate maintenance funding for the upkeep of the recreational facilities at closed schools so that these facilities can remain available to the residents of those areas.
- o Encourage formal archaeological studies of the entire Northwest Branch and Rock Creek Stream Valleys to investigate potentially fertile fields of prehistoric sites.
- o Support the placement of historic markers at the Norbeck Colored School site on Muncaster Mill Road and the original Veirs Mill site near Veirs Mill Road.

Recreation Centers

- o Give consideration to expanding the existing Bauer Drive Community center.
- o Give consideration to locating a second recreational center east of Georgia Avenue to serve the Layhill community.

Public Schools

- o Support the retention of school sites and the modernization and utilization of the existing schools.

The Elderly

- o Provide affordable housing for the elderly, both rental and privately-owned units, in a variety of housing types.
- o Identify needs specific to the elderly population of Aspen Hill.
- o Enable the elderly to enjoy convenient utilization of community facilities and public services through appropriate placement of housing and through programs for the elderly.
- o Encourage the incorporation of design features that increase the safety and security of the physical environment.

Child Day Care Facilities

- o Allow child day care facilities in the unrestricted portion of the PRC zone through the special exception process.
- o Support various types of child day care facilities within the planning area.

Public Safety

- o Support the location of a small police substation within the planning area as conditions warrant.

Libraries

- o Support the provision of a satellite library service from a neighborhood library to a "storefront" facility or provision of bookmobile service for the area east of Georgia Avenue.

Government Service Center

- o Support the utilization/creation of a part-time staff position to act as a source point for inquiries and dissemination of information on County services and programs.

Post Office

- o Support a separate zip code for Aspen Hill.

Accessibility for People with Disabilities

- o Support the implementation of the Americans with Disabilities Act.

PARKS AND RECREATION FACILITIES

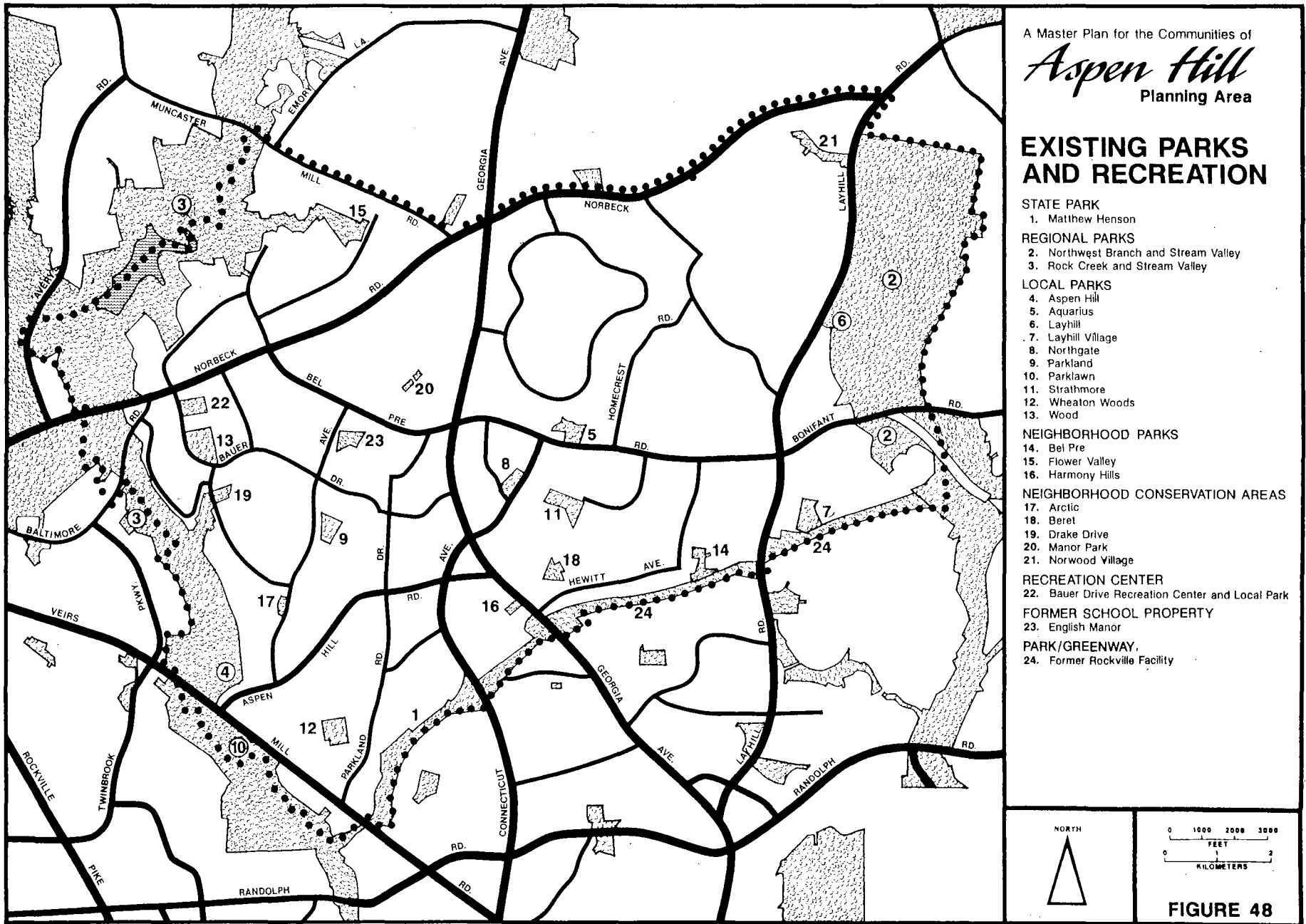
The Montgomery County Department of Parks manages 1,869 acres of parkland within the Aspen Hill Planning area. The 102-acre Matthew Henson State Park is included in the planning area's total park acreage. As a result of an agreement between the State and the County, the Department of Parks maintains and manages this State Park. Figure 48 shows the location and type of parks in the area.

The Aspen Hill Planning Area has a wide variety of recreational facilities including the following:

16 softball fields	5 baseball fields
10 tennis courts	3 open shelters
9 playground areas	1 recreation center
5 football-soccer fields	hiker/biker trails

Based on the 1990 U.S. Census population figure of 54,612 for the planning area, the residents are generally well-served by the existing open space and outdoor recreation facilities. There are approximately 32.1 acres of parkland per 1,000 residents. This is substantially higher than the National Recreation and Parks Association's suggested guidelines of 6.25 to 10.5 acres per 1,000 residents when built out.

The National Recreation and Parks Association guidelines are not the standards used for the provision of recreational opportunities in Aspen Hill or any other part of Montgomery County. The Montgomery County standards vary by activity and can be found in the Park Recreation and Open Space Master Plan.



County-wide Parks in the Planning Area

STREAM VALLEY PARKS

Stream valley parks, which are fingers of green following major streams, are acquired for a number of reasons including:

- o Passive and active recreation.
- o Scenic relief through open space.
- o Protection and improvement of wildlife habitat.
- o Preservation and improvement of water quality.
- o Sediment and erosion control.
- o Flood prevention and stormwater management.

These parks generally contain some type of low-density recreational development, such as trails, picnic areas and interpretation areas (which include nature centers or places where a naturalist will give tours and discussions). In some cases, certain areas of these parks are developed with additional active recreational facilities, such as ballfields.

The Rock Creek Unit #7 Stream Valley Park totals slightly more than 231 acres. There are two active recreation areas in the Rock Creek Stream Valley Park that also serve as local parks for the Aspen Hill residents - Aspen Hill and Parklawn Local Parks.

REGIONAL PARKS

Regional parks are large parks consisting of more than 200 acres that meet both conservation and recreational needs on a County-wide basis. This type of park preserves at least two-thirds of the acreage as a conservation or natural area. Typical facilities in a regional park include athletic fields, tennis courts, multi-use courts, picnic and playground areas, hiker/biker trails, natural areas, water oriented recreation and golf courses.

A portion of Rock Creek Regional Park, totaling 519 acres, is located in the western portion of the Aspen Hill Planning Area. This area of the park includes a hiker/biker trail and half of Lake Frank. A master plan for Rock Creek Regional Park, which is currently being developed, will examine the existing recreational facilities, conservation and nature areas and the need for future facilities, if any.

Lake Frank was designed and built to provide flood and sedimentation protection to the downstream reaches of Rock Creek, to reduce sediment loads on the Potomac River and to provide recreational water resources for residents of Montgomery

County. Structurally, the dam was designed to accommodate the highest runoff-producing conditions considered remotely possible at that time, which was R-90 zoning throughout the controlled drainage area. The dam was constructed to provide sufficient height to accommodate the six-foot depth of recreation water over and above that required for the sediment pool. The lake was theoretically designed to have a 50-year life span before being filled with sediment. This length of time can be considerably shortened or lengthened, depending upon how the watershed is developed.

RECREATIONAL PARKS

Recreational parks are large parks (50 acres or more) that serve a variety of County-wide recreational needs and generally do not contain large environmentally sensitive areas. Regional parks tend to preserve more natural area than the recreational parks. The only recreational park in the planning area is the partially developed Northwest Branch, which has a total of 686 acres and is located in the eastern portion of the planning area.

Northwest Branch contains a golf course, the Trolley Car Museum and the Layhill Local Park, which contains ballfields, play equipment and tennis courts. It is anticipated that a master plan for Northwest Branch Recreational Park will be completed and coordinated with the community within a few years. Northwest Branch has an area north of Bonifant Road and west of the Trolley Car Museum that acts as a natural stormwater management area. Future development in the park will need to address the issues of accommodating stormwater management and the Intercounty Connector.

Community Use Parks in the Planning Area

LOCAL PARKS

Local parks are generally larger than ten acres and provide both passive and active facilities, including ballfields, play equipment, tennis, basketball and multi-use courts and in some cases a small community building. While all facilities are used on an informal basis, the ballfields and the community buildings can be reserved in advance.

Currently, there are ten developed local parks and one undeveloped local park, Aquarius. This totals slightly more than 170 acres (see Table 7).

NEIGHBORHOOD PARKS

These small, walk-in parks provide passive and active recreation in residential neighborhoods. Facilities at this type of park may include basketball and tennis courts, play equipment, sitting areas and an informal playing area. There are two developed and one undeveloped neighborhood parks totaling slightly more than 30 acres in the area.

Table 7

**EXISTING PARKS AND FACILITIES
ASPEN HILL PLANNING AREA**

Index Number	Name of Park	Acreage	Developed	Existing Facilities
REGIONAL USE PARKS*				
1	Matthew Henson State Park	102.28	No	None
2	Northwest Branch Recreational	395.83	No	To be determined upon completion of master plan
	Northwest Branch Public Golf Course	200.00	Yes	18-hole golf course, driving range
3	Rock Creek Regional	518.97	Yes	Hiker/biker trail and half of Lake Frank
	Rock Creek Stream Valley Park Unit #6	46.72	Yes	Hiker/biker trail
	Rock Creek Stream Valley Park Unit #7	231.32	No	Hiker/biker trail
	Total Regional Use	1,495.12		
LOCAL USE PARKS				
<u>Local Parks</u>				
4	Aspen Hill	39.40	Yes	3 softball, 1 baseball and 1 football-soccer overlay
5	Aquarius	11.21	No	May include play equipment, ballfields and multi-use courts

* The acreage of stream valley parks does not include any acreage for local parks that are located in the stream valley park.

TABLE 7 (Cont'd.)

Index Number	Name of Park	Acreage	Developed	Existing Facilities
6	Layhill	32.00	Yes	2 softball, 2 football-soccer fields, 1 playground, 1 football-soccer overlay 1 baseball, open shelter
7	Layhill Village	10.01	Yes	2 tennis courts, 1 playground, 1 basketball-multiuse court, 1 baseball, 1 softball, 1 football-soccer overlay
8	Northgate	8.44	Yes	1 playground, 1 basketball-multiuse court and 1 playfield
9	Parkland	8.50	Yes	3 softball, 1 baseball, 1 basketball-multiuse court, 1 football-soccer overlay
10	Parklawn	13.80	Yes	2 football-soccer fields
11	Strathmore	13.06	Partially	2 tennis courts, 1 playground, 1 softball, 1 football-soccer, open shelter. May include football-soccer field, play equipment and trail
12	Wheaton Woods	11.46	Yes	2 softball, 2 tennis courts, 1 basketball-multiuse court, 1 playground, 2 football-soccer overlays, closed recreation center
13	Wood	17.79	Yes	2 tennis courts, 2 softball, 3 football-soccer overlays, 1 playground, 1 baseball
	Subtotal	165.67		
<u>Neighborhood Parks</u>				
14	Bel Pre	10.00	Yes	2 tennis courts, 1 playground
15	Flower Valley	16.84	Yes	2 tennis courts, 1 playground, 1 basketball-multiuse court, open shelter
16	Harmony Hills	3.29	No	May include play equipment, open shelter, picnic area
	Subtotal	30.13		

TABLE 7 (Cont'd.)

Index Number	Name of Park	Acreeage	Developed	Existing Facilities
<u>Neighborhood Conservation Areas</u>				
17	Arctic	2.37	No	Will remain undeveloped
18	Beret	3.57	No	Will remain undeveloped
19	Drake Drive	17.00	No	Will remain undeveloped
20	Manor Park	1.79	No	Will remain undeveloped
21	Norwood Village	14.22	No	Will remain undeveloped
	Subtotal	<u>38.95</u>		
<u>Other</u>				
22	Bauer Drive Community Center and Local Park	8.00	Yes	Recreation center, 2 lighted tennis courts, 2 basketball-multiuse courts, 1 playground, 1 softball, 1 football-soccer overlay
23	Former English Manor Elementary School	5.30	Yes	2 playgrounds, 1 softball, 1 basket-ball-multiuse court, 1 football-soccer overlay
24	Former Rockville Facility	118.11	No	Interim soccer field and picnic area
	Subtotal	<u>131.41</u>		
	Total Local Use Park	374.75		
	Total Aspen Hill Parkland	1,869.87		

NEIGHBORHOOD CONSERVATION AREAS

This type of park is generally a natural area adjacent to residential development that is acquired through dedication during the subdivision process for watershed protection and open space preservation. Neighborhood Conservation Areas are passive parks and generally contain no recreational development. In the area, there are currently five parks totaling slightly less than 39 acres.

Private Recreation and Open Space Areas

In addition to the trails, open space and golf course at Northwest Branch, the planning area has three private golf courses totaling 417 acres, including Manor Country Club (175 acres), Argyle (145 acres) and Rossmoor-Leisure World (97 acres). These major private open spaces are valuable visual resources and provide vistas from adjacent roads and residences. The private recreational facilities also relieve pressure on the existing public facilities and additional future need for such facilities in the planning area. The presence of three private swimming pools in the planning area greatly reduces the need for similar public facilities at this time.

Park Renovation

The Department of Parks has an ongoing renovation program for local parks throughout the County. Parks that are selected for renovation are prioritized and placed into the Capital Improvements Program. Park facilities in the Aspen Hill Planning Area are evaluated on a yearly basis and are selected for renovation as needed. Recent renovations completed in the Aspen Hill area include the outdoor park facilities at Wheaton Woods Local Park. Future renovations in the area include walkway and parking lot improvements at Parklawn Local Park. As the Aspen Hill park facilities age over the next 20 years, this Plan supports their renovation and upkeep. Improved signage and appropriate recreational lighting would increase public knowledge and use of facilities.

Future Park Acquisition

The Department of Parks has no current plans for additional parkland acquisitions for the planning area; however, this does not preclude an investigation of sites when specifically requested. There are existing parcels of land owned by Montgomery County that should be considered for addition to the Matthew Henson State Park. These parcels include the former Arbor Nursery property, as well as the unbuilt portion of Kilburn Lane. Turkey Branch would also be an appropriate addition. All of these properties are immediately adjacent to the State park.

Future Facility Needs

The need for additional facilities is based upon facility demand and future population projections. The staff draft of the 1992 Park, Recreation & Open Space (PROS) Master Plan update cites a need for three additional playgrounds in the planning area. No additional needs for ballfields or tennis courts have been identified. The currently planned park development at Aquarius, Harmony Hills and Strathmore will meet the need for additional playgrounds and will provide additional recreational facilities above the current needs.

Future Parks and Recreational Facilities in the Planning Area

As noted in Table 7, there are two local parks scheduled for future development, Aquarius Local Park and Harmony Hills Neighborhood Park. Also, additional development is scheduled for Strathmore Local Park and Northwest Branch Recreational Park.

FUTURE LOCAL USE PARKS

Aquarius Local Park is an 11.2-acre park located in the northeast quadrant of Bel Pre Road and Connecticut Avenue. It may include active recreation fields and courts, an open shelter, play equipment and site amenities, such as benches, tables, water fountains and landscaping. This park is not scheduled for development in the currently adopted Capital Improvements Program (CIP) Fiscal Years 1993-98.

Harmony Hills Neighborhood Park is a three-acre park located on the west side of Georgia Avenue, north of Ralph Road and adjacent to Harmony Hills Elementary School. Development may include play equipment, a picnic area and shelter and site amenities. This park is not scheduled for development in the currently adopted CIP FY 1993-98.

ADDITIONAL PARK DEVELOPMENT

Strathmore Local Park is a 13.7-acre local park located at the ends of Beaverwood and Peppertree Lanes and adjacent to Strathmore Elementary School. Development of this park is not currently scheduled in the adopted FY 1993-98 CIP. Additional facilities in this park may include a football-soccer field, play equipment, a picnic area and site amenities.

Construction of a hiker-biker trail in Northwest Branch is currently scheduled to begin in fiscal year 1997 with one mile, and finished in 1997 with one additional mile (adopted FY 1993-98 CIP). The future Master Plan for Northwest Branch Recreational Park will determine the type and quantity of facilities that may be a part of the future development at this park.

When a master plan for Northwest Branch Recreational Park is undertaken, consideration should be given to determine if a recreational center could be accommodated in the park. Further discussion of the recreation center is located in the Recreation Center portion of this Plan.

MAINTENANCE OF RECREATIONAL FACILITIES AT CLOSED SCHOOLS

There are five closed schools, including holding schools, in the planning area. (A holding school acts as a temporary home for the student body of another school while that school is undergoing major renovations.) They are English Manor Elementary, Aspen Hill Elementary (now the Frost Center), Peary High School, North Lake Elementary and Argyle Middle School. These schools contain six ballfields, two playgrounds and six tennis and basketball courts.

The responsibility for maintaining the recreational facilities at closed schools in the County generally belongs to the Department of Facilities and Services. However, the Department of Parks maintains and schedules the outdoor facilities at English Manor. The Department of Parks does not have any plans to discontinue the maintenance or scheduling of the outside portion of the former English Manor School. Currently, the Interagency Coordinating Board permits the football-soccer field at the former Peary High School.

These facilities relieve the pressure on existing park facilities and lessen the need for future facilities. As such, adequate maintenance funding should be provided so that these facilities can remain available to the residents.

Parkland Archaeological and Historical Sites

There is one identified historic site on parkland in the Aspen Hill Planning Area. The remains of the Montmorency Barn is located in Northwest Branch Recreational Park. The barn was part of a 529-acre farm purchased in 1859 by David Bready from the estate of William Holmes. The property is located in the northeast corner of the present-day Northwest Branch Park. The barn was constructed in 1877 of tongue and groove siding. Unfortunately, the structure burned in 1990.

The entire Northwest Branch and Rock Creek Stream Valleys, including Matthew Henson State Park, are likely to contain areas of high archaeological potential, not only for prehistoric populations but also for 18th and 19th century water powered technology. However, little formal study has been conducted to date.

The Park Historian's Office initiated a Historic Marker Program to recognize the most significant of the over 80 historic park properties. Similar in style and size to the Maryland State historic roadside markers, these markers have a unique design featuring park colors and logo.

This Plan supports the placement of historic markers at the Norbeck Colored School site on Muncaster Mill Road and the original site of Viers' Mill near Veirs Mill Road. Both properties are now owned by The Maryland-National Capital Park and Planning Commission. A short description of these sites is included in the Historic Resources section of this Plan.

Park Accessibility Program

The Montgomery County Park Commission appointed the Park Accessibility Advisory Committee in 1987 to advise the Department of Parks on the effectiveness of the Park Accessibility Program and to ensure that the parks are available to County residents with disabilities.

Accessibility is defined as the ability for individuals with disabilities to participate in all aspects of our park system. This would include the ability to park at sites, enter buildings, participate in programming and use restrooms, water fountains and telephones. In addition, it includes access to trails, tennis courts, golf courses and ballfields.

The goals of the accessibility program are as follows:

- o Make the most widely used park facilities totally accessible.
- o See that Park staff members in all aspects of the park system receive training on accessibility and sensitivity toward people with disabilities.
- o Employ more people with disabilities in the park system.
- o Develop more publicity about programs and activities.

There are a number of ways that park facilities can be accessible to people with disabilities. One way is to design accessibility into projects at the outset. Another way is to renovate existing facilities. The Department of Parks determines which facilities should be renovated each year on a priority basis using a variety of criteria which include:

- o Review of the amount of use a facility receives with park permits.
- o Geographic distribution of accessible facilities within the County.
- o Condition of the structure of the building.

- o Other types of renovations scheduled at a particular site so that all construction can take place at one time.
- o Assurance that a cross-section of park facilities are available for public use.

Within the Aspen Hill Planning Area, there is an accessible hiker-biker trail and water fountain located at Aspen Hill Local Park (Rock Creek Stream Valley Park Unit 7). Other accessible facilities at this park include parking, a water fountain, restrooms and the patio immediately adjacent to the center. A small portion of the tot lot is available to a child who uses a wheelchair.

Park Police

The Maryland-National Capital Park Police are appointed by M-NCPPC to provide protection for the Commission's activities and property. In connection with the responsibility to provide that protection, it is the responsibility of the Park Police to prevent crime, apprehend criminals, enforce the criminal and motor vehicle laws of the State, enforce park regulations and perform whatever other related duties are imposed by the Commission.

The Park Police have concurrent general police jurisdiction with the Montgomery and Prince George's County Police within the parks and other areas and within buildings under the jurisdiction of the Commission, and that portion of all roads and sidewalks immediately adjacent to any property under the jurisdiction of the Commission. They have whatever jurisdiction off park property that may be provided by any reciprocal agreement.

The Park Police have primary supervisory jurisdiction over the approximately 1,700 acres of parkland in the Aspen Hill Planning Area. All parks in the area are patrolled on a regular basis with both marked and unmarked units.

There are no Park Police facilities in Aspen Hill. There are three facilities in the County. The closest facility is Saddlebrook Headquarters, which is located in a former school at 12751 Layhill Road and is the headquarters for the Park Police.

RECREATION CENTERS

On a County-wide basis, the Department of Recreation schedules and programs 3 neighborhood centers and 12 larger community facilities, which were developed over the past 25 years. The community recreation centers not only provide recreation opportunities for the community, they also provide a location for large community meetings and social gatherings and for smaller social and programmed activities for all segments of the population.

Community recreation facilities provide space for the following types of activities:

- o Structured group and unstructured, self-directed physical activities such as weight lifting, aerobic dancing and organized athletic programs for various age groups.
- o Space for Senior Adult Programs. Recreation centers are heavily used by seniors for active and passive opportunities, particularly during the daytime.
- o Space for meetings and group activities, such as civic association meetings, garden clubs, scout meetings, dances, wedding receptions and other activities.
- o Public information about government and private services, programs and agencies.
- o Space for special human services programs, such as food distribution, blood pressure checks and temporary shelter in times of fire and other public emergency.

New community recreation facilities should allow maximum program flexibility and should be capable of reasonably easy physical modification to adapt to changing community demographics and leisure interests. The center would ideally comprise a set of fixed core spaces, a lobby, a regulation gym, a social hall large enough for weddings and similar events, and a series of adaptable 1600- to 1800-square-foot activity spaces.

According to current Department of Recreation standards, a community recreation facility of at least 23,500 square feet serves an area population of 40,000 to 50,000 within a three- to five-mile radius. However, the Department of Recreation will be updating the Master Plan for the Recreations Centers, and at that time, the standards may be revised. It is likely that the number of people that can be served by one center will be lowered.

The existing community recreation centers are very active centers serving about 15,000 people per month. On a typical evening, all the available space will be in use.

The Bauer Drive Community Center is an 18,000-square-foot facility built on an 8.42-acre lot (Figure 48). The immediate service area for Bauer Drive is projected for the residential area west of Georgia Avenue and part of the Olney and Upper Rock Creek Planning Areas. This Plan recommends expanding this center.

This Plan recommends locating a second recreational center east of Georgia Avenue to serve the Layhill community. When a location is considered, proximity to other recreation centers and their service areas should be taken into consideration. Three possible sites are identified below:

- o A possible site is located east of Layhill Road between Queensguard Road and Sullivan Lane. It is adjacent to the vacant East Layhill school site. This site has particular advantages because of its immediate proximity to the major activity center for the Layhill Community with its distance from Bauer Drive, its visibility from Layhill Road and its proximity to both a park and school site.
- o If redevelopment of the Argyle Country Club should take place, a possible site would be the clubhouse area at Argyle.
- o A future master plan for Northwest Branch Recreational Park will be done to specify the future type and quantity of recreational equipment. During that process, consideration should be given to identifying any possible sites for a recreation center in the park.

If other suitable sites become available in the future, they should also be considered.

The Wheaton Woods recreation building is part of the Wheaton Woods Local Park and is maintained by the Department of Parks. As part of the renovation of the park, the Parks' staff examined the condition and usage of the small recreation building. It determined that due to its deteriorated condition, it would not be cost effective to renovate the building.

Early in 1990, the Department of Parks recommended that the building be demolished and not replaced. However, some residents in the adjacent community opposed this recommendation and requested that the center be rebuilt. The Montgomery County Park Commission did not approve demolishing and replacing the recreation building, but stated that it would remain open as long as possible with regular maintenance only. The Park Commission indicated that it would review the issue again when the structure reached the point that it was no longer safe to use.

Due to operating budget constraints and low use of the facility, the Department of Parks recommended that the facility should be closed during the 1992 fiscal year. The Commission supported this recommendation and the center was closed. It is uncertain whether the fiscal situation will improve enough for the building to be reopened. The Department of Parks continues to recommend that the center be demolished and not replaced.

At this time, the Department of Parks and a local civic association are negotiating a lease for the Wheaton Woods recreation building, pursuant to the provisions of the Alternative Uses of Closed and/or Under-utilized Park Building Policy. The agreement would allow the association to lease the building in an "as is" condition. If the association should lease the building, it could be reopened as a community center with the association responsible for liability insurance, maintenance, utilities and repairs. The association would have the ability to charge fees for use of the building.

PUBLIC SCHOOLS

The Aspen Hill Planning Area contains 17 school sites that total approximately 186 acres (Figure 49). Eleven of the 17 sites have existing and functioning public schools. Of the 11 schools, there are three middle schools and eight elementary schools that serve the planning area.

Of the remaining six sites, two former school buildings are currently leased for various other purposes. The former Aspen Hill Elementary School is presently known as the Frost Center. It is leased by at least five different groups for a variety of uses including day care and private schools. The former English Manor Elementary School building is leased to the Children's Learning Center. As mentioned in the Parks section, the grounds of English Manor are maintained by the Parks Department for use by the community.

The former North Lake Elementary School site is currently being used as a holding school and is projected to continue in that capacity for the foreseeable future. (A holding school acts as a temporary home for the student body of another school while that school is undergoing major renovations.)

The former Peary High School site might reopen as a holding school. This will depend upon the decision of the Board of Education on two other school sites in another part of the County. If it is not used as a holding school and then reopened as a high school, the site might be returned to the County for reuse as a public facility or disposed of for a private use.

There are currently two vacant school sites in the planning area - Northwest Branch and East Layhill Elementary School sites. The Board of Education has expressed an interest in retaining these vacant sites. These sites will be developed when a need for additional schools is determined. The need for new schools is determined by both the capacity of existing schools and the projected increase in student enrollment.

The Department of Parks has acquired two former school sites. These sites are included under the parkland sites, but not in the school sites. The former 10-acre Aquarius Elementary School site near the intersection of Bel Pre Road and Connecticut Avenue is slated for development as a local park. The former Viers Mill Road Primary School site, located on Gaynor Road next to the fire station, is now part of the Rock Creek Stream Valley Park.

The Board of Education programs capital funds for new schools and existing school modernizations and additions through the Capital Improvements Program (CIP) and the Approved Master Plan for Educational Facilities. This program improves the quality of existing school buildings and provides classrooms or additional space as required. The timing of additions and modernizations are evaluated annually in those documents.



A Master Plan for the Communities of
Aspen Hill
 Planning Area

PUBLIC SCHOOLS

EXISTING

1. BARNESLEY ELEMENTARY SCHOOL
2. BEL PRE ELEMENTARY SCHOOL
3. BROOKHAVEN ELEMENTARY SCHOOL
4. FLOWER VALLEY ELEMENTARY SCHOOL
5. HARMONY HILLS ELEMENTARY SCHOOL
6. PARKLAND MIDDLE SCHOOL
7. ROCK CREEK VALLEY ELEMENTARY SCHOOL
8. STRATHMORE ELEMENTARY SCHOOL
9. WHEATON WOODS ELEMENTARY SCHOOL
10. WOOD MIDDLE SCHOOL
11. ARGYLE MIDDLE SCHOOL

HOLDING

12. NORTH LAKE ELEMENTARY SCHOOL
13. PEARY HIGH SCHOOL

CLOSED

14. ASPEN HILL ELEMENTARY SCHOOL
15. ENGLISH MANOR ELEMENTARY SCHOOL

FUTURE

16. EAST LAYHILL ELEMENTARY SCHOOL
17. NORTHWEST BRANCH ELEMENTARY SCHOOL

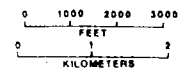


FIGURE 49

This Plan supports the retention of school sites and the modernization and utilization of the existing schools. If the Peary High School site is surplus, the Department of Parks should consider acquiring the site for inclusion for the Rock Creek Stream Valley Park. No non-school use of any facility shown in Figure 49 as a "holding" or "closed" school should preclude its eventual reuse as a public school.

THE ELDERLY

"The elderly" is a term that generally refers to those aged 55 and over. The Planning Department Round IV Modified Intermediate Forecast plus the 1990 U.S. Census survey figures show that slightly more than one-quarter of the Aspen Hill population is within this age group, approximately 14,200.

Montgomery County provides services and develops programs for the elderly through the Department of Family Resources (DFR), Division of Elder Affairs. The Commission on Aging is located within the Division of Elder Affairs and is composed of volunteers appointed by the County Executive to advise the County on the needs and problems of senior citizens. DFR has developed Human Service Profiles for some planning areas in coordination with M-NCPPC's planning process. Ideally, these Profiles should be completed as master plans are undertaken. This Plan encourages the completion of a Human Service Profile in conjunction with the preparation of every master plan.

Aside from Leisure World, several other existing or approved residences for the elderly are located in Aspen Hill. These include the Aspenwood Retirement Center, Bauer Park Apartments, Homecrest House I, II and III, Bedford Court and Mackey's Group Home. These residences are similar to garden apartments in style and will provide a total of approximately 900 dwelling units. In some cases, services such as housekeeping, meals and skilled nursing care are offered.

Availability of affordable rental units has been identified as a strong housing need in the County. For Aspen Hill's elderly, excluding Leisure World residents, the median monthly housing payment for owners in 1987 was just under \$300 per month, while the median monthly payment for renters was in the \$500 to \$550 range. As household incomes of the planning area's elderly decrease over time, rentals will become less affordable.

In addition, again excluding Leisure World, the vast majority of elderly residents of Aspen Hill live in single-family detached residences that they own. As these residents approach the age of 75 to 80, it is assumed that they will be increasingly interested in moving. The County's *Area Plan for Programs on Aging FY 1991* (Department of Family Resources, May 1990, pages 173-175) cites a 1986 survey of the elderly in Montgomery County indicating that the preference of those who move is generally for a living arrangement similar to the one they left. Attention should be given to ensure that both owners and renters have the opportunity to choose affordable accommodations with characteristics that are similar to the type of housing they prefer.

This Plan supports location of housing for the elderly such that residents can easily access community facilities and services, including public transportation, community recreation centers, shopping centers and parks.

In particular, accessory apartments in single-family homes should be encouraged through the special exception process.

The elderly frequently express the need for increased safety and security. This Plan encourages the incorporation of design features that increase the safety and security of the physical environment in places such as parking lots and public spaces, and particularly, of residences for the elderly.

CHILD DAY CARE FACILITIES

There is a variety of child day care resources available in Aspen Hill. Care may be provided at the child's home through formal or informal paid or unpaid arrangements or out of the home in programs of various sizes, which may or may not be licensed by the state.

Of the large, licensed programs in Aspen Hill, which accept as many as 70 children, about 15 are preschool programs. The preschool programs accept infants through four year olds. There are five school-age programs for children of ages five and above. In addition, the planning area currently supports approximately 95 licensed family day care providers plus an unknown number of unlicensed providers. In-home, licensed family care providers are limited to a maximum of eight children.

Montgomery County offers assistance to families in need of child care. The Department of Family Resources operates the Child Care Connection, a public referral service, that maintains a list of licensed child care operations within the County by zip code. In addition to referral information, subsidies are available through the Department of Social Services to cover all or part of the cost of child day care.

According to the 1990 U.S. Census, a larger percentage of women with children under the age of six work either full- or part-time in Aspen Hill than County-wide. This suggests that the need for child day care is also somewhat greater in Aspen Hill than County-wide. Aspen Hill households use day care centers rather than home-based care to a much greater degree than County households in general.

The population of Aspen Hill is projected to increase over the next 20 years to about 63,500, an increase of approximately 16 percent. During the late 1980's and early 1990's, a baby boom occurred as people in their thirties had children. Presently, a large segment of Aspen Hill's residents are now in their twenties and early thirties. As these people move through their thirties in the next decade, they are not expected to repeat the pattern of delayed child bearing of the 1980's.

Therefore, in the next decade the population in the planning area should not experience the same rapid expansion of births as in the 1980's. Consequently, the number of children in the 0-4 age group will increase by about 17.6 percent. Children aged 5-9, however, will increase by about 44.8 percent and children aged 10-14 will increase by about 50 percent, as the children of the current boom move into these age groups.

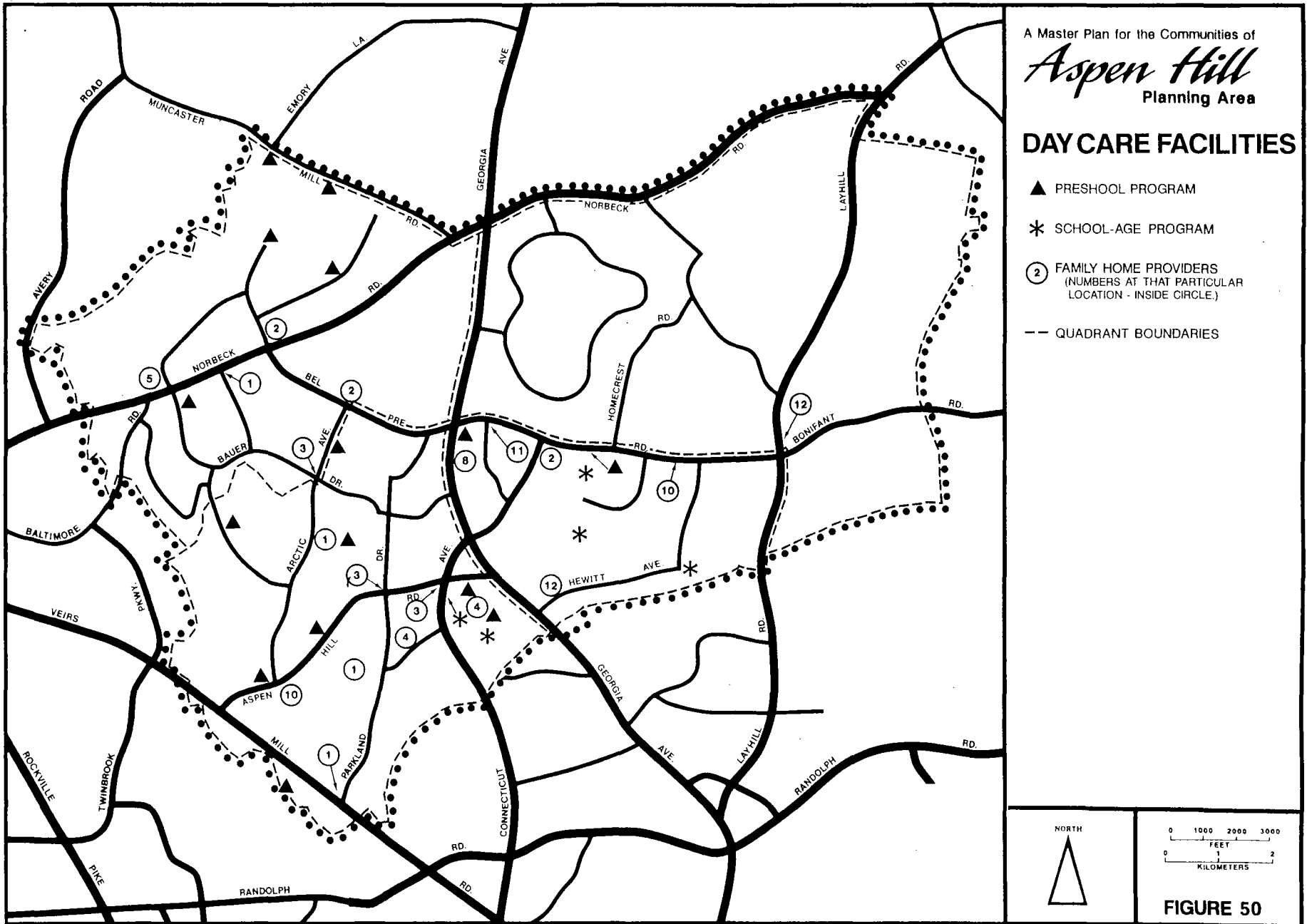
Figure 50 illustrates the geographic distribution of licensed child day care facilities in Aspen Hill. If the planning area is broken into quadrants (Figure 51) and the Montgomery County Planning Board's 1987 Census Update Survey data is analyzed accordingly, some interesting patterns are revealed. In general, residents in the northwest and southwest depend as much or more on unpaid care, i.e., informal arrangements, than on any other type of care. Conversely, residents in the northeast and southeast rely equally on family providers and day care centers, but much less on unpaid care. The distribution of providers appears to mirror these use patterns. The most striking result of the analysis is that over one-half of the 1987 census update respondents who expressed an unmet need for paid care live in the northeast.

It is probable that part of the reason for the lack of facilities in the northeast is that child day care is not permitted or allowed by special exception in the PRC zone. The PRC zone was originally designed to provide age-restricted housing. However, a portion of the PRC-zoned land currently allows unrestricted housing. Longmead Crossing, which is a portion of the unrestricted area, was approved for a total of 2,106 dwelling units, of which over half have been completed. It is reasonable to assume that as it is completed, demand for day care in this quadrant of the planning area will increase at a higher rate than that of the overall planning area.

Another area of need is that of care for infants. Providers report that the majority of calls they receive are from parents seeking this service. While many family providers accept infants, many preschool programs do not accept children under the age of two.

Child care facilities should be encouraged to meet the needs of the residents of Aspen Hill. To the extent possible, they should consistently provide the following:

- o Sufficient open space to provide adequate access to sunlight and suitable play areas, taking into consideration the size of the facility.
- o Location and design to protect children from excessive exposure to noise, air pollutants and other environmental factors potentially injurious to health or welfare.
- o Location and design to ensure safe and convenient access. This includes appropriate parking areas and safe and effective on-site circulation of automobiles and pedestrians.



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**DAY CARE
 QUADRANT
 BOUNDARIES**

 NORTHWEST AND
 SOUTHEAST SEGMENTS

 NORTHEAST AND
 SOUTHWEST SEGMENTS

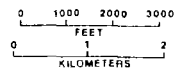


FIGURE 51

- o Location and design to avoid creating undesirable traffic, noise and other impacts upon the surrounding community.
- o Consideration should be given to locations in employment centers to provide locations convenient to work places. However, these locations should make provisions for a safe and healthful environment in accord with the criteria listed above.

This Plan supports the amendment of the Zoning Ordinance to allow child day care facilities in the unrestricted portion of the PRC zone through the special exception process.

This Plan supports various types of child day care facilities within the planning area, particularly those providing care to the youngest children. Day care (for any age group) may be an appropriate use for some Parks Department buildings in the planning area.

PUBLIC SAFETY

Fire And Rescue

Two fire and rescue stations are located in the planning area. Kensington Volunteer Fire Department Station #21 is located at 12500 Veirs Mill Road and Kensington Volunteer Fire Department Station #25 is located at 14401 Connecticut Avenue. Another facility serving the planning area, Kensington Volunteer Fire Department Station #18, is located on Georgia Avenue at the intersection of Georgia Avenue and Randolph Road in Glenmont.

Fire Station #25 is a new facility which became operational in the fall of 1990. It replaced the old #25 station that was located on Georgia Avenue, which is presently the site for a men's overflow shelter. Fire Station #21 recently underwent repairs and renovations. Given the scheduled improvements, repairs and new facilities, it is anticipated that each of the facilities will have an operation use well into the 21st century.

According to the Department of Fire and Rescue Services' Draft Fire Defense, Rescue and Emergency Medical Services Plan (May 1991), no new fire and rescue stations are planned for this area at this time. An increased need for emergency medical services is expected in the future and future traffic conditions may cause delays in response time. Specifically, the fact that the majority of the planning area's population is and will be in the 20-49 age group will contribute significantly to expected increases in non-critical care emergency medical services responses and non-fire emergency medical services incidents. Also there will remain the requirement for the timely and adequate provision of fire, rescue and emergency medical services

to the elderly residents in the Leisure World development. The recommendations of this Plan are subject to the long range plans of Fire and Rescue Services.

Police

Police service in the Aspen Hill Planning Area is provided by stations located outside the area, in Rockville and Glenmont. The Rockville District Station is located at 1451 Seven Locks Road in Rockville. It presently covers the portion of the planning area between Norbeck and Muncaster Mill Roads. The Wheaton-Glenmont District Station is located at 2300 Randolph Road in Glenmont. It provides service to the remainder of the planning area.

The Police Department does not have any plans to increase the number of stations in this area. Changes in police district boundaries are not expected to result in a decrease of level of service to area residents because police service does not physically originate from the station where the call for assistance is received but rather from personnel already patrolling the district in cars, who are dispatched by radio. Depending on the need, the Police Department may decide to use satellite stations within a district to provide decentralized service in the future.

This Plan supports the use of a small police substation within the planning area as conditions warrant.

LIBRARIES

Library service is provided to the Aspen Hill residents through the Aspen Hill Library, which is located at 4407 Aspen Hill Road. It is categorized as a community library. It has a collection of 45,000 to 85,000 volumes and serves a geographical area between two to three miles.

The library was reopened in the summer of 1991 after extensive renovations. Before its closure for renovations, the 16,000-square-foot structure had one of the largest circulations among the community libraries in the Montgomery County library system.

According to the Montgomery County Department of Public Libraries criteria, no new libraries will be needed in this planning area. However, there is a perception of an unmet need in the Layhill community, especially in respect to distance between existing facilities. This portion of the planning area is experiencing the greatest amount of residential growth with the completion of Longmead Crossing and other residential developments.

This Plan supports the provision of a satellite library service from a neighborhood library to a "storefront" facility or provision of bookmobile service for the area east of Georgia Avenue. The recommendations of this Plan are subject to the long range plans of the Montgomery County Department of Public Libraries.

MID-COUNTY GOVERNMENT CENTER

The Aspen Hill Planning Area is presently part of the Mid-County Government Center area. The center is located at 2424 Reddie Drive in Wheaton. The governmental centers provide a decentralized location for area residents to receive government services and assistance. The services and assistance offered at the centers vary depending upon the needs of the community.

This Plan supports the utilization/creation of a staff position, who would be associated with the Mid-County Government Center, to work part-time in the planning area. The staff person could be located in any of the existing or proposed public facilities. This person could be responsible for the administration of the Transit Assistance Center (TAC) program that was described in the Transportation chapter of this Plan. The community perceives a need for a staff person to act as an information point source for collecting inquiries and disseminating information in regard to County services and programs.

SHELTER

The former Kensington Volunteer Fire Department Station #25 structure, located at 14111 Georgia Avenue, was turned over in December 1990 to the Montgomery County Department of Family Resources to provide a men's winter overflow homeless shelter. The site is located on the east side of Georgia Avenue above the intersection of Georgia and Connecticut Avenues.

The Georgia Avenue Men's Shelter is in operation from the beginning of December to the end of March. Except during life-threatening weather conditions, the shelter will house up to 25 men. Admission to the shelter is on a referral basis only by a County outreach or soup kitchen worker.

The structure does not have a designated use during the April to December time period. It was used as a temporary relocation site between April and December in 1991 for another full-time shelter and another home that were displaced by flood and fire. The County Department of Family Resources should work with the community to identify appropriate uses for the facility for those times that the structure is not being used as a men's shelter.

POST OFFICES

Three postal facilities are located in the Aspen Hill Planning Area. The Aspen Hill Branch of the Silver Spring Post Office is located at 14030 Connecticut Avenue. A finance branch is located at 3802 International Drive. The finance branch provides basically the same key services as the Aspen Hill Branch except that no postal carriers originate from the finance unit. A contract station is located on International Street in Leisure World. The contract station is contained in a private business that is under contract with the U.S. Postal Service to provide basic postal sales and services. The planning area is also served by the Twinbrook Station of the Rockville Post Office. It is located at 2001 Veirs Mill Road.

The U.S. Postal Service has indicated that the existing facilities are sufficient to absorb the projected growth.

Post offices across the country will be converting to mail sorting equipment that will read the full street, city, state and zip code on the mailing address. This will be used to cross-check the destination. Since this would preclude any future use of Aspen Hill or Layhill as the city location with the zip codes for this area, this Plan would support a separate zip code for the Aspen Hill Planning Area.

TROLLEY MUSEUM

After ten years of voluntary efforts and a golden spike ceremony featuring U.S. Senator Charles Mc. Mathias, the National Capital Trolley Museum officially opened to the public in 1969. Since that time the museum has been an educational and recreational resource for the Aspen Hill Planning Area and the region. The car barns, visitor center and 3/4 mile of track were constructed by the National Capital Historical Museum of Transportation, Inc. This group of local streetcar and railroad enthusiasts still operates the facility under a lease arrangement with the Maryland-National Capital Park and Planning Commission.

This is the only museum in the Aspen Hill Planning Area. The master planned right-of-way for the Intercounty Connector goes through the museum site. In the event any use of the ICC right-of-way impinges on the functioning of the Trolley Museum, every effort should be made to relocate the museum within the Aspen Hill Planning Area.

ACCESSIBILITY FOR PEOPLE WITH DISABILITIES

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990. The act generally prohibits discrimination against people with disabilities in employment, public accommodations, transportation, telecommunications and state and local services, programs or activities. Other privately owned businesses, such as restaurants, stores and banks, must comply with the ADA standards.

The enforcement of ADA will require that **all** publicly owned facilities, such as parks, sidewalks, recreation centers and schools in Aspen Hill be evaluated for accessibility. Transitional plans will be developed that outline structural changes for these facilities. Such structural changes could include alterations to the entrances, doors, rest room facilities, elevators and assembly areas. Some buildings may not require structural changes because they have acceptable solutions, such as relocating an activity to an accessible site or providing alternate auxiliary aids. A determination of necessary structural alterations, if any, will be made after the evaluation process.

The ADA will also require mass transit systems, including state and local bus routes, trains and subway systems, to make vehicles, facilities and transit information more accessible and usable by persons with disabilities. As bus routes in Aspen Hill and over the County are reviewed, accessibility of the buses, bus routes, bus stops and route information will be evaluated.

IMPLEMENTATION

ZONING

This Plan recommends amending the PRC and R-150 zones. These text amendments are required to correct problems or deficiencies in implementation of the land use recommendations.

PRC

The PRC zone has two components: age restricted and non-age restricted. The unrestricted portion of the PRC zone is equivalent to any other planned development zone. The unrestricted portion of the zone should have a list of permitted and special exception uses comparable to other planned development zones. It is not the intention of the recommendation to preempt the development plan approval process that will be required of most special exceptions.

Like the age-restricted portion of the zone, the special exception requirements of conventional residential zones should be used for the unrestricted portion. The unrestricted area is a mixture of dwelling types and rather than treating all parts alike, a text amendment would regulate areas according to dwelling unit type as follows:

Single-family detached units	R-60 zone
Townhouses and other attached units	RT-6 zone
Multi-family units	R-30 zone

A text amendment to the age-restricted portion of the PRC zone would permit land to be added to an existing PRC age-restricted development with a recommendation for 20 percent of all units built on the new property to be MPDU. This would allow the existing projects to continue to develop without meeting the MPDU requirements on the existing portion, if the existing development is already exempt. However, if any density is transferred from the existing development to the new property, those units would be subject to the MPDU requirement.

A second minor PRC text amendment for the age-restricted portion would reflect the changes Leisure World has already made to be in compliance with the Fair Housing Act Amendments of 1988. The minimum age requirement should be changed from 50 years to 55 years. Federal regulations require 80 percent of the dwelling units to have at least one occupant who is a minimum of 55 years to be exempted from the provisions of discrimination against children.

R-150/TDR

The Plan recommends amending the table for the "Development Standards - Transferable Development Rights Zone." The maximum density of development for the R-200 zone is greater than the R-150 zone. The two zones are very close in allowable density. To use a TDR that is higher than 3 units per acre in the R-150 zone, presently, the base zone would have to be shifted to either a R-90 or R-200 zone. If the base is set at R-200, the developer will have to buy back some of the density that was permitted by right in the R-150 zone. If the base is set at R-90, some additional density over the existing R-150 zoning would be given at sectional map amendment and few TDR's would be needed. An increase in the maximum density with the R-150 base would allow more flexibility in establishing a compatible pattern of development in areas that have existing R-150 zoning. It would also provide a more logical relation of maximum TDR densities to the maximum base zone densities.

CAPITAL IMPROVEMENTS AND OPERATING PROGRAMS

The following should be included in future Capital Improvements and Operating Programs. The list includes capital projects in the FY 94 WSSC and Board of Education programs that may change as demands warrant:

- Land Use:
- o Convey the former Rockville Facility right-of-way east of Georgia Avenue to the Department of Parks. Right-of-way at Layhill Road will have to be acquired from the State of Maryland for the design and construction of a hiker/biker trail connecting Northwest Branch Stream Valley Park to Rock Creek Park.
 - o Locate and repair sewer leak within the 24-inch sewer main along Turkey Branch.
 - o As Leisure World develops to its full zoning potential, the sewer and water capacity and the deficiency in the distribution system should be evaluated and enhanced to ensure there is sufficient capacity and pressure.
- Environment:
- o Identify and alleviate erosion on stormdrain outfalls and stream channels using structural and bio-engineering measures through CIP projects and MCDEP stormwater waiver program.
 - o Identify and implement stormwater management retrofit projects for the Northwest Branch and Rock Creek basins through CIP projects as funding becomes available.
 - o Discuss with MCDOT and the community whether to include the remainder of the planning area in the Suburban Taxing District for tree maintenance programs.
 - o MCDOT should investigate complaints of flooding problems at several road crossings and include any needed bridge or culvert improvements in future CIP projects.
 - o An Anacostia Watershed Functional Master Plan should be done.
 - o The 100-year floodplain study for the upper portion of Bel Pre Creek should be updated.
 - o Support the development of comprehensive water quality monitoring programs for both baseline stream data and site-specific data on development impacts and stormwater management facility efficiency.
 - o Expand recycling programs to include multi-family and non-residential developments.

- Parks:
 - o Develop Aquarius Local Park, Harmony Hills Neighborhood Park and Strathmore Local Park. Master plan and develop Northwest Branch Park.
 - o Two Park Historic Markers for the original Veirs Mill site and Norbeck Colored School.
- Recreation:
 - o 8,000-square-foot expansion of the Bauer Recreation Center and 24,000-square-foot recreation center.
- Board of Education:
 - o Strathmore Elementary School Addition - four-room addition
 - o Flower Valley Elementary School - Current Modernization/Renovations
 - o Flower Valley Elementary School - Elementary School Gym
 - o Harmony Hills and Rock Creek Valley Elementary Schools and Wood Middle School - Future School Modernization/Renovations
 - o Rock Creek Valley - Roof Replacement
- Washington Suburban Sanitary Commission
 - o Wheaton Water Pumping and Storage Facilities
 - o Rock Creek Pumpover Facilities Plan
 - o Wheaton High Zone Water Main
- Library:
 - o A storefront library in the Layhill area or bookmobile service for the Layhill area.
- Family Resources:
 - o Develop a Human Service Profile for the Planning Area.

Transportation:

Highways

- o Reconstruct Aspen Hill Road between Connecticut Avenue and Georgia Avenue.
- o Reconstruct Norbeck Road (MD 28) to improve safety and traffic flow conditions between Georgia Avenue and Layhill Road (two-lanes of ultimate four-lane divided facility).
- o Reconstruct Layhill Road as a four-lane divided highway between Norbeck Road and the present four-lane divided section south of the Intercounty Connector right-of-way.
- o Begin to construct Intercounty Connector in final agreed-upon configuration.
- o Widen Veirs Mill Road to six lanes through Aspen Hill within the context of a "green corridor."
- o Extend Montrose Parkway to Veirs Mill Road as recommended in the North Bethesda Master Plan.
- o Widen Norbeck Road to four-lane divided highway within "green corridor" concept (after construction and widening of MD 28/MD 198 connector to six lanes).

Intersections

- o Connecticut Avenue/Aspen Hill Road
- o Norbeck Road/Bauer Drive
- o Norbeck Road/Baltimore Road
- o Veirs Mill Road/Aspen Hill Road
- o Norbeck Road/Bel Pre Road/Emory Lane
- o Veirs Mill Road/Parkland Drive/Gaynor Road (with extension of Montrose Parkway)

Transit

- o Open a Transit Assistance Center to encourage and assist residents and area employees to use public transportation; work with local businesses and civic associations to establish or improve ridesharing programs and to improve transit access between shopping centers, employment centers and residential areas.
- o Initiate bus service on Arctic Avenue and on Hewitt Avenue/Rippling Brook Drive.

- o Provide Ride-On bus service to communities with streets not designed to accommodate the larger Metrobuses or which do not have a sidewalk network for providing safe access to Metrobus line haul routes.
- o Review bus route structure and service for appropriate changes to reflect the opening of the Glenmont Metro station.
- o Provide more bus shelters.
- o Complete design and construction of the Georgia Avenue transitway.
- o Improve access to the Norbeck Road commuter parking lot.
- o Start the implementation of transitways in Aspen Hill as may be recommended in the Transitway and High-Occupancy Vehicle (HOV) Network Master Plan.
- o Expand existing commuter parking facilities and construct additional new ones where appropriate.

Bikeways

- o Expand system of park trails to include Northwest Branch and the right-of-way for the former Rockville Facility.
- o Improve hiker/biker access to Lake Frank and Meadowside Nature Center.
- o Construct Class I trail on south side of Muncaster Mill Road from Norbeck Road to North Branch Stream Valley Park.
- o Develop bikeway in Georgia Avenue corridor from Norbeck Road to Glenmont Metro station.
- o Include bikeway in reconstruction of Norbeck Road between Georgia Avenue and Layhill Road.
- o Develop a network of bikeways to the Glenmont Metro station using appropriate signage to direct bikers through residential communities, parks and along the roadway network of Aspen Hill.
- o Install bikeway signs on Layhill Road and Bel Pre Road to better identify them as bike routes.

STAGING

Zoning controls the end state of development. All the capital facilities needed for that development are not programmed simultaneously. How much development can be accommodated by the CIP in any given year is determined by the Annual Growth Policy (AGP) report. The AGP establishes the transportation service levels deemed acceptable by the County Council. This Plan defers to the AGP as to when and how much additional growth can be accommodated. In addition, new project plans and preliminary plans will be tested to ensure that a tolerable level of service is maintained within the immediate area of the development.

PLACE NAMES

One of the goals of this Plan is to build and strengthen a sense of community within the planning area. To that end, this Plan recommends that references made by government agencies to public facilities in the planning area should identify those facilities as being either in Aspen Hill or Layhill.

APPENDICES

BACKGROUND

The following master plans were amended by this Aspen Hill Master Plan:

o 1980 Olney Master Plan -

The 1980 Olney Master Plan included the right-of-way for the former relocated Muncaster Mill Road, Muncaster Mill Road and the land in between that was part of the 1970 Aspen Hill Master Plan. The inclusion of this land within this Aspen Hill Master Plan reestablishes the 1970 planning area boundaries. The Aspen Hill Master Plan recommends the former Relocated Muncaster Mill right-of-way should not be used for transportation purposes, but for residential purposes. If Muncaster Mill Road is later reclassified to an arterial, the road classification would be amended in the Olney Master Plan also.

The Olney Master Plan was also amended to allow the evaluation of the Norbeck Colored School as a historic site.

o Eastern Montgomery Master Plan

The Eastern Montgomery Master Plan was amended to include in Aspen Hill the portion of the Northwest Branch Regional Park that originally was in the 1970 Aspen Hill Master Plan. There are no changes in land use or zoning from the Eastern Montgomery County Master Plan.

- o The Upper Rock Creek Master Plan

The Upper Rock Creek Master Plan was amended so the boundaries between the Aspen Hill and Upper Rock Creek planning areas would conform with the 1985 Upper Rock Creek Master Plan Amendment. The portion of Lake Bernard Frank that was originally in the 1970 Aspen Hill Master Plan was included in this Aspen Hill Master Plan. There are no changes in land use or zoning from the Upper Rock Creek Master Plan.

- o Kensington-Wheaton Master Plan

The amendment includes all of the right-of-way for the former Rockville Facility and the Matthew Henson State Park. The Aspen Hill Master Plan recommends the former right-of-way for the former Rockville Facility should not be used for general transportation purposes. It recommends that the former Rockville Facility be a park/greenway.

The Kensington-Wheaton Master Plan was amended to recommend simultaneous evaluation of roads, Rippling Brook Drive, the former Atwood Road and Alderton Lane, that are common to the Aspen Hill and Kensington-Wheaton Planning Areas across the former Rockville Facility. The Aspen Hill Master Plan repeats the Kensington-Wheaton Master Plan recommendation for Rippling Brook Drive.

The Kensington-Wheaton Master Plan was amended to recommend the Matthew Henson State Park as a potential archaeological area.

The last three amendments also facilitated a bikeway recommendation to connect Rock Creek Park to Northwest Branch Park.

Table 8

Selected Population and Housing Characteristics, Aspen Hill, MD: 1990

TOTAL POPULATION: 54,612

SEX		HOUSEHOLDS BY TYPE		RACE AND HISPANIC ORIGIN	
Male	25,255	Total households	21,665	White	40,734
Female	29,347	Family households (families)	14,692	Percent of total population	74.6
		Married-couple families	11,783	Black	7,580
		Percent of total households	54.4	Percent of total population	13.9
AGE		Other family, male householder	624	American Indian, Eskimo, or Aleut	177
Under 5 years	3,378	Other family,		Percent of total population	0.3
5 to 17 years	7,440	female householder	2,285	Asian or Pacific Islander	4,787
18 to 20 years	1,932	Nonfamily households	6,973	Percent of total population	8.8
21 to 24 years	3,312	Percent of total households	32.2	Other	1,334
25 to 44 years	17,916	Householder living alone	5,446	Percent of total population	2.4
45 to 54 years	6,298	Householder 65 years and over	2,855		
55 to 59 years	2,891	Persons living in households	54,313	Hispanic origin (of any race)	4,048
60 to 64 years	2,751	Persons per household	2.51	Percent of total population	7.4
65 to 74 years	4,810				
75 to 84 years	3,076	GROUP QUARTERS			
85 years and over	808	Persons living in group quarters	299		
Median age	37.6	Institutionalized persons	268		
		Other persons in group quarters	31		
Under 18 years	10,818				
Percent of total population	19.8				
65 years and over	8,694				
Percent of total population	15.9				

Table 8 (Cont'd.)

TOTAL POPULATION: 54,612			
OCCUPANCY AND TENURE		VALUE	RACE AND HISPANIC ORIGIN OF HOUSEHOLDER
Occupied housing units	21,665	Specified owner-occupied units	Occupied housing units
Owner-occupied	14,898	Less than \$50,000	White
Percent owner-occupied	68.8	\$50,000 to \$99,999	Percent of occupied units
Renter-occupied	6,767	\$100,000 to \$149,999	Black
Vacant housing units	1,104	\$150,000 to \$199,999	Percent of occupied units
For seasonal, recreational,		\$200,000 to \$299,999	Hispanic origin (of any race)
or occasional use	132	\$300,000 or more	Percent of occupied units
Homeowner vacancy rate		Median (dollars)	
(percent)	2.03		
Rental vacancy rate (percent)	5.67	CONTRACT RENT	
		Specified renter-occupied units	
Persons per owner-occupied unit	2.53	paying cash rent	
Persons per renter-occupied unit	2.46	Less than \$250	
Units with over 1 person per room	760	\$250 to \$499	
		\$500 to \$749	
UNITS IN STRUCTURE		\$750 to \$999	
1-unit, detached	9,542	\$1,000 or more	
1-unit, attached	3,873	Median (dollars)	
2 to 4 units	305		
5 to 9 units	1,249		
10 or more units	7,693		
Mobile home, trailer, other	107		

Source: U. S. Census Bureau, 1990 Census of Population and Housing, Summary Tape File 1A. Prepared by Montgomery County Planning Department, Research and Information Systems Division.

Table 9

SELECTED SOCIAL, EMPLOYMENT, COMMUTING AND INCOME CHARACTERISTICS

ASPEN HILL, MD: 1990

Percent in Same House in 1985 (<i>Persons 5 years and over</i>)	50.6%
Number of Workers (<i>Persons 16 years and over</i>)	29,932
Percent Female Labor Force Participation	60.1%
Percent of Women That Are Employed with Children <6 Years Old	72.7%
Work Location (<i>Workers 16 years and over</i>)	
In Maryland:	
Montgomery County	63.3%
Outside County	8.7%
Outside Maryland	27.5%
Means of Transportation to Work (<i>Workers 16 years and over</i>)	
Car, Truck, or Van	
Drove alone	70.5%
Carpooled	14.2%
Public Transportation	11.2%
Other Means	1.3%
Worked at Home	2.8%
1989 Median Household Income	\$51,094
Percent with Graduate Degrees (<i>Persons 25 years and over</i>)	18.1%

Source: U.S. Census Bureau, 1990 Census of Population and Housing, Summary Tape File 3A.
 Prepared by Montgomery County Planning Department, Research and Information Systems
 Division.

LAND USE

EUCLIDEAN AND FLOATING ZONES

Master plans adopted in Montgomery County since 1971 designate a base "Euclidean" zone for every parcel and indicate for some parcels an appropriate floating zone, which allows somewhat different development and sets a higher limit on the intensity of development than the base zone. Euclidean zones contain rigid requirements, such as lot size, setbacks and height limits. Except when developed under the cluster option, the entire land area will be divided into approximately equal size lots.

Euclidean zones may be applied to an entire area by the County Council in a comprehensive rezoning following a master plan study. Piecemeal requests for Euclidean rezonings may be granted only upon a showing that there has been a change in the character of the neighborhood since the last comprehensive rezoning or there was a mistake in that comprehensive rezoning.

Floating zones have more flexible development standards, but they may be approved by the County Council only upon a finding that the development will be compatible with surrounding land uses and is in accord with the purpose clause of the zone. In all floating zones, development can only occur in accordance with a detailed site plan approved by the Planning Board.

The practice of following a master plan with a comprehensive rezoning through a sectional map amendment is a safeguard against piecemeal Euclidean rezonings which could, themselves, establish a precedent for even more rezonings. The comprehensive rezoning establishes the base against which "change or mistake" will be measured. Since the comprehensive rezoning conforms to the master plan and floating zones cannot be considered changes in the character of the neighborhood, there is a strong safeguard against future Euclidean rezoning. This is an important element in assuring the stability of the area.

TRANSFERABLE DEVELOPMENT RIGHTS (TDR's)

This Plan designates parcels of land as suitable for Transferable Development Rights (TDR's) receiving areas. Receiving areas are permitted to develop to a specified density greater than that designated by the base zoning density.

The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a "sending area". Transferable Development Rights is a method of preserving agricultural land. Owners of agricultural land sell "development rights" from their land.

The zoning density in a receiving area may not be increased by TDR's beyond the density recommended by the land use plan. A request to utilize development rights on a property within a receiving area is submitted in the form of a preliminary plan of subdivision. The preliminary plan of subdivision must normally include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

A property development with TDR's must provide Moderately Priced Dwelling Units (MPDU's) in accord with the Montgomery County Code. The MPDU requirement is calculated on the total dwelling unit count, including TDR units. Additional TDR's do not have to be purchased to exercise the MPDU bonus. Development with TDR's must conform to the standards of the planned development zone nearest, but not higher, in density to the TDR density shown on a master plan. Table 10 shows the Euclidean zone closest to the maximum TDR density.

Table 10

TRANSFERABLE DEVELOPMENT RIGHTS EQUIVALENT ZONE DENSITIES

	RE-2/ TDR	RE-2C/ TDR	RE-1/ TDR	R-200/ TDR	R-150/ TDR	R-90/ TDR	R-60/ TDR
Maximum density of development	4	2	2	11	3	9	15
Closest Zone (density)	R-90 (3.6)	R-200 (2)	R-200 (2)	RT-12.5 <u>(12.5)</u>	R-150 (2.6)	RT-8 (8)	R-30 (14.5)
Based on cluster standards				R-40 (10.9)			

This Plan recommends an amendment to the maximum density of development for R-150/TDR. The maximum density for the R-150 zone would be raised from 3 to 6. The Implementation chapter provides a discussion of this recommendation.

MODERATELY PRICED DWELLING UNIT (MPDU)

When consulting this Plan, it is important to note that on any given property, the residential densities and allowable types of dwelling units shown may be modified by the requirements of the Montgomery County Moderately Priced Dwelling Unit (MPDU) Ordinance. This ordinance is designed to ensure that new development includes some housing that is affordable by households of modest means. It applies to any residential development of 50 or more dwelling units that is constructed in any residential zone with a minimum lot size of a half-acre or less or in any planned development, mixed-use zone.

A portion of the units in any such development must be MPDU's. The prices of such units are controlled and the buyers or renters are subject to limitations on maximum income. The required number of MPDU's is based on the total number of dwelling units approved for the development. Effective in early 1989, the percentage ranges from 12.5 percent to 15 percent of the total number of dwelling units and is dependent on the level of density increase achieved on the site in question.

This density increase, or "MPDU bonus," is allowed as compensation for requiring some below-market rate housing. The bonus may be no more than 22 percent above the normal density of the zone, according to the optional MPDU development standards in the Zoning Ordinance. In some zones, these standards also provide for smaller lot sizes and dwelling types than would be allowed otherwise. For example, the density of a subdivision in the R-200 zone is normally two units per acre, the minimum lot size is 20,000 square feet, and only single-family, detached houses are permitted. In a subdivision developed according to MPDU standards, the maximum density may be as much as 2.44 units per acre, the lot size for a detached house may be as small as 6,000 square feet and some units may be townhouses or other types of attached dwelling units.

PRODUCTIVITY HOUSING

This Plan designates sites as suitable for the Productivity Housing program. This program is designed to ensure that affordable housing is provided for households with incomes at or below the area-wide median income. Through the special exception process, productivity housing would be considered on sites in those areas of the County having less than the County-wide average of housing priced at and below Productivity Housing levels. Under this program, six pilot projects may be developed within the County. This program is scheduled to end in 1996.

Productivity Housing is currently allowed by special exception in the RE-2, RE-2C and RE-1 zones, the I-1, I-3 and I-4 zones and the C-1, C-2, C-3 and C-4 zones. This special exception review process is somewhat unique in that the County Council will make the ultimate decision, in a process that is similar to a zoning case. To protect the wedge character of the large-lot development in the residential area, close scrutiny will be given to the special exceptions application to prohibit excessive clustering of Productivity Housing units in any one area of the County.

Generally, a Productivity Housing project may be developed on a site of 25 acres or less with a maximum of four dwelling units to the acre. Properties that have Use III or IV streams, as classified by the Maryland Department of the Environment, would not be considered for this program. Any development under this program would be required to use public water and sewer as a precondition of construction. Also, it must meet the development standards of the applicable commercial or industrial zones concerning minimum setbacks, green area, maximum height, lot coverage and floor area ratio. In the residential zones, the development must meet the R-60 cluster requirements of the Zoning Ordinance.

TRANSIT, BICYCLE AND PEDESTRIAN-ORIENTED NEIGHBORHOOD STUDY

The Urban Design Division is currently conducting a Transit, Bicycle and Pedestrian-Oriented Neighborhood study. This study attempts to identify planning principles through the analysis of prototypical historic, local and contemporary neighborhoods.

Elements have been identified that encourage the use of transit and reduce dependence on the automobile. These elements are intended to establish a set of planning principles that would foster the creation of neighborhoods providing an identifiable center for community life and improving pedestrian-oriented planning. They include the following:

1. Create an Identifiable Center for Each Neighborhood

An identifiable center with transit access, a mix of uses and civic open space to create a focus for each neighborhood.

2. Provide a Mix of Uses

Retail shops, offices, residences and community facilities, such as parks and schools, are elements that foster a sense of community and encourage interaction among workers and residents. Locating this mix of uses within walking distance of all portions of a neighborhood will increase pedestrian orientation.

3. Establish an Interconnected System of Streets

An interconnected system of streets within neighborhoods will provide more direct access for pedestrians, bicyclists and vehicles to all areas of the neighborhood, including transit stops, civic spaces, employment areas and residences. This system of local streets also needs to be connected with the roadway and transitway networks that provide access to other neighborhoods. Major highways should not pass through the center of a neighborhood to reduce conflicts among pedestrians and local vehicular circulation with through traffic.

4. Provide a Diversity of Housing Types

A wide range of housing types, preferably on each block within each neighborhood, should be encouraged to avoid large concentrations of any single type of housing and increase the potential for pedestrian connection between diverse housing types.

5. Provide a Mix of Active and Passive Open Spaces

A mix of active and passive open space areas should be established within walking distance of all uses to provide opportunities for pedestrians to have access to a wide range of recreational activities within each neighborhood. Active open spaces include large open play fields, local parks, civic space and small recreation

areas. Civic spaces should be located near transit stops. Passive open spaces should be located near the boundaries of neighborhoods to preserve natural features.

6. Street-Oriented Buildings, Transit Routes and Walkways

Buildings should be clustered along streets within neighborhoods. This approach will facilitate pedestrian movement between buildings and reduce the walking distance between buildings and transit stops located along streets. A safe and attractive neighborhood environment along streets that encourages pedestrian travel along the sidewalk will also be established. The pedestrian system should not rely upon internal pathways through parking areas or rear yards to improve safety and reinforce street-oriented development.

7. Locate Transit Stops Within Walking Distance of Most Activities

Transit stops should be located within a half-mile walking distance (10 minute walk) of most portions of transit- and pedestrian-oriented neighborhoods.

8. Design the Public Right-of-Way for Streets to Accommodate a Variety of Transportation Modes

The public right-of-way for local streets in transit- and pedestrian-oriented neighborhoods should accommodate pedestrians, bicyclists and transit vehicles, in addition to other vehicles. Local streets should also provide a sense of place and increase opportunities for social interaction. The public right-of-way for roads including major highways and arterials should give priority to vehicles within the paved roadway while providing for parallel areas for transitways, bikeways and sidewalks.

TRANSPORTATION

TRAFFIC FORECASTING PROCESS

The findings of the transportation analysis and subsequent recommendations are based on a detailed investigation of various land development, highway and transit network alternatives. A combination of computerized and manual techniques were employed to look into the future and determine the source of traffic impacting the roads and streets in Aspen Hill. The analysis identified the overall level of congestion, streets and roads that will experience the most traffic growth in the future, the most congested intersections and the impact of transit improvements on traffic congestion.

Morning Peak Hour Traffic Forecasts

The morning peak hour traffic was simulated using an EMME2/TRAVEL 1 travel demand computer model similar to one that has been used for other master plan analyses in the last few years. The model begins by dividing the entire region plus Frederick, Howard and Carroll Counties into zones. Aspen Hill itself is subdivided to a finer scale of 39 subzones. Projected numbers of households and employees are then assigned to the zones. Depending on the land use, daily trips are calculated. These trips are then distributed from zones originating trips to zones attracting trips. Depending upon the relative travel time and cost by auto vs. transit, walking, bike, etc., trips are proportioned among the modes of travel. Then the daily vehicle trips are reduced to morning peak hour trips. The resulting table of vehicle trips between zones is then

assigned to the street network following minimum time paths. By a computerized "Capacity Restraint" technique, paths in the network slow down as they gather traffic, so the trips are reassigned until all the best paths used between each pair of zones take equal time.

The model is then calibrated by comparing the (1987) base year vehicles using each link with actual 1987 traffic counts. The model is also calibrated at the preliminary trip generation, trip distribution and mode share stages by comparing with surveys taken in Montgomery County during the same time period.

Once the labor-intensive calibration stage was complete and staff were convinced that the model was replicating travel patterns in Aspen Hill, future land use numbers were put in each zone to produce year 2010 estimates of travel in the region, with a focus on Aspen Hill.

Data provided by the model were summarized into both tabular and graphic formats. Computer generated maps of the study area showing levels of congestion on individual streets, sources of traffic on individual streets, the effect of removing particular road segments and many other factors were used extensively in the analysis.

The analyses involved the testing of a wide combination of roadway and transit scenarios, leading to the recommendations previously discussed.

Evening Peak Hour Traffic Forecasts

Evening rush hour traffic is typically more intense than morning rush hour traffic. However, the trip to work plays a larger role in morning traffic and is easier to track. For this reason, travel forecasting has traditionally focused on the morning peak hour. An evening analysis of intersections was added in developing the Plan recommendations.

Evening Peak Hour Intersection Analysis

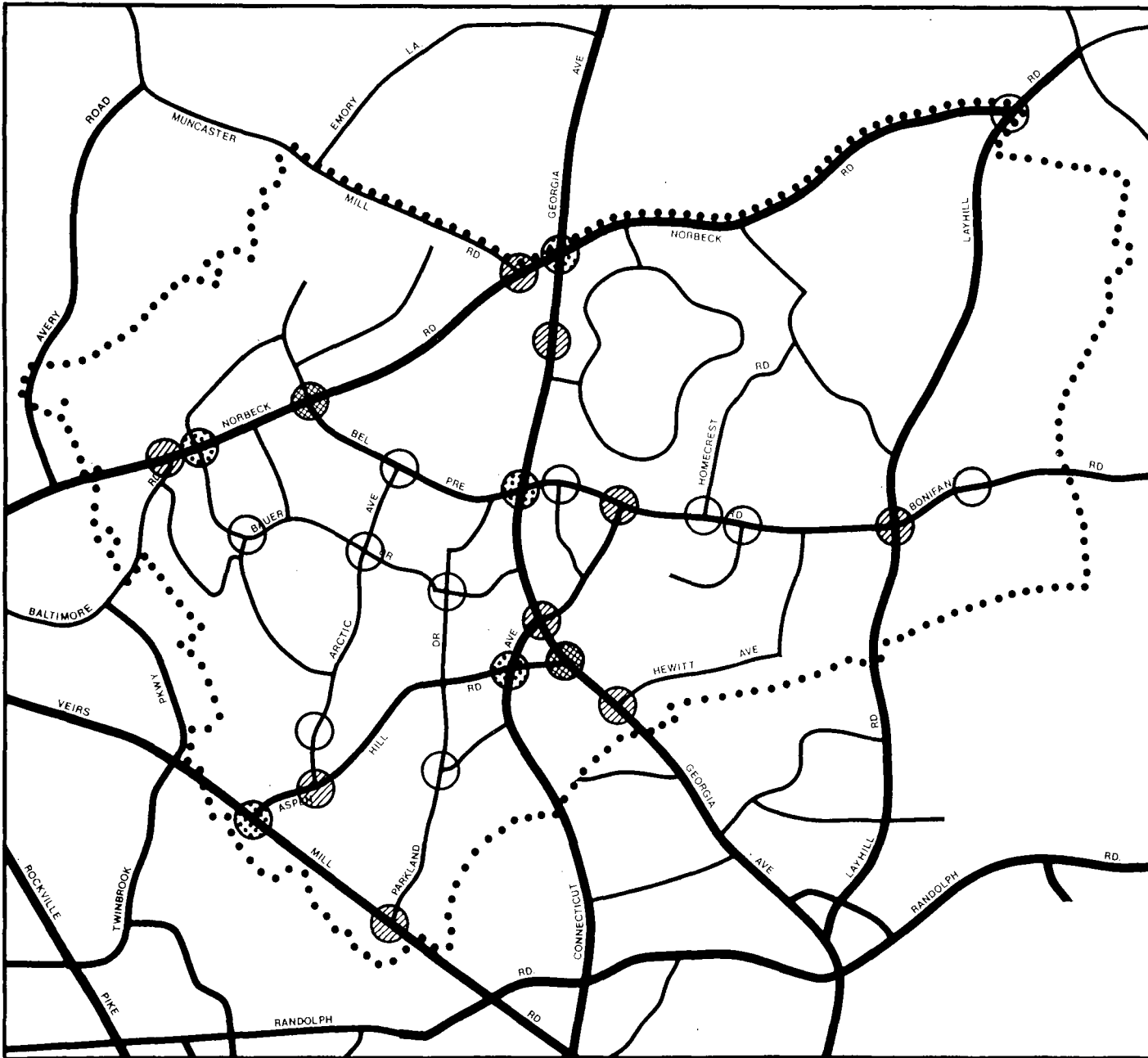
Turning movement counts taken by MCDOT at intersections in Aspen Hill during 1990 and 1991 were analyzed for an indication of how well the intersections were accommodating the traffic demand during the morning and evening peak hours. Peak hour levels of service at those intersections are shown on Figures 52 and 53.

A semi-manual method was developed to estimate future approach volumes and turning movements at intersections during the evening peak hour. Intersections that were projected to experience the worst demand and congestion were identified and tested under the recommended highway and transit scenario. Critical lane volumes, a standard measure used in local area review of proposed development plans to measure the performance of intersections near the proposed developments,

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INTERSECTION LEVELS OF SERVICE (A.M. Peak Hour)

LEVEL OF SERVICE	CRITICAL LANE VOLUME RANGE
A-B	0-1172
C-D	1173-1472
E	1473-1622
F	1623 or More



NORTH

0 1000 2000 3000
 FEET

0 1 2
 KILOMETERS

FIGURE 52

A Master Plan for the Communities of
Aspen Hill
 Planning Area

INTERSECTION LEVELS OF SERVICE
 (P.M. Peak Hour)

LEVEL OF SERVICE	CRITICAL LANE VOLUME RANGE
A-B	0-1172
C-D	1173-1472
E	1473-1622
F	1623 or More

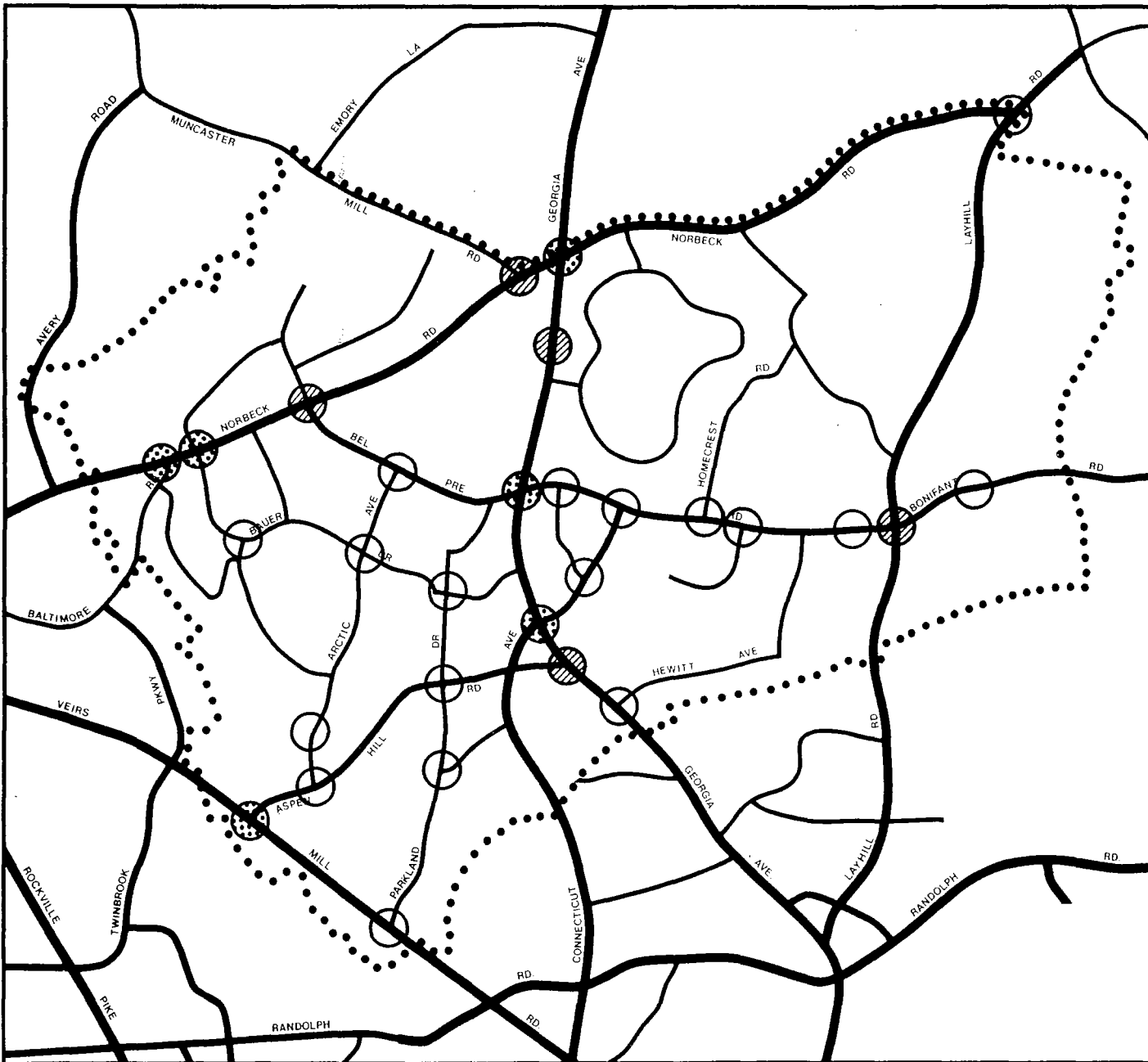


FIGURE 53

were calculated for this analysis. Many of the major intersections were found to be near or exceeding the limit for acceptable critical lane volumes at intersections in Aspen Hill. These intersections were examined further to determine feasible improvements to mitigate the impact of future traffic growth. These intersections are discussed in a separate section.

RESULTS OF ROAD SYSTEM ANALYSIS

Cordon Analysis

Now and in the future, most of the morning peak hour traffic will be through traffic coming from outside Aspen Hill and going to places also outside Aspen Hill. Figure 54 shows the volumes of traffic entering, passing through and departing Aspen Hill during the morning peak hour for 1987 and 2010. The volume of through traffic, as a portion of the total traffic entering Aspen Hill, is projected to increase from about 77 percent in 1987 to about 83 percent in 2010.

Figure 54 also illustrates a growth in the inbound traffic volume of about 43 percent, a growth in the outbound traffic volume of about 22 percent and a growth of about 50 percent in the traffic volume that stays inside the planning area. Underlying these increases in morning peak hour trips to and from Aspen Hill is the assumption of additional jobs and housing in Aspen Hill as recommended in this Plan. Finding that the volume of traffic passing through Aspen Hill will increase by 100 percent is of major importance to planning the transportation system for the area. Most of the traffic growth will occur on Georgia Avenue, Layhill Road, Veirs Mill Road and Norbeck Road in the major direction of travel exhibited in the morning peak hour; that is, southbound and westbound.

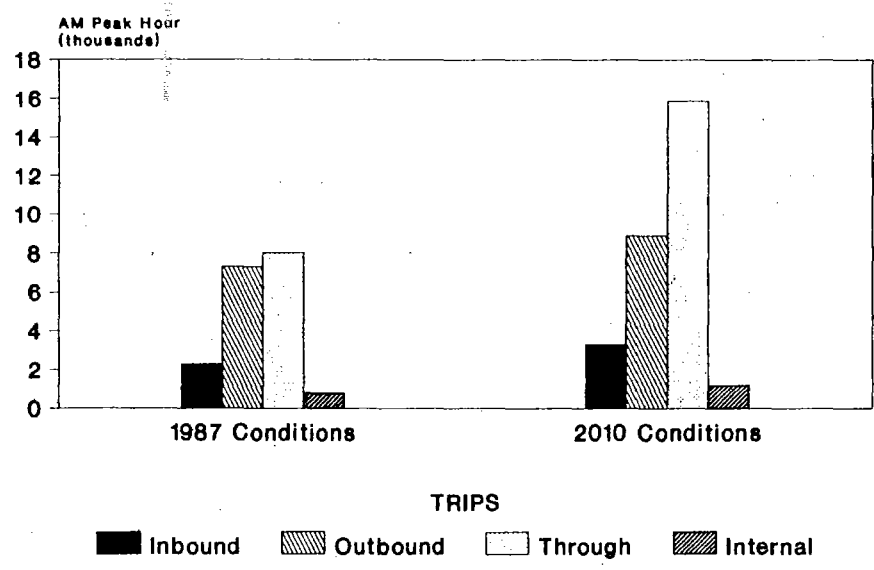
Areawide Analysis

The computer model used to make the projections can produce reports of average areawide travel and congestion parameters as well as information about specific roads or cordons. Some of these have been used in the network analyses already discussed. Table 11 summarizes a few of the parameters observed in 1987 and in the forecast for 2010. Results with and without a strong transit emphasis are included.

Table 11 indicates that travel will be more congested in the future given the analysis assumptions. The average congested speed, an overall measure of the peak hour speeds on all the links in the model simulated network of highways and streets, is projected to decrease from its current value of 25 mph to about 20 mph. The vehicle miles of travel on the highways and streets in Aspen Hill is projected to increase 30 to 35 percent. Such areawide congestion will be permissible under the Annual Growth Policy if the Aspen Hill Policy Area is put in Category IV, with the transit service discussed later in this chapter.

ASPEN HILL PEAK HOUR TRAFFIC

Inbound, Outbound, Through, Internal



<u>TRIP TYPE</u>	<u>PERCENT GROWTH</u>
Inbound	43%
Outbound	22%
Through	100%
Internal	50%

FIGURE 54

Table 11

**TRAVEL MEASURES IN ASPEN HILL
MORNING PEAK HOUR**

	1987 Observed	2010 Projected	2010 With Transit Emphasis
Average Congested Speed (MPH)	25	20	20
Peak Hour Vehicle Miles of Travel, 1,000 (VMT)	46	61 90 (with ICC)	60 88 (with ICC)
Percent Transit Use:			
From Aspen Hill	9	12	14
To Aspen Hill	4	3	4

Highway Network Alternatives

The 1970 Aspen Hill Master Plan anticipated growth in traffic and recommended a number of new and widened roads. Those recommendations have been re-examined in the light of the more refined analysis tools now available and the changes in travel and the roadway network that have occurred since that Plan.

Alternative transportation system scenarios were tested during the modeling process based on a land use plan that assumed a reasonable level of increased development in Aspen Hill, COG Round 4 land-use projections outside the planning area for the year 2010 and the land-use option included in the adopted North Bethesda-Garrett Park Master Plan. Future highway improvements outside the planning area included those in the Master Plan of Highways and future planned transit network. The future transit network included the extension of Metrorail service from Wheaton to Glenmont, the trolley between the Silver Spring CBD and downtown Bethesda, and a trolley line from Shady Grove to Clarksburg. All of these have been adopted by the County Council and are included in all analyses for future transit in the County.

The proposed transportation system for the Aspen Hill Planning Area includes increased transit service, the widening of Norbeck Road east of Georgia Avenue and its extension to New Hampshire Avenue (MD 650), the widening of Veirs Mill Road to six lanes between Twinbrook Parkway and Randolph Road, the widening of the remaining section of Layhill Road up to Norbeck Road and the construction of Montrose Parkway as proposed in the Adopted North Bethesda-Garrett Park Master Plan. The following sections will explain the results of the analysis leading up to the recommendations.

LAYHILL ROAD (MD 182)

Layhill Road was tested as a six-lane divided highway in the modeling process because that is the ultimate cross-section for a major highway. The analyses showed that widening the road would attract traffic to the area and result in the overall level of peak hour congestion remaining about the same as it would be for a four-lane divided roadway. Some traffic, however, was removed from residential streets between Layhill Road and Georgia Avenue. With little long-term benefit to widening Layhill Road to six lanes, it was decided that Layhill Road should remain a four-lane divided highway and improved all the way to Norbeck Road, as recommended in the 1970 Master Plan.

A grade-separated interchange between Layhill Road and the Intercounty Connector was not included in the 1970 Master Plan; however, it was included in the 1983 studies by the Maryland Department of Transportation on environmental impacts of the ICC. It was included in the modeling process of the Aspen Hill transportation system and tested as being "in" or "not in" the highway network.

The analyses showed that if the Layhill Road interchange is not built, westbound traffic on the Intercounty Connector that would have exited at Layhill Road continues up to and exits at Georgia Avenue. The volume of additional traffic on southbound Georgia Avenue would be about 4 percent in the morning peak hour. Traffic that would have used the interchange to leave Aspen Hill from below the Intercounty Connector uses eastbound Bonifant Road or westbound Bel Pre Road and other roads to reach Georgia Avenue, where it would increase northbound traffic on Georgia Avenue by about 25 percent. The additional westbound traffic on Bel Pre Road and other roads does not result in a significant impact. Also, the additional traffic on northbound Georgia Avenue is in the opposite direction from the major flow of traffic and therefore does not negatively affect roadway conditions. Without the interchange, traffic on Layhill Road will decrease between Bel Pre Road and the Intercounty Connector and change little south of Bel Pre Road.

Total vehicle travel in Aspen Hill would actually be slightly less without the Layhill Road/Intercounty Connector interchange. Its construction is not recommended within the life of this Master Plan, but the right-of-way should be reserved for the interchange. On-going environmental impact studies by the State Highway Administration of the Maryland Department of Transportation show that its construction would have significant long-term transportation benefits.

This Plan has suggested that, in the future, the Argyle Country Club may be considered for higher density for redevelopment if some environmental issues could be resolved. This Plan is providing some guidance for access to this site that would tie into the roadway network for the Bel Pre Road area (Figure 55). As stated previously, these alignments are shown for illustrative purposes only. Final design will be determined at the time of subdivision review.

For any future development of the area, the major vehicular access should be provided by extending Argyle Club Lane as a primary residential street from Longmead Crossing Drive. Argyle Club Lane is now a private road, but the section between

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**ARGYLE COUNTRY CLUB/BEL PRE ROAD AREA
 PROPOSED
 ACCESS PLAN**

ENVIRONMENT CONSTRAINTS

■ STEEP SLOPES

--- STREAM BUFFERS

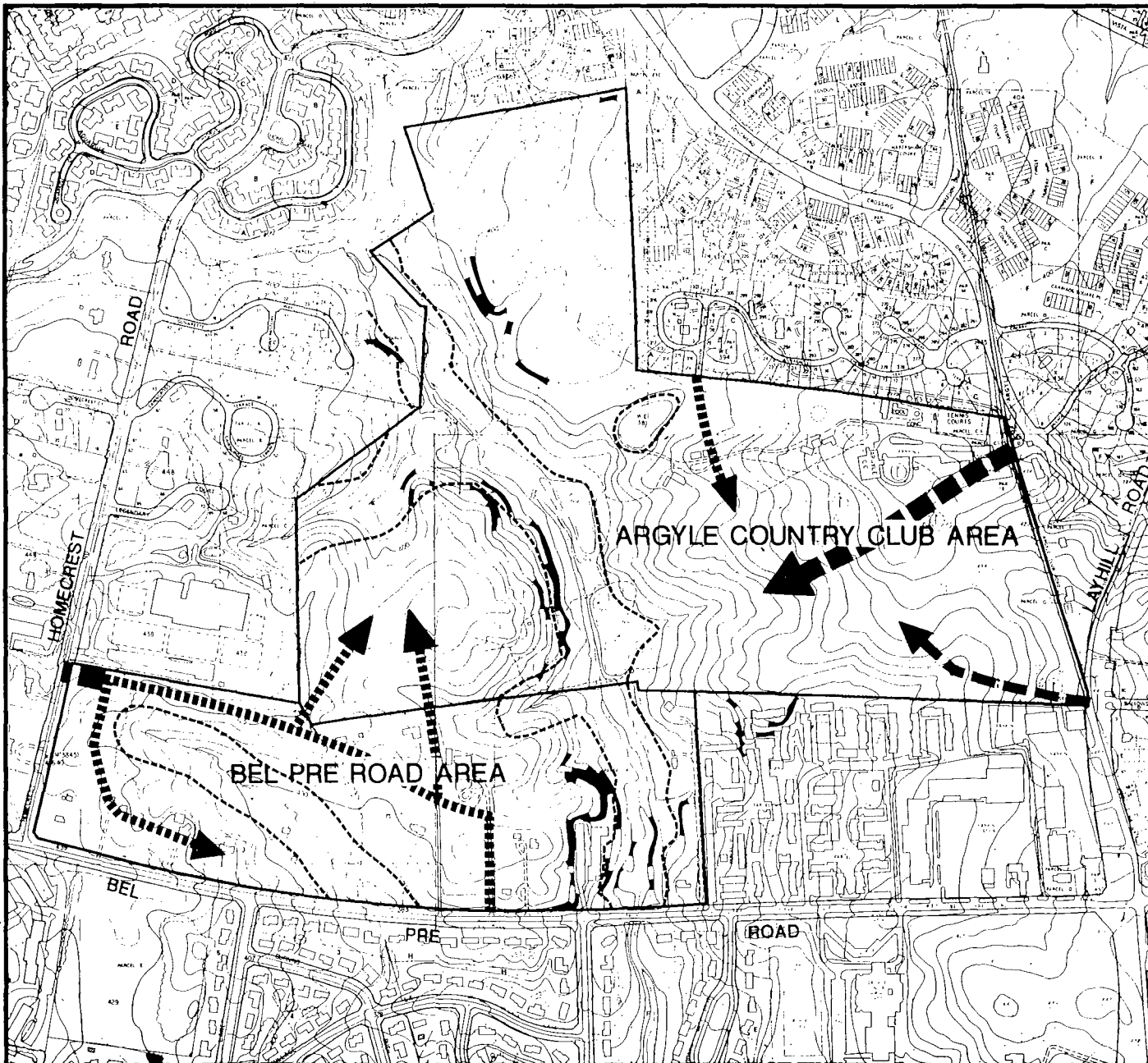
STREET CLASSIFICATION

■ PRIMARY

■ SECONDARY

▤ SECONDARY/TERTIARY

NOTE: These Alignments are
 Shown for Illustrative Purposes
 Only. Final Design Will be
 Determined at the Time of
 Subdivision Development.



0 200 400 600
 FEET

FIGURE 55

the eastern property line and Longmead Crossing Drive is classified as a secondary residential street with a right-of-way of 60 feet. The right-of-way in this section will have to be increased by ten feet in order to widen the road to the primary street standards.

A second point of access should be provided from Layhill Road at a location opposite Ballows Way. The second road should be constructed as a secondary residential street allowing only right turns in and right turns out because of the median on Layhill Road. The design of this access point should be sensitive to the Layhill M.E. Church, which is discussed in the Historic Resources Plan.

A third access point should be provided by extending Pondside Drive from Longmead Crossing into the site. Pondside Drive could be extended as a secondary or tertiary street far enough to allow access to a limited amount of development or extended to the proposed primary street for a better overall access and circulation.

Access to the area west of Bel Pre Creek should tie into the proposed road network for the Bel Pre Road properties. This point of access is discussed in the Bel Pre Road area section above.

BEL PRE ROAD

Bel Pre Road was tested in the modeling process as a five-lane facility east of Georgia Avenue as it now exists. The analyses showed that, with the roadway projects recommended in this Plan, there would be no need for additional capacity. Bel Pre Road between Georgia Avenue and Layhill Road is at the ultimate capacity for an arterial road. There are some properties, however, on the north side of Bel Pre Road between Homecrest Road and Rippling Brook Drive that require a combined access plan to avoid the safety hazards imposed by having numerous driveways along a busy roadway.

Access to the Bel Pre Road properties should be provided by a combination of secondary residential and/or tertiary streets connecting future development of Homecrest Road and Bel Pre Road. The location of the proposed access is shown on the Proposed Access Plan for the Argyle Country Club/Bel Pre Road Area (Figure 55).

Access to Bel Pre Road can be provided by way of a new street that is expected to be constructed as part of an approved preliminary plan of subdivision for a small development between the Medlantic Manor at Layhill nursing home and the Argyle Country Club property.

Another point of access should be located on Homecrest Road. This access point would permit traffic to come onto Bel Pre Road at a signalized intersection. The construction of this new street with a circuitous connection to Bel Pre Road is recommended to discourage motorists from using it as a cut-through route to avoid delays at the signalized Homecrest Road/Bel Pre Road intersection. Since the proposed road may be close to the existing entrance of the Aspen Hill Racquet

and Tennis Club, the Montgomery County Department of Transportation may deem the proximity of two entrances to be a safety hazard. If so, access should be provided from the new street when it is constructed to serve the Bel Pre Road properties. The new street should be constructed as a primary residential street to the location where access may have to be provided to the Racquet and Tennis Club. After that point, the street would continue as a secondary residential street through the Bel Pre Road properties in a circuitous alignment and ultimately intersect Bel Pre Road opposite Rippling Brook. Access to the western portion of the Argyle Country Club should be by way of secondary streets connected to the new street, thereby making it a more circuitous route for non-local traffic.

The section of Bel Pre Road between Georgia Avenue and Norbeck Road is of major concern to abutting residents because of speeding traffic and the high number of accidents. Steps should be taken by MCDOT to lessen the adverse impact. Methods to reduce the traffic speed and level of traffic accidents should be implemented including retaining the current posted speed limit, using stop signs, rumble strips and restriping the pavement for two travel lanes and two parking lanes.

In the future, MCDOT should continue to monitor traffic speeds and accidents on Bel Pre Road, especially in the vicinity of Homecrest Road, and take appropriate action to improve and maintain safety. M-NCPPC should work closely with MCDOT in the review of preliminary plans of subdivision, zoning applications and other development cases to minimize the need for new driveways and to achieve safe locations for new access points to Bel Pre Road when they are necessary.

Bel Pre Road, between Georgia Avenue and Norbeck Road, which services single-family residents, is not recommended for widening. Both Bel Pre Road, between Georgia Avenue and Norbeck Road, and Arctic Avenue, between Bel Pre Road and Aspen Hill Road, are recommended to retain their present width with on-street parking and their current speed limits.

ASPEN HILL ROAD

Aspen Hill Road is four lanes wide between Georgia Avenue and Frankfort Drive. Between Frankfort Drive and Veirs Mill Road, the pavement is marked to allow one travel lane and one parking lane on each side of the street. The 1970 Master Plan recommended four lanes on Aspen Hill Road all the way from Rock Creek to Georgia Avenue. Aspen Hill Road was tested as a four-lane arterial road in the transportation model.

The testing of Aspen Hill Road as a four lane facility revealed that other residential streets would be relieved of some of their peak hour traffic volume, but that the overall congestion on Aspen Hill Road would be about the same as now exists with the parking lanes. It is therefore recommended that Aspen Hill Road should not be widened through the residential communities west of Frankfort Drive, except at Veirs Mill Road if it is part of an intersection improvement approved by the Council after a public hearing. On-street parking should continue to be permitted on the portions of Aspen Hill Road currently striped for parking.

Aspen Hill Road should be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. These improvements will require additional right-of-way dedication to provide a turning lane at two points between Northgate and Aspen Hill Shopping Centers and a median for pedestrian safety and to separate east- and westbound traffic.

Existing left turns into Northgate Shopping Center at the level of the Aspen Hill Shopping Center entry should be eliminated; left turns into Northgate can be made further east near the gas station. Vehicles should not cross directly between the two centers. A median planted with shade trees will make Aspen Hill an attractive east-west green corridor, and the additional pedestrian crosswalks and median will greatly increase pedestrian safety.

Figures 40 and 41 show the proposed redesign of Aspen Hill Road with an 80-foot right-of-way between Connecticut Avenue and the Northgate Shopping Center entry, and a 90-foot right-of-way between that entry and Georgia Avenue. The redesign could be implemented if Northgate Shopping Center redevelops, or if a Capital Improvements Project is approved for Aspen Hill Road. If either the Shell Service Station or Aspen Hill Shopping Center renovates in the future, an additional 5 - 10 feet of right-of-way will be required to accommodate street trees from Connecticut Avenue to the shopping center entries.

NORBECK ROAD (MD 28)

The 1970 Aspen Hill Master Plan recommended the construction of Norbeck Road as a four-lane divided highway from Bauer Drive to Layhill Road and indicated that it should be extended east of Layhill Road. Today, only the section west of Georgia Avenue is a four-lane divided highway and adjacent communities are limited to access by way of service drives. The section east of Georgia Avenue is only two lanes wide. It is considered hazardous by adjacent communities because of its curvature, the truck traffic and the speed of traffic in general. This section of Norbeck Road was tested as a four-lane divided roadway and extended to New Hampshire Avenue (MD 650) in the modeling process.

The traffic forecasts for Norbeck Road indicated that peak hour traffic will increase 70 percent in the vicinity of Bauer Drive by 2010. Additional tests were run with Norbeck Road as a six-lane divided highway west of Georgia Avenue, but the results showed that more traffic would be attracted to Norbeck Road, with congestion just as high as if it stayed a four-lane roadway. Widening Norbeck Road to six lanes would result in its loss as a "green corridor" and would affect the parallel service roads that help control access between adjacent neighborhoods and the major highway.

Tests were also made to determine how much of the 70 percent increase is the result of extending Norbeck Road to New Hampshire Avenue. It was found that the extension added less than 10 percent to the future peak hour traffic volume on Norbeck Road west of Georgia Avenue. Olney and points north of Aspen Hill are the main source of the traffic on Norbeck Road, with some traffic from upper Layhill Road. The extension of Norbeck Road to New Hampshire Avenue could be beneficial to the eastern portion of Aspen Hill by reducing traffic on parallel roads like Bel Pre Road and Bonifant Road.

Transportation model studies of transit demand in Montgomery County found a low demand for increased transit service in the Norbeck Road corridor relative to other corridors. Therefore, a transitway was not tested on Norbeck Road as part of the Aspen Hill planning process. Because of the low transit demand and factors such as the desire to retain the "green corridor" appearance and the questionable effectiveness of six lanes, this Plan recommends that Norbeck Road be retained as a four-lane divided roadway west of Georgia Avenue during the effective life span of this Plan and that it be improved to a four-lane divided highway east of Georgia Avenue and extended to New Hampshire Avenue.

Capacity improvements should be implemented at critical intersections to accommodate future traffic growth and prevent a higher congestion level from interfering with the ingress and egress of people living along Norbeck Road. These critical intersections are discussed later in this chapter.

MUNCASTER MILL ROAD (MD 115)

The 1970 Master Plan recommended that Muncaster Mill Road be reconstructed as a four-lane, divided highway in a 150-foot-wide right-of-way to be located slightly south of the existing right-of-way. In mid-1990, the Transportation Planning Division presented a study report recommending MD 115 as a four-lane, divided roadway within a 100-foot right-of-way from Gaithersburg-Laytonsville Road (MD 124) to Redland Road, with some segments being a five-lane cross-section east of Shady Grove Road. East of Redland Road, MD 115 was recommended to remain a two-lane road within an 80-foot-wide right-of-way except at intersections where turn lanes may be necessary. A Class I bikeway was also recommended for construction in this section of MD 115.

During the presentation of the study report, the Planning Board expressed an interest in extending the four-lane cross-section and 100-foot right-of-way width all the way to Norbeck Road, with the idea of making a "green corridor" of Muncaster Mill Road. The transportation modeling analysis for this Plan, however, found that the projected volumes on the segment of Muncaster Mill Road within the Planning Area did not justify a four-lane cross-section because traffic would be diverted to the ICC.

The study report for MD 115 also recommended that Avery Road be reclassified from an arterial road to a primary residential street with two-foot shoulders south of Southlawn Lane. MCDOT had prohibited truck traffic on that portion of Avery Road in the County, eliminating the need for the arterial classification.

Muncaster Mill Road (MD 115) could be designated as an arterial after a comprehensive study and public hearing by the County Council. This designation as an arterial could also be made from Gaithersburg/Laytonsville Road (MD 124) to Norbeck Road (MD 28). This designation would amend the Master Plan of Highways, the 1985 Upper Rock Creek Plan, the 1980 Olney and Vicinity Master Plan and the 1985 Gaithersburg Vicinity Master Plan. The road is recommended to remain a two-lane road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area, except at

intersections where turning lanes may be required, and where the additional right-of-way would be required. The classification and alignment of Muncaster Road can be amended in the 1985 Upper Rock Creek Master Plan after review and approval of the comprehensive study and a public hearing, as noted above. These decisions would be followed by formal amendments to the relevant master plans.

GEORGIA AVENUE (MD 97)

Georgia Avenue is a six-lane divided highway running north-south through Aspen Hill without the access control and "green corridor" appearance of Norbeck Road. In recent years, development in the Georgia Avenue corridor has required additional intersection capacity to maintain acceptable conditions, but the ability to keep adding capacity is diminishing.

The transit network studies found a higher future demand for transit services on Georgia Avenue than on Norbeck Road. With six lanes already in place and the desire to enhance a "green corridor," it is more desirable to provide a transitway to meet future travel demands and to encourage commuters to use the transit system. With the transitway, the intersection improvement projects already approved through the subdivision review process will generally be sufficient to mitigate the effects of traffic growth. At some intersections, however, additional improvements will be necessary.

MONTROSE PARKWAY

The Montrose Parkway is described in the Approved and Adopted North Bethesda-Garrett Park Master Plan as a three or four-lane parkway, perhaps with a wide landscaped median that is located in a portion of the former Rockville Facility right-of-way, from east of Tildenwood Lane to Veirs Mill Road using the alignment of Gaynor Road. The recommendation includes a configuration at Veirs Mill Road that would not allow any through movement to Parkland Drive. The minimum right-of-way is 300 feet for the section of Montrose Parkway in North Bethesda. However, as the Montrose Parkway approaches Veirs Mill Road, this Plan suggests there is less need to maintain the road as a parkway through Rock Creek Park and more need to begin its transition to an arterial road. The 300-foot right-of-way, therefore, should begin a transition to an 80-foot minimum right-of-way as Montrose Parkway passes through Rock Creek Park on its approach to Veirs Mill Road. The intersection at Veirs Mill Road is discussed more thoroughly in the following section.

VEIRS MILL ROAD (MD 586)

Veirs Mill Road is currently a four-lane, divided roadway between Twinbrook Parkway and Randolph Road. It has paved shoulders west of the Parkland Drive/Gaynor Road intersection that are used by buses while picking up and discharging passengers. On the section of Veirs Mill Road between Twinbrook Parkway and Aspen Hill Road, the peak hour level of service is generally F in the westbound direction during the morning and F in the eastbound direction during the evening peak hour.

Six lanes will be needed on Veirs Mill Road to accommodate a traffic growth of about 20 percent. However, construction of Montrose Parkway will divert traffic from Veirs Mill Road west of Parkland Drive/Gaynor Road and reduce the need for the two additional lanes to and from the west. Six lanes will still be needed on Veirs Mill Road east of the Parkland Drive/Gaynor Road intersection. The model analysis showed that Montrose Parkway will attract little traffic from Aspen Hill Road. The highest proportion of traffic movement at the Veirs Mill Road/Aspen Hill Road intersection will continue to be to and from the west.

Intersections

Considerable effort was spent analyzing the future conditions of intersections within Aspen Hill. These are critical because a negative affect on them, by the increased through traffic, will also affect circulation and access for local residents. Georgia Avenue and Norbeck Road, west of Georgia Avenue, stand out as having the most congested intersections in the future. Locations of the intersections to be given emphasis for improvement are shown on Figure 36 and the improvements are summarized in Table 3. The table gives the location and a brief description of the scope.

General analyses have resulted in recommendations for the following intersections. They will not eliminate the congestion currently being experienced, but they will add sufficient capacity to accommodate most, if not all, of the effects of future traffic growth. Detailed designs have not been attempted, since that will be appropriate at a later date when future travel patterns establish more precise traffic volume data at the intersections. The following descriptions identify the general nature of the needed improvements. Not every intersection in Aspen Hill was examined in detail, so other capacity improvements may be needed at other locations. They will be identified at the time of Local Area Transportation Review or through other analysis. In all cases, appropriate changes to signal timing, phasing and other traffic control features would accompany the lane configurations.

1. GEORGIA AVENUE/NORBECK ROAD

Southbound and northbound right-turn lanes on Georgia Avenue already have been approved and are to be implemented by developers of nearby subdivisions. In addition, a westbound approach lane should be added to Norbeck Road on the east side of Georgia Avenue to allow the movement of three lanes of traffic through the intersection. It would be desirable to add an eastbound approach lane on Norbeck Road on the west side of Georgia Avenue, but its cost and impact would be high because an adjacent drainage channel and a nearby service road would have to be moved and reconstructed. Also, a departure lane would have to be constructed on the east side of Georgia Avenue to receive the traffic.

2. GEORGIA AVENUE/BEL PRE ROAD

Additional southbound and northbound left-turn lanes on Georgia Avenue already have been approved as development-related projects. Additional capacity can be obtained by restriping the existing lanes on Bel Pre Road to provide separate lanes for the turning movements. Only one lane on each side of the intersection is needed for left turns, so the lanes that carry both through traffic and left turns can be restriped to accommodate only the through movement.

3. GEORGIA AVENUE/CONNECTICUT AVENUE

Some improvements at this intersection are currently being implemented as development-related projects. Another project will be the addition of a separate, northbound right-turn lane on Georgia Avenue at the intersection.

4. GEORGIA AVENUE/ASPEN HILL ROAD

A second northbound left-turn lane may be added to Georgia Avenue on the south side of Aspen Hill Road as a condition of approval for a special exception for a fast-food restaurant in the nearby shopping center. The project, if implemented, will result in improved levels of service in both the morning and evening peak hours. If the special exception and the associated improvements are not implemented, then the intersection improvements should be made through another development related project or a County/State project.

5. CONNECTICUT AVENUE/ASPEN HILL ROAD

There are no development-related improvements already approved for implementation at this intersection. The addition of a separate right-turn lane on each side of Connecticut Avenue and on each side of Aspen Hill Road would add sufficient capacity to accommodate future traffic. Improvements at this location deserve special consideration because of the need to improve access and circulation for both pedestrian and vehicular traffic between the shopping centers that straddle Aspen Hill Road, as well as between them and other nearby land uses. Special recommendations for Aspen Hill Road are proposed in the green corridors section.

6. NORBECK ROAD/BEL PRE ROAD/EMORY LANE

It will be necessary to add an approach lane on Norbeck Road in each direction, a left-turn lane on Bel Pre Road and a left-turn lane on Emory Lane in order to accommodate future traffic at the intersection. Widening Norbeck Road on the approaches to the intersection means that the departure sides of the intersection also have to be widened for an appropriate distance past the intersection before merging the road back into two lanes in each direction. Because of the concerns described earlier about widening Norbeck Road, it is possible that the capacity improvements may affect the landscaping

and the service roads. Careful consideration should be given to minimizing those effects during the design phase of any intersection improvement project at this location.

7. NORBECK ROAD/BAUER DRIVE

Intersection capacity can be increased at this location by adding approach lanes in each direction on Norbeck Road so that each direction has three through lanes plus separate left-turn and right-turn lanes. A separate left-turn approach lane added to Bauer Drive on the north side of Norbeck Road would also increase capacity of the intersection. Restriping the pavement would also increase capacity on northbound Bauer Drive on the south side of Norbeck Road in front of the shopping center to allow separate lanes for left turns, through traffic and right turns. Norbeck Road would have to be widened on the departure side only in the eastbound direction, because the westbound direction of departure already has three lanes.

There are two safety concerns at this intersection related to pedestrians crossing the two busy roads to shop at the Rock Creek Village Shopping Center. First, the heavily used, right-turn lane on eastbound Norbeck Road poses a hazard to pedestrians walking to and from the Manor Lake community. Second, the same lane is being used as a through lane at Bauer Drive by motorists coming from Baltimore Road.

This Plan recommends that consideration be given by MCDOT and/or MDDOT to the addition of an island to separate the eastbound right-turn movement on Norbeck Road from the eastbound through movement to deter its inappropriate use as an additional through lane.

The second concern involves the pedestrian-actuated traffic control signal on Bauer Drive where pedestrians cross between the Bauer Drive Community Center and Rock Creek Village Shopping Center. The signal, when actuated, stops the traffic on Bauer Drive but still allows shopping center traffic to turn at the same time the walk movement is taking place. Additional traffic signal controls should be added to the system for more positive control of the driveway traffic. This Plan recommends that consideration be given by MCDOT to the development of a more effective method of traffic control at the location of the pedestrian actuated traffic signal on Bauer Drive.

8. NORBECK ROAD/BALTIMORE ROAD

The addition of an approach lane on eastbound Norbeck Road for use as a third through lane would result in sufficient capacity to reduce the projected level of evening peak hour congestion below current conditions. Because of the proximity of this intersection to the one at Bauer Drive, it may be necessary to design any improvements to the two intersections as a single project.

9. VEIRS MILL ROAD/ASPEN HILL ROAD

Roadway improvements will be necessary to improve traffic conditions and safety at the intersection of Veirs Mill Road and Aspen Hill Road. A study should be conducted to determine what improvement best meets the needs of commuter and residential community. Proposed improvements at this intersection will be consistent with this Plan if they are approved affirmatively by the County Council after a public hearing by the Council.

10. VEIRS MILL ROAD/GAYNOR ROAD/PARKLAND DRIVE

A major improvement is needed at this intersection to accommodate the high volume of traffic projected to occur in the long term if Montrose Parkway is constructed and extended to Veirs Mill Road. Preliminary analyses based on projected traffic volumes indicate that another lane is needed in each direction on Veirs Mill Road for the east-west traffic movements; two left-turn lanes are needed for the morning peak-hour traffic movement between westbound Veirs Mill Road and southbound Montrose Parkway (now Gaynor Road), and a total of two right-turn lanes are needed for the evening peak hour traffic movement between northbound Montrose Parkway and eastbound Veirs Mill Road. The entrance to the service road on the south side of Veirs Mill Road will have to be relocated, if possible, to accommodate the turning movements between northbound Montrose Parkway and eastbound Veirs Mill Road. Finally, the approach on Parkland Drive will need to be restriped to have at least two left-turn lanes plus a lane for the other movements. How all this is designed to operate most effectively will require more detailed study during the planning phase for the Montrose Parkway project.

Another important element in any reconstruction of the intersection is that consideration must be given to the need of the fire station, located in the southwest quadrant, for local access to the adjacent communities. The fire station has access to the intersection by way of its driveway on Gaynor Road.

The extension of Montrose Parkway is seen as an important project for North Bethesda. Analyses indicate that an improved, at-grade intersection can accommodate the traffic volumes at an acceptable level of service for a period approaching the life of this Master Plan. For the longer term traffic demand, a partial grade-separated intersection may be required to accommodate the projected traffic volumes expected in the year 2010 and beyond if there is a build-out of development in North Bethesda.

The Veirs Mill Road/Gaynor Road/Parkland Drive intersection should be designed using the following criteria. The intersection should initially be designed to accommodate all the traffic movements at-grade. To accommodate long-term traffic demand, the movement of traffic between westbound Veirs Mill Road and southbound Montrose Parkway should be located below grade to have a free flow movement for the large volume of projected left turns. The free flow movement would result in a better level of service. The reverse traffic flow in the evening peak hour can remain an at-grade movement but the turning movement could require redesign of access to nearby dwelling units. The northbound/south-bound traffic

movement between Montrose Parkway and Parkland Drive should be prohibited, except to accommodate the movement of emergency vehicles through the intersection; however, the issue of whether to allow the through movement of transit vehicles will be decided by the County Council at the time the width of the parkway is studied and the intersection is designed.

An interchange with overhead ramps between Montrose Parkway and Veirs Mill Road must be avoided because of its incompatibility with the adjacent communities. If a detailed design study determines that only elevated turning lanes are feasible, Montrose Parkway should terminate at Parklawn Drive in North Bethesda.

PREVIOUSLY PLANNED STREETS

The 1970 Master Plan was amended to eliminate recommendations for extension of Beaverwood Lane, Palmira Lane and Emory Lane. This Plan also recommends deletion of the extension of Oriental Avenue and Aspen Hill Road across Rock Creek. The construction of Oriental Avenue would result in its use by non-local traffic wanting to avoid congestion at the intersection of Aspen Hill Road and Veirs Mill Road. The Approved and Adopted North Bethesda-Garrett Park Master Plan recommends the elimination of the extension of Aspen Hill Road. The North Bethesda Master Plan notes the possible use of the right-of-way as a bike and pedestrian path.

Because of changes related to the alignment of the Intercounty Connector and other changes to the roadway network in the Upper Rock Creek Planning Area, the decision was made not to reconstruct MD 115 in the relocated right-of-way shown in the 1970 Aspen Hill Master Plan. This Plan, therefore, recommends the use of the relocated right-of-way for some other purpose and also recommends deletion of recommendations for extending Emory Lane and Sunflower Drive to the relocated Muncaster Mill Road.

The Georgia Avenue/Norbeck Road grade-separated interchange proposed in the 1970 Master Plan is recommended for deletion in this Plan. With the peak hour traffic volumes expected on Georgia Avenue between the Norbeck Road interchange and the Intercounty Connector interchange, adequate merging/diverging distances cannot be attained for the movement of traffic between the on/off ramps of the two facilities.

This Plan deletes the recommendation to relocate the Hewitt Avenue/Georgia Avenue intersection since it is no longer necessary.

The section of the right-of-way for the Rockville Facility between Veirs Mill Road and Georgia Avenue has been designated Matthew Henson State Park and is no longer available for use as a roadway. The section between Georgia Avenue and Northwest Branch has been designated as a park/greenway and is also no longer planned for use as a roadway. This Plan will, therefore, reflect that change.

Dewey Road is classified in the 1970 Aspen Hill Master Plan as a primary residential street from Gaynor Road to the right-of-way for the former Rockville Facility and as a secondary residential street between the latter location and Randolph Road in the 1989 Approved and Adopted Master Plan for the Communities of Kensington-Wheaton. If Dewey Road were to be extended across the right-of-way of the former Rockville Facility to complete the connection, it could be used by non-local traffic as a cut-through route to avoid congestion on Veirs Mill Road and Randolph Road. To prevent this, this Plan recommends that the section of Dewey Road in Aspen Hill be reclassified as a secondary residential street to match the classification of the section in Kensington-Wheaton and not be extended across the right-of-way of the former Rockville Facility.

OTHER PLANNED ROADS AND STREETS CROSSING THE FORMER ROCKVILLE FACILITY

The 1989 Kensington-Wheaton Master Plan recommends that the section of Rippling Brook Drive on the south side of the right-of-way for the former Rockville Facility not be connected to the section of Rippling Brook Drive on the north side of the right-of-way until the connection is needed for local circulation or to facilitate school boundary changes. There does not appear to be sufficient grounds for a vehicular connection, at this time. The pedestrian path currently in use through the right-of-way should be improved.

The former Atwood Road is divided into four parts. From the intersection of Layhill Road and past the first two residential lots to the east over to the former Rockville Facility, Atwood Road is now known as Sullivan Lane. It is still known as Atwood Road through the former Rockville Facility. Atwood Road is an undedicated maintained roadway which crosses the former Rockville Facility right-of-way. To the east of the Facility in Kensington-Wheaton, it is called Outlot A, then the name changes to Huxley Cove Court. In 1984, when the Layhill View subdivision in Kensington-Wheaton was recorded, the section of Atwood Road to the east of the former Rockville Facility, known as "Outlot A", was to be abandoned.

If Alderton Road was extended across the former Rockville Facility, there is a potential for future cut-through traffic from Bonifant Road to Layhill Road through the existing subdivisions in the Aspen Hill and Kensington-Wheaton. A recommendation in the master plan to extend Alderton Road without careful analysis and community-wide input from both planning areas would be inappropriate.

RESULTS OF EXISTING TRANSIT SERVICE ANALYSIS

Transit coverage of Aspen Hill should be high so that residents do not have far to walk to a transit route. The frequency of the service should be good to avoid long waits at the bus stop, and scheduling should be well advertised. Communities should have sidewalks and adequate lighting to help make it safe to walk to bus routes. Transit costs should be kept low compared to the costs of owning and operating an automobile.

A quarter-mile is considered a reasonable distance for walking to a transit line and is frequently used to map transit coverage of an area. A deficiency of this measure is that the actual route from a specific location may be greater than a quarter-mile because of some form of barrier between the trip origin and bus stop destination. Another method is to map transit coverage of an area based on a quarter-mile distance to a transit stop. The weakness of this method is that it, too, does not show barriers that may make the walk trip longer. It also takes a much longer time to prepare a map based on transit stops if the distance from each stop is to be measured, especially in an area with many transit stops, and stop locations can be easily changed.

The transit line method is favored over the transit stop method because of its simplicity and effectiveness in illustrating the general transit coverage of an area. The County can work with communities or residents in Aspen Hill to better locate transit stops that may be under-used because of poor access.

Figure 56 shows that most communities in Aspen Hill are within a quarter-mile distance of an existing transit line. There is no transit service along Arctic Avenue and Hewitt Avenue/Rippling Brook Drive, although the residential densities along these two streets indicate a potential for additional transit ridership. Transit coverage of the area could be improved by extending transit service to Arctic Avenue and Hewitt Avenue/Rippling Brook Drive.

Figure 56 also shows other areas that are not within a quarter-mile of a transit line. Many of the streets in these areas are narrow and do not have sidewalks. While the residential densities in these areas are lower than in the areas served by Arctic Avenue, Hewitt Avenue and Rippling Brook Drive, there may be a latent demand for transit service. The Montgomery County Department of Transportation should review the potential for extending transit service to communities in Aspen Hill that do not have convenient and safe access to transit. Where appropriate, consideration should be given to extending transit service into these communities or constructing sidewalks that lead to transit routes.

In some Aspen Hill communities, there are a few properties that have narrow throughways or paths between them that vary from about 10 to 25 feet in width. Some of the paths are easements used to provide access for the construction, reconstruction and maintenance of public utilities. Others are dedicated rights-of-way with paths that are used for

A Master Plan for the Communities of
Aspen Hill
 Planning Area

**EXISTING
 PUBLIC TRANSIT
 COVERAGE**

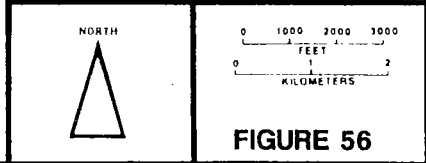


FIGURE 56

community access to schools, parks and other activities. In some situations, the throughways may be providing access to transit lines or could be used for transit access.

An inventory of the throughways listed in Tables 12 and 13. If and when a petition or plan that may result in changes to or abandonment of a throughway is submitted to M-NCPPC for review and comment, the change or abandonment should not be allowed if the throughway provides access to transit service or can be used for transit access.

The Glenmont Metro station is scheduled to begin operation at the end of 1998. With the opening of Metro stations, the usual process has been to review existing transit service and restructure the affected bus route systems to terminate some routes at the Metro stations after a series of public hearings regarding the proposed changes. When this process is applied in Aspen Hill, good transit coverage, access and safety should be given a high priority.

RESULTS OF FUTURE TRANSIT SERVICE ANALYSIS

The current transit service in Aspen Hill was used initially as the transit network assumed for 2010 with two new routes and slightly improved service on Norbeck Road and Layhill Road. The base transit network also included extension of Metro service from Wheaton to Glenmont, the Silver Spring/Bethesda trolley between the Silver Spring CBD and downtown Bethesda and a transitway from Shady Grove to Clarksburg. All these are in adopted master plans and are included in all analyses for future transit in the County. As the Aspen Hill work was being done, it became clear that some extra means of reducing traffic in Aspen Hill during the morning rush hour had to be found. The normal traffic management measures were not likely to work in Aspen Hill because the former major employer, Vitro Corporation, already has ridesharing and other traffic reduction programs in place. Furthermore, the main problem is not trips made by people residing or working in Aspen Hill; it is traffic moving through the planning area.

The Transportation Network Studies, completed by M-NCPPC, have identified three corridors relevant to the planning of transitways in Aspen Hill. These transitways are essentially dedicated lanes in which a vehicle can travel without being slowed down by traffic congestion. The three potential transitways are:

- o Georgia Avenue between Olney and the Glenmont Metrorail station.
- o Randolph Road Corridor between Columbia Pike (US 29) and I-270 Corridor.
- o Intercounty Connector between US 29 and Shady Grove Metrorail station.

The first two alignments are among those included in the proposed network of alignment corridors of the Issues Report of the Transitway and High-Occupancy Vehicle (HOV) Network Master Plan. The Intercounty Connector will be included in the background transportation network in that master plan. The Transitway and High-Occupancy Vehicle (HOV) Network Master Plan is a County-wide functional master plan which will establish networks of transitways and high-occupancy vehicle priority lanes.

During the development of the functional master plan, several combinations and variations of the alignment corridors will be evaluated in relation to their ability to increase mobility and address the issues identified in the functional master plan. The functional master plan will recommend networks of transitways and HOV priority lanes. When adopted, the right-of-way of these alignments and related facilities will be placed on the relevant master plans so that the right-of-way can be protected.

The initial Aspen Hill transportation model included the three potential transitways along with park-and-ride lot access in Olney, improved bus service on Norbeck Road and Layhill Road and new transit service on Arctic Avenue and Rippling Brook Drive/Hewitt Avenue. Headways on the transitways were set at two minutes.

Based on the three potential transitways and other recommendations in this chapter, transit trips from the area during the morning peak hour would increase from 9 percent to 14 percent. While transit trips to the area would remain at about 4 percent, that is a reasonable expectation because of the relatively small number of jobs in Aspen Hill compared to other planning areas.

On a daily basis, approximately 2,000 more travelers living north of Aspen Hill would take transit after the improvements. This translates to 700 to 800 during the morning peak hour. This does not mean that 700 to 800 fewer cars will be coming down Georgia Avenue. Motorists, finding that Georgia Avenue, Layhill Road and other main roads are less congested because of the increased transit ridership, may return to those roads as preferred routes. Residential streets and adjacent communities will benefit from the improved transit system because of less non-local through traffic on them.

A subsequent test had just one transitway in the system that connected the Norbeck Road parking lot with the Glenmont Metro station. The assumptions in this test included those previously mentioned plus access to the transitway within 10 minutes from anywhere in the planning area by way of a high quality feeder bus system with very good pedestrian access. By providing the higher quality bus service, the transit mode share could increase to approximately 18 percent in the outbound direction and 5 percent in the inbound direction during the morning peak hour. Thus, the Georgia Avenue transitway should function successfully without the other two transitways. However, from a County-wide perspective, the other two transitways should be continued as part of a more comprehensive transit system.

The Georgia Avenue Transitway

The transitway on Georgia Avenue could initially operate as an exclusive busway with express route service between the Norbeck Road Park-and-Ride lot and the Glenmont Metro station, and ultimately function as part of a longer busway/HOV facility extended north of Aspen Hill. The busway would consist of one reversible lane, shoulders and protective barriers; but the transitway concept would allow the busway to be upgraded to accommodate fixed-guideway rail or any other high-capacity system at a later date, when warranted by studies and busway ridership levels.

The commuter parking lot in the northeast quadrant of Georgia Avenue/Norbeck Road is currently serving a small number of vehicles and only has access from Norbeck Road. To make the site more easily accessible, an entrance should be built off Georgia Avenue. A median break at the driveway should be allowed for motorists entering the lot from the north. When the transitway is established on Georgia Avenue, the parking lot should be expanded to accommodate more parkers and transit service. The size of the parking lot should be similar to those in the US 29 corridor. The use of two entrance/exit points with expanded transit service would make the site more attractive as a change of mode facility.

The existing right-of-way varies on Georgia Avenue between Norbeck Road and the site of the future Glenmont Metro station. Within Aspen Hill, prevalent right-of-way widths include a 250-foot-wide cross-section between Norbeck Road to just south of Bel Pre Road, and a 150-foot-wide cross-section between Bel Pre Road and Hathaway Drive, except for the section through Matthew Henson State Park and the former right-of-way for the Rockville Facility where the right-of-way is narrower. No additional right-of-way is necessary, however, because the road is already six lanes wide and the median is wide enough to accommodate the proposed transitway.

Figure 42 illustrates how the proposed transitway could be accommodated within the existing right-of-way. Major features of the transitway concept include its initial operation as a busway with shoulders, wider pedestrian sidewalks along Georgia Avenue, a bikeway and landscaping. Figure 42 shows that the Georgia Avenue rights-of-way can accommodate four modes of travel. The location of sidewalks and implementation of the "green corridor" policy are discussed more thoroughly under the green corridors section.

The transitway could be built in the median within the existing Georgia Avenue right-of-way from Norbeck Road to Matthew Henson State Park. Separate studies will have to be made along Georgia Avenue north of Norbeck Road and south of Matthew Henson State Park to determine the best location for continuing the transitway to Olney and Glenmont. South of the park, the median width begins to narrow to about four feet and the right-of-way width reduces to about 100 feet. Most likely, additional right-of-way width of about 10 feet would have to be acquired from adjacent properties along each side of Georgia Avenue to keep the transitway in the center of the road. Some alternatives include using an existing lane for the reversible busway or just ending the busway and letting the buses share the mixed-traffic lanes.

An important benefit of transitways is that buses traveling on exclusive lanes typically operate at higher average speeds than do those sharing the roadway with other vehicles. Conceptual analyses of transitways generally recommend traffic preemption systems to minimize delays to transitway buses at signalized intersections. Installation of preemption equipment along the Georgia Avenue transitway, and probably on the buses as well, would allow buses to operate at higher speeds and minimize effects on traffic moving in the mixed-flow lanes of Georgia Avenue. At intersections where left turns occur, a signal control system could be installed that allows buses to pass through the intersections before the movements are allowed for pedestrians and other vehicles.

Intercounty Connector (ICC)

The Intercounty Connector was tested as a six-lane divided highway with a transitway. The ICC transitway was included as part of the transit package because of its potential as part of the regional transit network. The ICC will cross Georgia Avenue north of Norbeck Road. Some transit vehicles could leave the ICC transitway at this point and be directed to the commuter parking lot in the northeast quadrant of the Georgia Avenue/Norbeck Road intersection. Buses leaving the parking facility could access the ICC and the Georgia Avenue transitways or continue with express service to Rockville or to other destinations.

RESULTS OF DEVELOPMENT REVIEW REGULATORY STANDARDS ANALYSIS

Aspen Hill is classified as a Group III Policy Area in the FY 1992 Annual Growth Policy with an average areawide C/D level of service and moderate transit service. The staging ceiling for residential units has been exceeded and no new subdivision plans can be approved, excluding subdivisions subject to approval under the De minimus policy or other AGP exceptions, until the area's transportation system has appropriate increases in transportation capacity. Also, the number of jobs approved for Aspen Hill by the Annual Growth Policy is getting closer to its staging ceiling capacity.

The Plan recognizes the importance of paths to provide pedestrian access and circulation within the community and to public parks and community facilities. These paths should be retained if at all possible and not abandoned or blocked without appropriate review.

The following inventory of paths lists pedestrian paths that were dedicated during subdivision process. The paths were divided into two tables. The first table shows paths that are located within a subdivision and facilitate pedestrian traffic through the subdivision. The second table indicates those pedestrian paths that link the subdivision to a community facility, such as parks or schools.

Table 12

ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 4814 & 4900 Arbutus Avenue and 4807 & 4809 Tallahassee Avenue	Paved	Yes with stairs
Between 14216 & 14218 Arctic Avenue and 14317 & 14319 Briarwood Terrace	Paved with wooden bridge and stairs	Slight slope down to Sycamore Creek
Between 13507 & 13601 Arctic Avenue and 13600 & 13602 Loree Lane	Paved	Yes, dip in the middle
Between 13613 & 13615 Arctic Avenue and 13616 & 13700 Loree Lane	Paved	Yes
Between 13710 & 13712 Ashby Road and 13713 & 13801 Loree Lane	Grass	No
Between 5007 & 5009 Aspen Hill Road and 5000 & 5002 Baltic Avenue	Grass	Yes
Between 4932 & 4936 Baffin Bay Lane and 14517 & 14519 Woodcrest Drive	Paved	Slight
Between 14405 & 14407 Barkwood Drive and 14322 & 14400 Woodcrest Drive	Paved with stairs	Slight
Between 14520 Barkwood Drive & 5028 Barkwood Place and 14409 & 14501 Nadine Drive	Grass	No
Between 4407 & 4409 Bel Pre Road and 14366 & 14400 Chesterfield Road	Paved	Slight

Table 12

ASPEN HILL PLANNING AREA
PEDESTRIAN PATHS
CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 14404 & 14406 Briarwood Terrace and 14325 & 14401 Woodcrest Drive	Paved with stairs	Slight
Between 14301 & 14305 Chesterfield Road and 4002 & 4004 Manor Park Court	Grass	No
Between 13111 & 13113 Evanston Street and 13114 & 13204 Grenoble Drive	Grass	Yes
Between 4300 & 4218 Federal Street and 12919 & 12921 Grenoble Drive	Paved	Slight
Between 13625 & 13627 Grenoble Drive and 13530 & 13532 Vandalia Drive, between 13529 & 13531 Vandalia Drive and 4305 & 4307 Joplin Drive and between 4300 & 4306 Joplin Drive and 4301 Judith Street and 13500 Turkey Branch Parkway	Grass	No
Between 13411 & 13413 Iris Street and 4710 & 4712 Oriental Street	Grass with guard rails	No
Between 4718 & 4800 Listra Road and 4719 & 4801 Mercury Drive	Paved	Slight
Between 5118 & 5116 Russett Road and 13801 & 13803 Sloan Street	Paved	Yes with stairs
Between 4700 & 4704 Tallahassee Avenue and 4627 & 4701 Wissahican Avenue	Paved	Slight
Between 3923 and 3925 Wendy Lane and Connecticut Avenue	Grass	No
Between Westbury Road and Chesterfield Road along the rear property lines of 14701 & 14705 Westbury Road	Beaten path through the trees	No

Table 13

ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between 15401 & 15405 Carrolton Road	Paved	Slight	Flower Valley
Between 12918 and 1300 Evanston Street	Paved	No	Wheaton Woods Local Park
Between 14144 & 14146 Flint Rock Road	Grass	No	Sycamore Creek
Between 12909 and 12911 Larkin Place	Paved & Grass	No & Yes	Wheaton Woods Local Park
Between 14021 & 14101 Manorvale Road	Paved	Yes	Sycamore Creek
Between #5 & #9 Narrows Court	Paved	Yes	Future Elemetary School Site
Between 1828 & 1900 Narrows Lane	Paved	No	Norwood Village N.C.A. Park
Between 12911 and 12915 Turkey Branch Parkway	Grass	No	Matthew Henson State Park
Between 13011 and 13015 Turkey Branch Parkway	Dirt path	Slight	Matthew Henson State Park
Between 13105 and 13107 Turkey Branch Parkway	Grass	Yes	Matthew Henson State Park
Between 3963 & 3965 Wendy Court	Grass	Yes	Matthew Henson State Park

The following pedestrian paths have not been formally recorded as pedestrian paths. Physical evidence of their existence and use as paths does exist. If, through resubdivision of the neighboring properties, the opportunity should arise to formally record these pedestrian paths through dedication, the opportunity should be taken.

- o Between 4400 and 4410 Renn Street.
- o Between 4407 Aspen Hill Road and 13600 Parkland Drive (eroding asphalt paving).
- o Between 13604 Landgreen Street and 13700 Parkland Drive (paved).
- o End 4500 block of Landgreen Street to the Aspen Hill Library.

RESULTS OF THE BIKEWAY ANALYSIS

The Bikeway System

The classification system used for bikeways in Montgomery County is broken down into Class I, Class II and Class III bikeways. The first is a separate off-road trail that is generally 8 to 10 feet wide so that it can be used by both bikers and pedestrians. The second is a 5-foot wide lane in the street that is separated from the traffic by a striped line or a barrier. The third is an on-street route that is not separated from the moving traffic. Figure 57 shows each classification. A more complete description can be obtained in the Master Plan of Bikeways.

This Plan proposes a bikeway system that is largely separated into the following components:

- o A park system of Class I bike trails.
- o Primary commuter routes in major highway corridors such as Georgia Avenue, Layhill Road, Connecticut Avenue and Norbeck Road.
- o Secondary commuter routes composed of paths along the major east-west roads such as Muncaster Mill Road and Bel Pre Road.
- o Neighborhood routes along primary and secondary roads in residential communities within Aspen Hill.

TYPICAL BIKEWAY CROSS SECTIONS

DEFINITIONS

BIKEWAY - Any road, path or way designated as being open to bicycle travel whether shared with other transportation modes or used exclusively for bicycles.

BICYCLE PATH - A bikeway physically separated from motorized vehicular traffic by an open space or barrier.

BICYCLE LANE - A portion of a roadway designated by striping for the preferential use of bicyclists.

BICYCLE ROUTE - A segment of a system of designated bikeways. Class III routes may or may not be signed.

NOTES

- A typical class I bike path may be shared by pedestrians.
- It is advisable to have two feet of clearance on either side of a bike path or trail.
- Separate bike and pedestrian paths are preferred.
- Class II bike lanes are preferred on open section roads.
- On road bike lanes are for travel in the same direction as adjacent vehicles.
- Class III bicycle routes may be signed but are not striped.
- Class III routes may be in a 14-foot curb lane or an existing low-traffic volume residential street.
- Existing residential streets designated as green corridors would not be striped or widened.

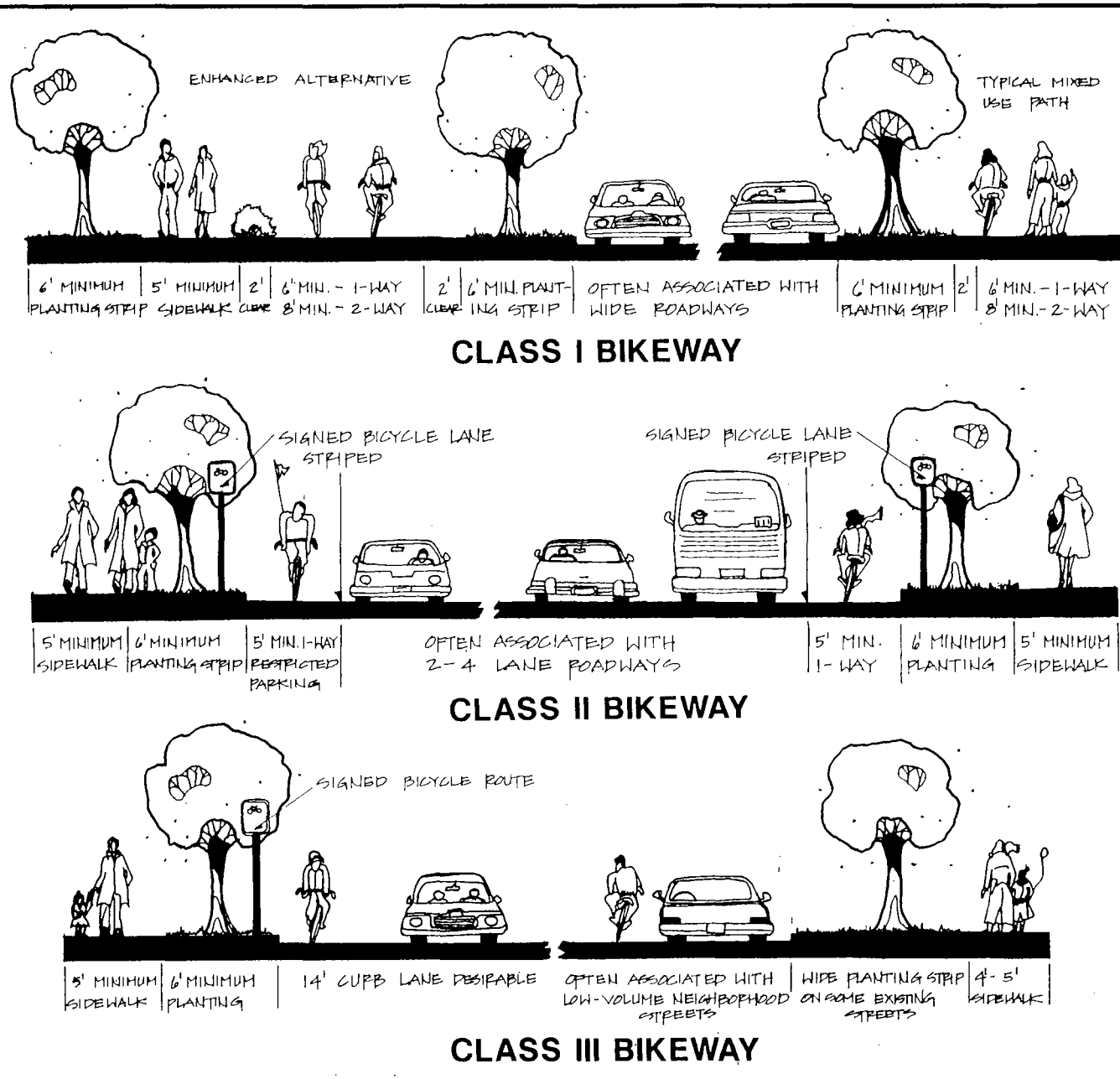


FIGURE 57

Park Trails

One of the outstanding features of Aspen Hill is that it includes a segment of the Rock Creek bike trail within its boundaries. This Class I bike trail extends north to Lake Needwood and south to East-West Highway. Because of its north-south orientation, this trail can be used as a commuter route in addition to serving a recreational purpose. Tying into this bike trail is one of the primary objectives of this bikeway plan. The trail is eight feet in width and asphalt covered. There are several connections to nearby communities which enhance the usefulness of this bike trail.

Parks, or park segments, in Aspen Hill that do not currently include bike trails, but could suitably accommodate them, are Northwest Branch and Matthew Henson State Park. Another facility suitable for a trail is the former Rockville Facility right-of-way. This Plan recommends that a Class I trail be constructed in Northwest Branch and connected to the trail in Rock Creek Park by way of another Class I trail that should be constructed within the Matthew Henson State Park and the right-of-way of the former Rockville Facility.

Future trails and trail connections in the Lake Frank area will be considered in the Rock Creek Regional Park Master Plan, currently scheduled for completion in 1993. The Lake Frank area is considered to be a conservation-oriented portion of the park and no additional trails are anticipated. While there is a paved, bicycle access trail from Avery Road leading to the parking lots and entrance area off Trailway Drive, extension of this trail to Meadowside Nature Center could be a severe intrusion into the sensitive environmental area around the nature center.

Development of the Park Master Plan should include consideration of proposals to improve hiker/biker access to Lake Frank and Meadowside Nature Center. Such proposals should be developed and evaluated in conjunction with community input. Trails and connectors determined to be feasible by Park staff could be located and designed to minimize their impact to sensitive conservation areas.

The environmental impact study for the Intercounty Connector will consider bicycle and hiking trails integrated with existing trails in the park system. Any decision to locate a bikeway in the ICC right-of-way should also take the recommendations of this Master Plan into consideration.

Primary Commuter Routes

LAYHILL ROAD

Layhill Road was recently widened to a four-lane divided highway and, as part of the project, a variable width Class II bike lane was constructed. The width varies from about 5 feet for most of the section south of Bel Pre Road to about 12 feet

at the southern end of the Aspen Hill boundary. However, the lanes are not clearly identifiable as bikeways. This Plan recommends that bikeway signs be located along the curbside so that motorists and bikers know that Layhill Road is a bike route. When the Metrorail system is extended from Wheaton to Glenmont, it will be important to establish Layhill Road as a direct bikeway to the Glenmont Metro station. It will also be important to clearly identify other roads leading to Layhill Road.

GEORGIA AVENUE

The physical conditions along Georgia Avenue appear to be too variable for a single class of bikeway. Between Norbeck Road and Bel Pre Road, there appears to be adequate space for the construction of a Class I trail in the wooded area that separates the southbound lanes on Georgia Avenue from the nearby service road. A Class II/III bikeway could also be located on the service road adjacent to the wooded area. Another option is to locate the bikeway adjacent to the northbound lanes on the east side of Georgia Avenue. The bikeway could switch to the west side of Georgia Avenue at Leisure World Boulevard where there is a traffic signal. South of Bel Pre Road, the bikeway may have to be built as a Class II lane or Class III route depending on the conditions in the Georgia Avenue corridor.

The Georgia Avenue bikeway should connect with the commuter park-and-ride lot at Norbeck Road, but the advantage of a bikeway on the west side is that it would connect with the Vitro Corporation site at Connecticut Avenue, the shopping centers between Connecticut Avenue and Aspen Hill Road and Matthew Henson State Park. South of Matthew Henson State Park, the bikeway would then continue on to the Glenmont Metro station by way of the streets recommended for bikeways in the Kensington-Wheaton Master Plan.

CONNECTICUT AVENUE

This Plan recommends that a Class I bikeway be constructed on Connecticut Avenue between Georgia Avenue and Bel Pre Road to connect with the existing bikeway along Bel Pre Road.

This Plan recommends that a Class II/III bikeway be constructed between Georgia Avenue and Aspen Hill Road. This would connect with the existing Class I bikeway between Aspen Hill Road and Matthew Henson State Park. It would also connect with the proposed trail in the State Park. If the Vitro Corporation property is redeveloped, an off-street bike trail should also be constructed along the site.

NORBECK ROAD

The service roads along Norbeck Road provide an ideal route for bikers to take as they follow this east-west oriented right-of-way. This Plan recommends that a bikeway combining Class I/II/III standards, depending on the condition, be

located along Norbeck Road using the service roads as much as possible. The Norbeck Road bikeway should connect with the commuter parking lot, the Rock Creek trail and other bikeways recommended in this Plan.

On the east side of Georgia Avenue, this Plan recommends a retrofit to provide a five-foot-wide shoulder which would serve as a Class II bikeway along either side of Norbeck Road. The long term recommendation is to provide a Class I bikeway along Norbeck Road when it is widened to four lanes.

Secondary Commuter Routes

MUNCASTER MILL ROAD

This Plan recommends that a Class I trail be constructed on the south side of Muncaster Mill Road from Norbeck Road to North Branch Stream Valley Park. Connections should also be provided between the trail, the Meadowside Nature Center and Lake Bernard Frank.

BEL PRE ROAD

Bel Pre Road has a concrete pedestrian/bicycle path on the south side of the road that is eight feet wide and separated from the curb by a narrow grass strip about four feet wide; however, there are no signs to indicate that it is a bikeway. This Plan recommends that bikeway identification signs be posted along the path at appropriate intervals to make it more visible as a bike route. Signage should also be used to show that the path leads to the shopping center at Layhill Road, to the bikeway on Layhill Road and to the trail proposed in the former right-of-way for the Rockville Facility by way of Rippling Brook Drive.

Neighborhood Routes

The neighborhood connecting system is largely already in place. There appears to be little need for any additional striping or right-of-way acquisition. This system follows roads with pavement widths varying from 26 to 48 feet. These paths are located on the roadways and would serve the dual purposes of commuting and recreation by tying into both the park trail system as well as the primary and secondary routes that traverse Aspen Hill. The neighborhood bikeways proposed in this Plan connect communities with many of the area's public facilities, shopping centers and employment sites. The signage system already used by the Montgomery County Department of Transportation to identify specific destinations should be expanded to include the bikeways proposed in this Plan.

RESULTS OF THE GREEN CORRIDORS ANALYSIS

It is important to make the distinction between greenways and green corridors. The greenways concept is broad and includes a range of linear, natural, undisturbed environmental features as well as park paths or trails. While the greenways may connect and form a system, they are not major highways nor neighborhood streets and are, therefore, not green corridors. The importance of the green corridors concept is to designate major highways and through-residential streets in the Aspen Hill Planning Area that should be safe and attractive for pedestrians and bicycles as well as vehicles, and to preserve the character of those streets that already qualify as green corridors.

State highways or neighborhood streets are selected as green corridors in two ways: 1) either they already successfully accommodate pedestrians, bicycles and street trees and should be maintained as such, or 2) they should be improved to better serve pedestrians and bicyclists and be provided with shade trees.

The State highways have a great impact on Aspen Hill because of the higher vehicular speed, the width of the roadways and the minimal attention given to non-vehicular access and aesthetics. Implementing the green corridors concept will contribute to an improved image for Aspen Hill.

Analysis

Intersection improvements and road widenings are regularly implemented throughout the County; improvements for pedestrian safety and access to transit should be equally important but have not been as regularly made.

Since Aspen Hill is in the middle of Montgomery County, it is likely that the State highways will remain wide, high-speed and heavily traveled roadways serving destinations outside the Planning Area as well as Aspen Hill. If, however, the highways were provided with shade trees, well-marked crosswalks, pedestrian-timed signaled crossings and bus shelters, this would greatly contribute to creating an attractive image for Aspen Hill and the center of the County.

STATE ROADS

Georgia Avenue, Connecticut Avenue, Veirs Mill Road and Layhill Road were designated green corridors in the 1989 Kensington-Wheaton Master Plan. These major highways are lined with vegetation on public or private residential land in some locations, but there are no street trees along the roads or in the medians. Sidewalks are generally located next to the curb but are lacking in some important locations. For example, sidewalks are needed to get to shopping and transit along Connecticut and Georgia Avenues, and more bus shelters are needed.

Norbeck Road, between Georgia Avenue and Bauer Drive, is an excellent example of an attractively landscaped corridor with the amount of landscaping appropriate to a major highway passing through a residential community. It only lacks sidewalks and a bicycle lane on both sides. The newly constructed part of Layhill Road will have landscaping and has a Class II bike lane on both sides of the road. As with most other State highways, however, the sidewalks are located close to the curb, so pedestrians have to walk next to high-speed traffic, and there are no trees between the curb and the sidewalk to shade the roadway and the pedestrians. There are several locations on Veirs Mill Road where no sidewalks are provided, although pedestrian access to bus stops is needed.

NEIGHBORHOOD STREETS

Many neighborhood streets in the Aspen Hill Planning Area are attractive and well suited for pedestrians and bicycles as well as vehicles. They are of an appropriate width, have mature shade trees, sidewalks back from the curb and parking lanes at the curb, buffering the pedestrian from moving vehicles. The character of these streets should be maintained and used as a model for new residential streets in the County. Examples of residential scale green corridors in Aspen Hill are Aspen Hill Road, Arctic Avenue, Parkland Drive, Heathfield Road, Homecrest Road, Longmead Crossing Drive, Wintergate Drive, Hewitt Avenue, Baughman Drive, Tierra Drive and Drury Road. Bonifant and Bel Pre Roads, also designated as green corridors, lack only a continuous pedestrian system and street trees.

ENVIRONMENTAL RESOURCES

LIST OF M-NCPPC DOCUMENTS PERTAINING TO THE ASPEN HILL PLANNING AREA

1977	Rock Creek Watershed Habitat Survey and Inventory of Flora and Fauna
1977	Rock Creek Stormwater and Water Quality Management Study
1980	Rock Creek Basin - Functional Master Plan for Conservation and Management
1982	Anacostia Technical Watershed Study
1987	Bel Pre Creek Watershed Study
1977 - 1988	M-NCPPC 100-Year Floodplain Maps

STORMWATER MANAGEMENT

Most of the planning area is urbanized and much of the development occurred before flooding hazards were documented or controlled. The urbanization process in this area has changed the character of the landscape from one of agricultural and forest uses with "open" meadows and woodlands to an area with a high degree of impervious cover (such as roads, parking lots, driveways and building rooftops). The amount of water that runs off the landscape during a storm event is directly related to the degree of impervious cover found there, as the area available for infiltration or percolation of rainwater has been lost. The urbanization process in the area has resulted in greater volumes of surface flow during storm events and increased velocities of stormwater runoff, localized flooding and erosion problems, decreased base flows (low flows) in streams during dry periods, streambank erosion and a decrease of water quality in the local stream network.

The tactic used to treat stormwater runoff during much of the development history in the planning area was characterized by improved stormwater conveyance systems rather than stormwater management systems. Consequently, many of the headwaters of local streams were enclosed in storm drain systems or channelized in an effort to efficiently remove stormwater from a particular development site. While these measures often reduced or eliminated flooding and erosion problems in the immediate area, they may have displaced the problems to a point further downstream. Stormwater management facilities, which control the rate and volume of runoff from development sites, were not used until the mid-1970's. In addition, several residences in the planning area were constructed within the limits of the 100-year floodplain. Present day regulations would prohibit such construction activity.

SUMMARY OF ASPEN HILL WATER RESOURCES

- o Rock Creek mainstem (Uses I and IV) - The most evident problem in the mainstem of Rock Creek on the western border of the planning area is streambank erosion. Currently, there is evidence of accelerated streambank erosion on the mainstem immediately south of Muncaster Mill Road to a point where the stream is joined by an unnamed tributary running through Flower Valley Neighborhood Park, which is also undergoing accelerated streambank erosion. Other areas of accelerated streambank erosion include the reach running parallel to Parkvale Road and the reach immediately south of the Veirs Mill Road crossing. The Department of Parks should continue to perform periodic streambank stabilization projects along the mainstem on a worst case basis.

- o Sycamore Creek (Use I, tributary to Rock Creek) - Most of the upper reaches of Sycamore Creek have been enclosed in storm drain systems. Presently, a 72-inch diameter storm drainpipe discharges under Dabney Drive directly to the main stream channel. Field investigations have revealed that accelerated streambank erosion has taken place from Dabney Drive to the stream's confluence with the mainstem of Rock Creek.

MCDEP has provided a good deal of streambank stabilization through various CIP projects in the past. According to M-NCPPC Ultimate Land Use Floodplain Maps, approximately nine residences are located within the limits of the 100-year floodplain, mostly along Briarwood Terrace and Flint Rock Road. CIP stabilization projects were not intended to lessen 100-year flooding impacts to these houses.

Relatively high levels of algae are also evident in the stream, suggesting nutrient levels greater than those which occur under natural conditions. Sources of nutrient loadings may include fertilizers applied to the golf course at Manor Country Club, fertilizers applied to residences in the area and domestic animal waste. Other trash and debris in the stream valley have been dumped by some residents adjacent to the stream as well as trash washed into the stream during storms.

- o Turkey Branch (Use I, tributary to Rock Creek) - Turkey Branch has undergone extensive streambank erosion from Georgia Avenue to the stream's confluence with the Rock Creek mainstem. The other predominant problem in this area has been localized flooding. According to M-NCPPC Ultimate Land Use Floodplain Maps, about 14 residences and 6 apartment buildings along the stream were located within the 100-year floodplain in the Aspen Hill Planning Area in 1977. Since then, MCDEP and Montgomery County Department of Transportation (MCDOT) have improved stormwater conveyance via CIP projects that upgraded culverts and constructed levees. These projects have helped stabilize erosion and control flooding. Through these projects and County acquisition of some flood-prone properties, most of the residences have been isolated from the 100-year floodplain.
- o Bel Pre Creek (Use IV, tributary to Northwest Branch) - Bel Pre Creek is also undergoing accelerated streambank erosion from just north of Bel Pre Road to the south and east until its confluence with the Northwest Branch mainstream. There is currently one regional stormwater management facility in the watershed at Leisure World which controls a 125-acre drainage area. There are also on-site stormwater management facilities within the Leisure World subdivision and additional private facilities throughout the Bel Pre watershed.
- o Buckhorn Branch (near Merrifields and Baughman Drives) (Use IV, tributary to Northwest Branch) - There is a moderate amount of streambank erosion in this tributary. Five on-site stormwater management facilities have been installed at the Longmead Crossing subdivision to help mitigate the impact of the development. Residents have complained in the past about flooding along Layhill Road.
- o Batchellors Run (near Narrows Lane and Chapel Hill Road) (Use IV, tributary to Northwest Branch) - Streambank erosion and flooding are the major problems in this sub-watershed. A previous watershed study (CH2M Hill, Anacostia Technical Watershed Study, 1982) found that approximately 15 residences were

located within the 100-year floodplain. Tributaries have flooded roads at the Layhill Road and Norbeck Road intersection, on Norbeck Road east of Woods Center Road and on Layhill Road north of Chapel Hill Road.

- o Northwest Branch Mainstem (Use IV) - The mainstem of Northwest branch flows thorough Northwest Park golf course and parkland within the limits of the planning area. There is moderate streambank erosion in the mainstem near Bonifant Road; however, the most severe erosion problems occur outside of the planning area further downstream. While no monitoring has been done in the mainstem recently, it could be anticipated that elevated levels of nutrients may be present due to runoff from the Northwest Park golf course and residential areas within the watershed. Residents have complained of flooding at the stream crossing for Bonifant Road.
- o Lake Frank (Use IV) - Lake Frank, located in Rock Creek Regional Park, protects lower Rock Creek by reducing flooding and sedimentation and provides recreational opportunities. Further information is available in the Regional Parks section of this Plan.

Lake Frank is classified as a high-hazard dam by the Dam Safety Division of the Maryland Department of Natural Resources. This means that in the very rare event of a dam failure there is a possibility of significant damage to property and road or the probable loss of life.

Studies done for the Rock Creek Functional Master Plan (1980) suggest that higher levels of nutrients than would be desirable are found in Lakes Frank and Needwood. Low levels of dissolved oxygen and sedimentation were also found to be a problem.

WETLANDS

Wetlands within the planning area were identified from the most recent versions of the Maryland Department of Natural Resources maps and the U.S. Fish and Wildlife Inventory maps. For the most part, wetlands occur mainly along stream valleys and within floodplains. There are also several small ponds, many of which are on existing golf courses. Additional areas of wetland have also been mapped within the land designated as the Rockville Facility between Northwest Branch and Georgia Avenue.

HISTORIC RESOURCES

RESOURCES NOT RECOMMENDED BY HISTORIC PRESERVATION COMMISSION OR PLANNING BOARD FOR ADDITION TO THE LOCATIONAL ATLAS

NAME: Veirs Mill Road Bridge

LOCATION: Veirs Mill Road (MD 596) 1.5 miles southeast of Rockville at Rock Creek

HISTORY/DESCRIPTION: The six-lane steel-beam bridge has a reinforced concrete deck and is supported by concrete piers and footings; its railings are metal. The bridge bears the dates "1956-85".

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Norbeck Road Bridge (#15092)

LOCATION: Norbeck Road over Rock Creek

HISTORY/DESCRIPTION: The Norbeck Road Bridge is a dual lane, four-span, steel beam bridge carrying a 34-foot concrete highway over Rock Creek. The spans are approximately 80 feet in width, and the bridge railings above the concrete parapet are galvanized metal. The existing bridge, built in 1969, is the first on the site.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Rock Creek Hiker/Biker Trail Bridge

LOCATION: 400 yards south of Edgebrook and Dewey Roads intersection, at Rock Creek

HISTORY/DESCRIPTION: This pedestrian bridge over Rock Creek was built in the early 1980's when the Aspen Hill section of the Rock Creek Hiker/Biker Trail was completed. It is approximately 7 feet wide and 70 feet long with a wooden deck and metal railings.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Connecticut Avenue Bridge (#15088)

LOCATION: 900 feet north of Littleton Street on Connecticut Avenue (MD195)

HISTORY/DESCRIPTION: Built in 1968, this six-lane, steel-beam bridge with a reinforced concrete deck is supported by concrete piers and footings; its railings are metal. The date is on the east wall of the bridge at its south end.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Layhill Road Bridge (#15024)

LOCATION: Layhill Road between Baughman and Loch Vista Drives

HISTORY/DESCRIPTION: The Layhill Road Bridge was built in 1931 as a two-lane concrete slab bridge over Rock Creek. The concrete railings have paneled ends and the retaining walls are marked by narrow horizontal recessed bands. It replaced an existing bridge at this site.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

NAME: Pedestrian Bridge at Dewey Road

LOCATION: Approximately 250 yards west of the intersection of Dewey and Edgebrook Roads

HISTORY/DESCRIPTION: This 1980's pedestrian bridge over Rock Creek was built when the Aspen Hill section of the Rock Creek Hiker/Biker Trail was completed. It is approximately 7 feet wide and 70 feet long with a wood deck and metal railings. It is similar to the Rock Creek Hiker/Biker Trail Bridge.

STATUS: Not recommended by the HPC or the Planning Board for addition to Locational Atlas.

COUNTY COUNCIL RESOLUTION

12-1545

Resolution: 12-1545
Introduced: March 29, 1994
Adopted: March 29, 1994

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

By: District Council

Subject: Approval of Planning Board (Final) Draft Aspen Hill Master Plan

Background

1. On July 27, 1993, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Aspen Hill Master Plan.
2. The Planning Board (Final) Draft Master Plan amends the Master Plan for Aspen Hill, December 1970, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; The Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, as amended; and The Master Plan of Highways within Montgomery County, as amended.
3. On September 28, 1993, the County Executive transmitted to the District Council comments concerning the Planning Board (Final) Draft Aspen Hill Master Plan with a fiscal analysis.
4. On November 9, 1993, the County Council held a public hearing regarding the Planning Board (Final) Draft Aspen Hill Master Plan. The Master Plan was referred to the Planning, Housing and Economic Development Committee for review and recommendation.
5. On January 24 and January 31, 1994, the Planning, Housing and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Aspen Hill Master Plan. Several revisions to the Master Plan were recommended by the Committee.
6. On February 8, February 15 and February 22, 1994, the County Council reviewed the Planning Board (Final) Draft Aspen Hill Master Plan and the recommendations of the Planning, Housing and Economic Development Committee.

Action

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

The Planning Board (Final) Draft Aspen Hill Master Plan, dated July 1993, is approved with revisions. Council revisions to the Planning Board (Final) Draft Aspen Hill Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

ASPEN HILL MASTER PLAN CITIZENS ADVISORY COMMITTEE

Page vi, paragraph 1, sentence 2:

[The Advisory Committee does not take a position or vote as a body.] It is the Planning Board's policy that Advisory Committees not vote on issues.

PLAN VISION

Page 1, paragraph 1, sentence 2:

This Plan reinforces the primarily [It sees a continuation of its] suburban and residential character of the Aspen Hill area by retaining its residential zoning with relatively few refinements.

Page 2, paragraph 2, sentence 3:

[The] One of the goals of this Plan is to service and channel that demand in a manner that most benefits the citizens of Aspen Hill and mitigates the detrimental impacts of transportation facilities. Another goal of this Plan is to decrease reliance on the automobile to the extent possible.

Page 2, paragraph 3, last sentence:

The County should do everything it can to reinforce opportunities for neighbors to interact with other neighbors to the extent possible. Building and strengthening the sense of community within the Aspen Hill Planning Area is one of the primary goals of the Aspen Hill Master Plan.

Page 2, last paragraph, last three sentences:

[This is a highly desirable relationship which should not be disrupted. The continuation and possible expansion of office use is an integral part of this Plan's vision for Aspen Hill. Should the demand for retail uses increase, this Plan envision intensification of existing retail centers without an expansion of commercial zoning.] Office is still the preferred long term use for the entire site previously used by the Vitro Corporation. However, with sufficient conditions and limitations, retail on a portion of that site could be a beneficial neighbor. It is not the vision of this Plan for Aspen Hill to become a regional shopping district. Retail expansion should be limited to those uses which reinforce the community-serving nature of existing retailers.

PLAN HIGHLIGHTS

Page 3, before bullet 1:

- o permit a limited amount of retail activity on the former Vitro site and allow a reversion to office in the long term.
- o continue the existing office use for the [Vitro and] Lee Development Group site.
- o [retain] use the right-of-way for the former Rockville Facility for [a future transitway] a greenway/ park.
- o permit appropriate in-fill development.

Page 4, bullet 1:

- o deleting the use of the remainder of the former Rockville Facility right-of-way from Georgia Avenue to the Intercounty Connector for highway use while [reserving it for a future transitway] promoting a hiker/biker connection from Rock Creek Park to Northwest Branch Park; and ...

BACKGROUND

Page 7, subtitles:

[AMENDMENTS TO SURROUNDING MASTER PLANS]

Page 9, bullet 1, line 2:

... include the portion of Lake [Frank] Bernard Frank that ...

Page 9, paragraph 2, add after first sentence:

The land grant for "Lahill" (the original spelling of Layhill) was in 1718 and included 1,298 acres of land.

Page 12, paragraph 1, sentence 1:

In addition to the two area schools, the Lay Hill Academy was located on Layhill Road near the Layhill M. E. [ME] Church (now known as the Oak Chapel United Methodist Church) [and cemetery].

Page 12, paragraph 5, add before sentence 1:

Prior to 1961, the Aspen Hill Area was guided by a variety of Highway Master Plans, a Schools, Parks and Recreation Master Plan and the 1957 General Plan.

Page 13, paragraph 3, last sentence:

Both sites have subsequently been developed at [the] their zoned density.

Page 14, paragraph 4, last sentence:

It[']s purpose is to provide ...

Page 16, last paragraph, sentence 2:

The Plan also favors the construction of a roadway or transitway along the ICC right-of-way, [and a possible transitway along the former Rockville Facility right-of-way,] thereby supporting a General Plan strategy to "give priority to improving east-west travel" (Transportation Strategy 1B).

Page 17, paragraph 2, second to last sentence:

This chapter is an indication of the [counties] County's stewardship ...

LAND USE

Page 22, bullet 2:

- [o To maintain a mixed use character at the crossroads of Georgia Avenue, Connecticut Avenue and Aspen Hill Road by providing for the retention and expansion of a major office use.]
- o To permit a limited amount of retail activity on the former Vitro site and to allow a reversion to office use in the long term.

Page 22, last 2 paragraphs:

[The most significant exception to Aspen Hill's residential character are office employment opportunities on the Vitro site.

The retail and service opportunities already provided in the planning area are sufficient to accommodate the needs of the community for the foreseeable future.] Aspen Hill has a number of conveniently located neighborhood shopping centers. No areas are lacking a nearby grocery store. The center of Aspen Hill's economic activities lies in and around the intersections of Georgia Avenue, Connecticut Avenue and Aspen Hill Road. This area contains the most significant office space in the planning area and also provides the largest concentration of retail activity.

Page 29, paragraph 4 and following:

[The productivity housing program is targeted for areas of the County which exceed the County's average housing prices.] The criteria for selecting Productivity Housing sites, is stated in the Montgomery County Zoning Ordinance. "In evaluating Productivity Housing special exceptions, emphases will be placed on providing Productivity Housing in those policy areas of the County having less than the County-wide average of housing priced at Productivity Housing levels and below." [Aspen Hill has a varied housing stock.] The planning area may already meet the County-wide average for housing priced in this program's price range. Recent housing figures show that the median housing prices in the planning area are approximately equal to the County-wide median. [If in the future there should be a need indicated for more productivity housing, t]This Plan recommends that [it occur in] the commercially zoned areas of the planning area, such as Northgate and Layhill shopping centers should be given particular consideration for the Productivity Housing program. [The planning area does not have

any industrially zoned property. Residentially zoned land in the planning area should not be viewed as suitable for productivity housing due to environmental constraints on the land which might have qualified for the program.]

"No property with a class three or four stream may be considered for Productivity Housing." (See the Environmental Resource Plan for the explanation of stream classifications.) Most of the residentially zoned properties [that would meet the zoning and size qualifications for this program] identified as significant parcels in this Plan either have a Use IV stream on the property or drain into a Use IV stream watershed. [The productivity housing program excludes properties containing Use III and IV Streams and requires protection of environmental systems. (See the Environmental Resource Plan for the explanation of stream classifications.)] In order to stabilize existing areas of accelerated streambank erosion and prevent expansion of the 100-year floodplain in a developed area, [these properties were] most of these significant parcels are recommended to retain a low density that [was] is equivalent to the 1970 Master Plan. That recommended density in environmentally sensitive areas is half the density allowed under the productivity housing program. [The County-wide benefits of the productivity housing program in the residential areas could not offset the accelerated streambank erosion and the enlargement of the 100-year floodplain in Aspen Hill and the adjacent Kensington-Wheaton Planning Areas.]

[In addition to the environmental considerations, the residentially zoned properties are located in the vicinity of a large concentration of affordable housing units. The addition of productivity housing would result in an unusually high density of affordable housing in one area of the County. Since only six productivity housing special exceptions will be approved under current law, locations with fewer existing low and moderate income units appear more appropriate for this program.]

Aspen Hill contains large concentrations of affordable housing units. The area bounded by Georgia Avenue, Bel Pre Road and Connecticut Avenue is a significant multi-family housing resource to the County as are the apartments along Hewitt Avenue. Much of the area's modest single family housing units are also affordable when compared to other areas of Montgomery County.

Page 30, paragraph 4:

[There is a perception in the community that this planning area is underserved by community facilities. It] This community is on the edge of several government service areas. [For the planning area to receive additional facilities, such as a recreation center or a library] At a minimum this Plan recommends a new recreation center in the eastern portion of the Planning Area but, the area must compete with adjacent areas on a need basis....

Page 30, last paragraph last sentence:

Those sites and all other County-owned land should be [retained] carefully examined before any disposition to ensure that future public uses can be accommodated.

Page 31, paragraph 4, last sentence:

... supports the retention and reconfirmation of existing public facility [facilities] sites in the area.

Page 31, paragraph 4, add after last sentence:

Any disposition of County owned property should only occur after a careful examination to determine that all needed services can be accommodated on the remaining land.

Page 31, end of paragraph 5:

The maximum number of TDRs added by this Plan is 122 TDRs.

Page 31, last paragraph, sentence 3:

Second, the Plan recommends [an office use] a limited amount of retail use, instead of the [proposed] research and development use recommended in the 1970 Plan for the former Vitro Corporation site.

Page 34, paragraph 2, sentence 3:

The use of this right-of-way for any major road would be inappropriate given the [existence of] right-of-way for the ICC to the north.

Page 34, paragraph 2, add after last sentence:

Due to the linear configuration of the site, it is not expected that the maximum density will be achieved.

Pages 34-40, paragraph 3 through the first 2 lines on page 40:

Delete all of the Planning Board Draft text and replace with the following:

This 32.75-acre parcel (Figure 13) was previously owned by the Vitro Corporation. The parcel is located west of the intersection of Connecticut and Georgia Avenues. The former Vitro site is bordered on the north and west by single-family detached homes on quarter-acre lots and on the south by an office building.

This site has been an asset to the community as the single non-retail employment center in the planning area. Vitro was a good neighbor by buffering the surrounding residents from activity and allowing community use of its meeting room facilities. Office is the preferred use in the long term. However, the existing surplus of office space in the County and decision by Vitro to vacate the on-site offices, coupled with the proposal from Home Depot for a low density use of the property, leads to the recommendation to allow a limited amount of retail use on the site with the flexibility to return to office at the option of the owner through a floating zone.

The conversion of this site to retail use should not be considered a signal to intensify the use of this site nor the surrounding retail area into a regional shopping area. Should the demand for retail uses in the planning area increase, this Plan envisions intensification of the other existing retail centers without additional expansion of commercial zoning. No new commercial zoning should be permitted on Aspen Hill Road west of Connecticut Avenue beyond what is recommended in this Plan.

Within the General Plan framework, Aspen Hill is part of the Suburban Communities area. The Aspen Hill resident looks to the larger retail areas within the Urban Ring to provide a wider range of shopping

needs. Wheaton, North Bethesda and Rockville Pike retail areas provide the complementary retail activity with readily-accessible comparison and regional shopping functions.

This Plan recommends that 13.24 acres of the site be zoned RMX-2C (Residential-Mixed Use Development, Specialty Center, Commercial Base), replacing the existing C-2 (General Commercial) and a portion of the R-90 (Residential, One-Family) zones. The RMX-2C zone is recommended so that the retail use can proceed in a limited fashion with a site plan requirement for any significant changes. The zoning recommendation recognizes the commercial use of the proposed reconfiguration of the parking lot area. This Plan endorses the granting of a special exception for parking and providing screening, berms, open space, and stormwater management in the R-90 portion of the site. The RMX-2C zone would accommodate the desired retail use for this site and have a lower permissible building density than the present C-2 zoning. The ultimate outcome would limit the site buildout to the retail use proposed in the illustrative site plan. The developer has consented voluntarily to enter into a development agreement, before a building permit is issued, similar to a site plan enforcement agreement with the Planning Board, to give extraordinary assurance that the ultimate development will conform to the illustrative site plan.

The following guidelines should be incorporated into the redesign of the site:

- o The potential retail development on this site should be limited to one building of not greater than 163,000 net square feet of retail space. Of this 163,000 square feet, the fully enclosed area should not be greater than 140,000 square feet.
- o Existing buffer along the northern and western property lines should be enhanced. Paving should generally be no closer than 100 feet from the northern property line. Free-standing advertising signage should be located away from the residential community and should be limited to one such sign.
- o Stormwater management should be handled on site to provide both quantity and quality controls.
- o The number of parking spaces on the entire site should not exceed 880 spaces.
- o Parking lighting should be directed away from the single-family residences and should not cast excessive light towards them. The parking lot should have a pedestrian-protected walkway and extensive shade trees.
- o The on-site pedestrian paths should connect to the existing bus stops.
- o Screening trees should be provided on the south side of the retail building and street trees should be provided along the Georgia Avenue and Connecticut Avenue frontage.
- o All trucks weighing 5,000 pounds or more should be directed only to the Connecticut Avenue entrance.
- o Automobile access from Aspen Hill Road, via the Lee Development Group property, should be discouraged.

- o A traffic light is recommended at the Georgia Avenue entrance if Maryland Department of Transportation standards can be meet. In any event new traffic patterns should be evaluated and any improvements necessary should avoid negative impacts on the residential community.

If, in the future, there is a desire to redevelop this site for an office use, it should only occur by way of an application for O-M (Office Building, Moderate Intensity) zoning. The parameters for the O-M zoning and the appropriate level of density would be determined at that time. The O-M Zone is a floating zone. A schematic development plan at the time of rezoning would ensure the compatibility of any development with the surrounding community.

Some of the issues that would have to be resolved at the time of a local map amendment include traffic impact, building size impact and maintenance of existing buffers between this site and the adjacent neighborhood. Office development on this site may be dependent on the use of transportation management strategies, such as carpooling or vanpooling and accompanied by promotion of staggered or off-peak work hours. These strategies would reduce the number of single-occupant vehicles on the roads. This limitation is needed to reduce traffic impact. Structured parking is likely to be necessary.

The predominance of three-story office buildings is important for compatibility. These structures' low height and green buffers should make it a visually attractive neighbor.

From a design point of view, redevelopment of this site as an office employment area could also provide some important pedestrian and visual improvements. This could become the major hub of the Aspen Hill Planning Area as well as a very attractive, animated stretch of Connecticut Avenue.

If this site redevelops for an office use, the following guidelines should be incorporated into the redesign of the site:

- o Development of this site, in combination with development on the Lee Development Group site, should not exceed 1 million square feet of office use. This guideline is to be interpreted as the maximum amount of development on the two properties, but lesser amounts may be approved due to compatibility and adequate public facility considerations.
- o The current wooded buffer and a 100-foot minimum setback from residential areas, with evergreen buffering and screening, should be maintained for non-residential areas.
- o Non-residential building heights should be higher in the center of the site, stepping down towards the street, with a maximum of 3 floors nearest to neighborhood homes.
- o All surface parking and parking structures should be screened from adjacent residential uses and street trees along Connecticut and Georgia Avenues should be provided.
- o Off-site, the State Highway Administration and Montgomery County Department of Transportation should be consulted so that boldly striped, paved or colored crosswalks could be provided at Aspen Hill Road and the Connecticut Avenue/Georgia Avenue intersection.
- o On-site stormwater management for both water quality and quantity is appropriate because of the large amount of acreage and the high percentage of impervious surface involved with the proposed land use.

#3 - Lee Development Group Office Building Site

The 10.03-acre parcel, south of the former Vitro site, is owned by the Lee Development Group (LDG). The site is presently zoned C-1 and R-90. The site is located in the northwest corner of the Connecticut Avenue and Aspen Hill Road intersection. This site is bordered on the north by the former Vitro property and on the west by a church. This site should be maintained as an office employment center for the Aspen Hill community.

This Plan recommends continued office use for this site with a C-O (Commercial, Office building) zoning designation replacing the existing C-1 (Convenience Commercial) zones. The existing C-1 zoning permits additional retail activity which does not conform to this Plan's vision. The C-O zone is recommended so the existing office uses more closely conform to the site's zoning. In addition, the existing R-90 zoning is used for parking and should be reconfirmed. This zoning recommendation would preserve this site as an employment center and preserve job opportunity for residents to work near their home.

If any expansion of office use is requested, it should only be done through the application for O-M zoning over the entire site (both the C-O and R-90 zoning areas). Such an application should receive favorable consideration if it complies with the following guidelines:

- o Development of this site, in combination with the former Vitro site, should not exceed 1 million square feet of office use. This guideline is to be interpreted as the maximum amount of development but lesser amounts may be approved due to compatibility and adequate public facility considerations.
- o No structure, excluding building mechanics, should be higher than 2 stories above the existing structure.
- o No structure for building or parking should be closer to the single-family houses than the existing structure.
- o Traffic increases should be mitigated by transportation management methods and the resulting traffic must not cause unacceptable congestion.
- o Stormwater management systems controlling quantity and quality must be used for the site.

If, in the future, there is a desire to redevelop this site in conjunction with the former Vitro site, a common development plan is desirable; however, this may be prevented by separate ownership.

Page 40, paragraph 4, sentence 1:

[This Plan recommends that t]The entire office building site would be appropriate for O-M zoning [be zoned O-M] with no expansion ...

Page 40, add after last paragraph:

As an alternative, all or a portion of the area west of Bailey's Lane may be appropriate for expansion of the adjacent FRC zoning. Development on this site or transferred off this site should include at least 20% of its units as MPDU's to provide an affordable elderly housing project. If density is transferred from another part of the age-restricted portion of the PRC Zone to this site, that density

should be subject to the MPDU requirement. A minimum of 12.5% of the units would be required to be MPDU's. The density provisions of the Moderately Priced Dwelling Unit Ordinance permit a maximum of 22.5% additional units, but all such units must be MPDU's.

The logical limits of Leisure World in this area should be Norbeck Road to the north and Bailey's Lane to the east. Any development of the area of Bailey's Lane within Leisure World must have its primary entrance through the existing Leisure World network. No separate entrance should be permitted along Bailey's Lane.

Page 41, paragraph 3, sentence 6:

[(This recommendation will require the adoption of a zoning text amendment which would make additions to the age-restricted PRC zone subject to the MPDU provisions).]

Page 42, after paragraph 3, add new paragraph:

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

Page 42, last paragraph, sentence 4:

The area is bordered to the west by the new Kensington[-Wheaton #25 Fire Station] Volunteer Fire Department Station #25, Aquarius Local Park, and Leisure World.

Page 44, paragraph 3, sentence 3:

[Productivity housing is not recommended for this area.] This is an environmentally sensitive area.

Page 44, paragraph 4, sentence 4:

[The Transportation section of the Technical Appendix] Appendix C of this Plan, which deals with transportation, has more information about the internal road circulation for this area.

Page 47, paragraph 4, last sentence:

Any resubdivision under the R-200 zone must meet all of the attributes stated above and may utilize the cluster option.

Page 49, paragraph 4, sentence 2:

A R-150/TDR-[6]5 zone is recommended as an appropriate transitional density for this site.

Page 49, paragraph 4, last three sentences:

The R150/TDR-[6]5 Zone will provide a maximum of [72] 60 units excluding MPDU's. The exact number of units will be determined at site plan consistent with the compatibility to existing development. Approximately [37] 25 TDR's will need to be purchased in order to achieve the maximum recommended density.

Page 49, last paragraph last sentence:

In addition, if productivity housing is applied for through the special exception process, it would be appropriate for Layhill [shopping center] Shopping Center.

Page 51, paragraph 3, last sentence:

Currently, approximately .68 acres are zoned C-1 and the remainder is zoned [R-60]R-200.

Page 51, paragraph 4, 4th and 5th sentences:

The remainder of the property should be kept in the [R-60]R-200 zone. In addition, this Plan would support a special exception on the [R-60]R-200 portion of the site for a day care center.

Page 53, paragraph 5, last two sentences:

To retain a defined transition area between these land uses, this Plan recommends [a] retaining the existing R-90[/TDR-9] zone. The R-90[/TDR-9] zone will provide a maximum density of [4] 2 units. [Approximately 2 TDR's will need to be purchased in order to achieve the maximum recommended density.]

Page 53, starting last partial paragraph:

[This Plan recommends that the right-of-way be preserved for a future transitway and not for a general purpose road. The transitway should be 25 feet wide with 10-foot grass shoulders and curb and gutters. The remainder of the right-of-way should be reserved for a bike trail, possible expansion of existing parks, a commuter parking lot near Georgia Avenue and Layhill Road, and a corridor of screening and buffering. The transitway could be used by buses or other appropriate technology that may be available at the time of development. Further, this Plan recommends the right-of-way should be conveyed to the Montgomery Department of Transportation to ensure its use as a transit way. During the time that this right-of-way is reserved, parts of this right-of-way should not be sold.]

Replace with:

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

Page 57, paragraph 2:

The right-of-way is unimproved at this time, except for an 8-acre portion at Georgia Avenue. This site is currently leased to the First Korean Baptist Church, which abuts the site. The church has installed a parking lot, playing fields and a picnic area. These interim facilities should be shared by the community and the church. If there is a need in the future, a connection should be made to Georgia Avenue from the parking lot for better public access to the parking lot for its use by commuters. [Since this right-of-way was purchased for a transportation use and it should be reserved through the life of this Plan for a transitway use, it is not recommended that there be an expansion of the recreation facilities on this site.] There should not be any expectations that these interim facilities will be considered a permanent use that supersedes the use of the right-of-way for a future [transitway] hiker/biker greenway.

Page 57, paragraph 3, sentence 1:

[In conjunction with a possible transitway, t]This Plan....

Page 57, paragraph 3, sentence 3:

Park parcels along the right-of-way may also offer an opportunity for expanding the existing facilities at Bel Pre and Layhill Village Local Parks [after the transitway is engineered and sufficient right-of-way is reserved for the transitway].

Page 57, paragraph 3, last sentence:

[With a transitway, t]There may be limited areas large and level enough to develop playing fields. With the exception of the areas needed for road crossings of the former Rockville Facility right-of-way, the entire area should be acquired and managed as a park.

Page 57, first subtitle:

#14 - Robert E. Peary High School

Page 57, last paragraph:

[If the site is disposed of by the Board of Education, M-NCPPC should consider the site for inclusion into the Rock Creek Stream Valley Park. The existing outdoor recreation area should be upgraded and left available for use of local residents.] After years of neglect, the Peary High School building in its present condition is no longer an asset to the Aspen Hill community. Peary High School graduated its last class in 1984. In 1987, after the Board of Education turned the site over to the County as surplus property, the County Executive proposed that the auditorium and gymnasium wings of the building be renovated, the remainder of the building be demolished, a new connecting piece be constructed between the auditorium and gymnasium wings, and that the facility be used as a combination regional recreation center, children and youth services center, and fine arts center. Before that recommendation could be fully acted upon, the Board of Education requested that the site be transferred back to them so that the facility could once again be used for public education. Funding to renovate the building to serve as a holding school was not available at the time it was requested. In 1994, the Board of Education is once again considering giving the site to the County as surplus property. The building has been unoccupied since 1988. Positive action is now required to restore the building and site for the benefit of the County and the neighboring community.

The reuse of Peary High School as a public school, if such a need is found by the Board of Education, would be the most desirable future for the site. In any event, if the site is surplus by the Board of Education, it should be kept in public ownership. If a determination is made that it is not needed as a public school, any use of the site that would not preclude its eventual reuse as a public school would be desirable. Such uses include, but are not limited to, a private school, a specialized indoor recreational facility, and the use of the auditorium for theater productions and other community use. It is conceivable that only a portion of the structure would find qualified tenants acceptable to the public owner. To the extent that the building is not renovated and not used, it should be considered for demolition.

Consideration should also be given to adding the site into the Rock Creek Stream Valley Park to provide additional playing fields. Regardless of who controls the site, the existing outdoor recreation facilities should be repaired and made available for public use.

Page 59, paragraph 3, last sentence:

Providing a four-way traffic light would increase pedestrian safety for the children who use Bauer [Recreation] Drive Community Center and attend [E.] Earle B. Wood Middle School and for the elderly citizens that live next to the [recreation] community center.

Page 59, paragraph 4, sentence 3:

Shade trees [and an evergreen hedge] would [greatly] improve the Bauer Drive frontage and [providing] provide shade for the bus stop [and screening the view of the parking lot from the right of way]. Plantings on the Bauer Drive frontage should not obscure the line of sight view from Bauer Drive which is important for maintaining public safety.

Page 64, add to end of list of three bullets:

- o Safe and adequate pedestrian circulation between transit and stores, restaurants, offices, and other shopping centers should be provided.

Page 64, paragraph 3, second to last sentence:

This trail and greenway would connect to a proposed trail through [the transitway right-of-way] the former Rockville Facility right-of-way between Georgia Avenue and Northwest Branch Park.

Page 67, add to paragraph 1:

Most of Matthew Henson State Park is an environmentally sensitive wetland. Any changes from its existing condition, including any utility line crossing, should be done with great care and only after consultation with the Maryland Department of Natural Resources, the surrounding community, and local civic organizations.

Page 67, add to paragraph 2:

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

Page 71, last paragraph, sentence 2:

[Productivity housing would not be recommended for this area due to t] The Use IV stream on this property makes this area environmentally sensitive.

Page 73, paragraph 1, last sentence:

[The Transportation section of the Technical] Appendix C of this Plan has more discussion of the internal road circulation in this area.

Page 77, paragraph 1:

Special exception uses, as identified in the Zoning Ordinance, may be approved by the Board of Appeals or other appropriate agencies if they meet the standards, requirements and the general conditions set forth in the Zoning Ordinance. The Zoning Ordinance provides that special exceptions may be denied [by the Board of Appeals] if an excessive concentration of such uses are in an area or if they are inconsistent with Master Plan recommendations. [The following are guidelines for future special exceptions.] In order to provide guidance for locating future special exceptions, the following issues should be considered:

Page 77, bullet 1, last sentence:

It is also important in this area to minimize uses that might diminish the safety and reduce the capacity of the roadway by creating too many access points and conflicting turning movements.

Page 77, bullet 2, subsection a:

- a. Any modification or addition to an existing building [or construction of a new building] to accommodate a special exception use should be compatible with the architecture of the adjoining neighborhood and should not be significantly larger than nearby structures.

Page 77, bullet 3, last sentence:

[The changing nature of service stations over the years has hampered the viability of adjacent residential neighborhoods with the introduction of longer hours,] In reviewing future special exceptions, particular attention should be paid to the issues of hours of operation, loss of the service bays and [occasional] potential traffic queuing problems.

Page 77, last paragraph:

[A] Legislation has been introduced to provide a greater distinction [should be made] in the Zoning Ordinance between drive-in restaurants, eating and drinking establishments, and convenience food and beverage stores. A clearer distinction between the uses would better represent what type of uses could be expected in the community-oriented shopping centers and their suitability could be better determined. Until these changes are made, future drive-through eating and drinking establishments should be [discouraged] closely scrutinized in neighborhood commercial areas in Aspen Hill.

Page 78, paragraph 3, sentence 2:

These special exceptions are geared toward serving traffic that is passing by rather [then] than serving the surrounding neighborhoods.

Page 78, paragraph 4, last sentence:

Implementing elements of the green corridors policy ([see Technical]Appendix C of this Plan), however, will be a good beginning.

Page 79, bullet 4, last sentence:

[All hedge screens intended to block car lights and conceal parked cars from the street corridors should be tall enough to effectively accomplish this goal.] Hedge screens should not conceal cars from the street corridors.

Page 79, add after last bullet:

- o Where two or more shopping centers adjoin, abut or confront each other, safe and aesthetic pedestrian and vehicular links should be improved or created between them.

TRANSPORTATION

Page 82, paragraph 1, add after last sentence:

Neither road was included in the 1953 Plan in what is now the Aspen Hill Planning Area. In a 1955 amendment to the Highway Master Plan, the outer circumferential freeway was moved to the current Rockville Facility right-of way. The 1970 Aspen Hill Master Plan redesignated this as the Rockville Freeway and designated the Aspen Hill portion of the current ICC right-of-way to be the Outer Beltway.

Page 85, Table 2 under Transit:

- [o Reserve former Rockville Facility ROW for future transitway]
- [o Create a local transit center to provide information on ways to enter area by transit, ridesharing, and vanpools]
- o Joint effort between communities [and transit assistance center] to improve local circulation

Page 86, bullet 2, sentence 3:

[This Plan recommends that construction of the transitway be considered] One option to be considered is the construction of the transitway ...

Page 88, bullet 3:

- [o Reserve the right of way of the former Rockville Facility for a possible east-west transitway between the Intercounty Connector and Georgia Avenue. The transitway should be designed to provide access to the proposed transitway on Georgia Avenue. Transit service should be provided between I-95/US-1 corridor in Prince George's County and Georgia Avenue and the Glenmont Metrorail station, and from there to other parts of the County where transit service is continued.]

Page 88, bullet 5 and 6:

- [o The Montgomery County Department of Transportation (MCDOT) should establish a Transit Assistance Center (TAC) in Aspen Hill to help encourage transit use. The TAC should provide information about Countywide rideshare programs, transit schedules and routes, bikeway facilities and other information helpful to area residents and employees. The TAC should also consider working with area businesses and civic associations to improve local transit between shopping centers, job locations and residential areas.]
- o The use of carpools, vanpools, and transit should accompany any office development or redevelopment of the Vitro site.

Page 89, bullet 2:

Provide more bus shelters in Aspen Hill and maximize their use with adequate access and lighting, all-weather surfaces, [and]appropriate protection from inclement weather, and appropriate public information.

Page 89, add after bullet 2:

- o Support the use of public transportation and encourage walking through the provision of pedestrian walk lights and wheel chair curb cuts.

Page 89, add after bullet 3:

- o A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.

Page 89, add after last bullet:

- o The design of the area intersection improvement should provide a buffer for the benefit of the residential community to the south of the proposed Montrose Parkway.

Pages 91-93, delete "Implementing Agency" columns in Table 3.

Page 93, Table 3, revise as follows:

- 9. Veirs Mill Road/Aspen Hill Road
 - Veirs Mill Road
 - Eastbound Left-Turn Lane* [&
 - Eastbound Lane on
 - Aspen Hill Road]

(Footnote) *See page . A comprehensive study of intersection improvements at Veirs Mill Road and Aspen Hill Road should be conducted with a public hearing by the County Council before any improvement is programmed.

- 10. Veirs Mill Road/Parkland Drive/[Gaynor Road]Montrose Parkway
 . . .
 [Gaynor Road]Montrose Parkway . . .
 Eastbound

 Parkland Drive
 Southbound

 Revise Lane Use
 Configuration and Access

Page 94, last bullet:

- o The proposed grade-separated interchange at Georgia Avenue (MD 97) and Norbeck Road (MD 28) shown in the 1970 Master Plan [is deleted by this Plan] was effectively deleted as a result of it not being included in the 1980 Olney Master Plan. This Plan reconfirms that deletion.

Page 95, bullet 1:

- o The extension of Oriental [Avenue] Street across Rock Creek, as proposed in the 1970 Master Plan should be deleted.

Page 95, bullet 6:

- o The right-of-way for an Intercounty Connector/Layhill Road interchange [should not constructed during the lifetime of this Master Plan; however, right-of-way for an interchange] should be reserved for future consideration.

Page 95, bullet 7:

Also, the remainder of the former "Rockville Freeway" (Georgia Avenue to the ICC right-of-way alignment) is deleted as a general purpose traffic facility and redesignated as a [transitway] greenway/park.

Page 95, add after bullet 7:

- o The unbuilt portion of Connecticut Avenue (between Bel Pre Road and South Leisure World Boulevard) should be built.

Page 95, last bullet, last sentence:

The unbuilt section may not be completed without approval by the County Council [or] of an individual Capital Improvements Program project.

Page 96, bullet 3:

- o Muncaster Mill Road (MD 115) [should be reclassified from a primary residential street to an arterial road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area] could be designated as an arterial after a comprehensive study and public hearing by the County Council. This designation as an arterial could also be made from Gaithersburg/Laytonsville Road (MD 124) to Norbeck Road (MD 28). This designation would

amend the Master Plan of Highways, the 1985 Upper Rock Creek Plan, the 1980 Olney and Vicinity Master Plan, and the 1985 Gaithersburg Vicinity Master Plan. The road is recommended to remain a two-lane road with a proposed minimum right-of-way width of 80 feet in the Aspen Hill Planning Area, except at intersections where turning lanes may be required, and where the additional right-of-way would be required. The classification and alignment of Muncaster Road can be amended in the 1985 Upper Rock Creek Master Plan after review and approval of the comprehensive study and a public hearing, as noted above. These decisions would be followed by formal amendments to the relevant master plans.

Page 96, bullet 5:

- [o This Plan amends the Master Plan of Highways, the 1985 Upper Rock Creek Master Plan, the 1980 Olney and Vicinity Master Plan, the 1985 Gaithersburg and Vicinity Master Plan and the 1970 Aspen Hill Master Plan to reflect reconstruction and classification changes for the segments of Muncaster Mill Road and Avery Road that are outside the Aspen Hill Planning Area. These changes are described in the section on Muncaster Mill Road.]

Page 98, revise Table 4 to add a footnote number 4 to 150' right-of-way for M-16 (Layhill Road). Add the following footnote:

- 4. This right-of-way width in the area around Northwest Branch Golf Course will be determined by subsequent study to reduce potential impacts on the operation of the golf course.

Page 98, revise Table 4 to include the following footnote for the "Recommended Number of Lanes" column:

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

Page 99, Table 4, revise as follows:

A-40	Bel Pre Road	[Norbeck Road (MD28)] <u>Georgia Avenue (MD 97)</u> to Layhill Road (MD 182)	80'	[40' from Norbeck Road to Georgia Avenue] 5 lanes [from Georgia Avenue to Layhill Road]
[A-93]	[Muncaster Mill Road (MD 115)]	[Western Boundary Line to Norbeck Road (MD 28)]	[80']	[2* Lanes]
A-270	Montrose Parkway	Southern Boundary Line to Veirs Mill Road (MD 586)	80'	4-lane divided <u>or 3-lane undivided</u>

Page 101, Table 4, revise as follows:

P- _____	<u>Bel Pre Road</u>	<u>Norbeck Road (MD 28) to Georgia Avenue (MD 97)</u>	<u>80'</u>	<u>40'</u>
P- * _____	<u>Muncaster Mill Road (MD 115)</u>	<u>Western Boundary Line to Norbeck Road (MD 28)</u>	<u>80'</u>	<u>2 Lanes</u>

* May be changed to Arterial after comprehensive study and approval by the County Council after a public hearing.

Page 102, bullet 1:

- o [Use s] Stop signs, rumble strips, [and] striping, and other measures will be used as appropriate to [control traffic speed] address traffic and safety concerns on Bel Pre Road between Georgia Avenue and Norbeck Road. [If these methods cannot be used due to its classification as an arterial, then this] The section of Bel Pre Road between Georgia Avenue and Norbeck Road, [will be] has been reclassified from an arterial road to a primary residential street [by the time of final action on the Master Plan]. Maintain and enforce the current posted speed limit of 25 miles per hour.

Page 102, add after bullet 1:

- o Use rumble strips or striping (or any other traffic control measure appropriate) if necessary to control traffic speed on Aspen Hill Road between Connecticut Avenue and Veirs Mill Road.
- o The rural residential road classification should be studied as part of the Road Code Committee review of road classification standards. Master Plan Amendment could evaluate and reclassify any roads in Aspen Hill that would meet those new standards.

Page 102, bullet 2:

- o {Revise the standards used for this planning area in the regulatory process at an appropriate time.} Review the standards used for this planning area in the regulatory process at an appropriate time. The transit and roadway improvements summarized above, or a significant subset of them, [would probably] may justify [designation of the Aspen Hill area as a Group IV in the Annual Growth Policy, rather than the current Group III] a change in the level of service group designation for the Aspen Hill area.

Page 102, bullet 3, last sentence:

A list of these paths is in [Technical] Appendix C of this Plan.

Page 102, add after bullet 3:

- o A review should be made as to whether any of the roads in Aspen Hill should be designated as "Rustic Roads."

Page 102, before paragraph 1:

The 1978 Approved and Adopted Master Plan of Bikeways shows that a bikeway existed in Rock Creek Park between Veirs Mill Road (MD 586) and Norbeck Road (MD 28), and that an undesignated bikeway existed on Connecticut Avenue between Georgia Avenue (MD 97) and Matthew Henson State Park (formerly the Rockville Facility Right-of-Way). The Bikeway Master Plan recommended bikeways on Norbeck Road (MD 28), Georgia Avenue, Bel Pre Road, Bonifant Road, Layhill Road (MD 182), Northwest Branch Park, and in the Former Rockville Facility in order to have a connection between the Rock Creek and Northwest Branch Parks.

The Rock Creek Park bikeway now extends to Lake Needwood with connections to Lake Bernard Frank and nearby residential communities. In addition, a shared eight-foot wide pedestrian/bikeway has been constructed on the south side of Bel Pre Road between Georgia Avenue and Layhill Road. This bikeway extends to New Hampshire Avenue (MD 650) as a Class II bikeway on Bonifant Road. The widening of Layhill Road to a four-lane divided highway also included a Class II bike lane on each side of the road, however, they are not currently signed as bikeways.

Page 102, paragraph 1, last sentence:

[The primary purpose of the bikeway system within Aspen Hill is to meet the needs of bikers within the area and those passing through and to encourage new ridership.] The bikeway system in Aspen Hill has a dual purpose: (1) to meet the needs of the bikers within the area and those passing through, and to encourage new ridership, and (2) to meet the needs of hikers and other people traveling on foot.

Page 103, revise Figure 38:

Revise to reflect Table 5 as amended.

Page 104, revise Table 5 as follows:

CLASS I: Proposed

Connecticut Avenue	[Georgia Avenue] <u>Aspen Hill Road</u>	[3,900 feet]
	to Bel Pre Road	<u>5,400 feet</u>

Page 104, Table 5, CLASS I: Proposed, revise as follows:

Northwest Branch	[Layhill Road] <u>Planning</u>	[8,600]
[Recreational Park]	<u>Area Northern Boundary to</u>	<u>14,000 feet</u>
<u>Trail</u>	Planning Area Eastern	
	Boundary	

Page 105, Table 5, CLASS II: Proposed, revise as follows:

[Connecticut Avenue]	[Matthew Henson State Park	[5,100 feet]
	to Georgia Avenue]	

Page 108, add after bullet 5:

- o Relocate the Rock Creek Trail bikeway to the northwest side of Aspen Hill Road that presently passes along the southeast side of Aspen Hill Road, Adrian Street and Baltic Avenue. This would allow it to align with a pedestrian signal installed at the intersection of Aspen Hill Road and Veirs Mill Road.

Page 108, paragraph 1, and following:

Green Corridors

Green corridors are to be landscaped, scenic roadways that provide for pedestrians and bicyclists as well as vehicles. The green corridors criteria recommended for Aspen Hill are an extension of the principles outlined in the Kensington-Wheaton Master Plan, since the same designated State highways extend into Aspen Hill. Within the Aspen Hill Planning Area, green corridors may be State highways, County roads or residential streets. This policy recommends that well-landscaped roadways with adequate sidewalks, conveniently located transit stops, and bicycle lanes be major goals for the Aspen Hill Master Plan and Montgomery County. [Figure 39 shows the State highways and County roads designated by this Plan as green corridors. Key recommendations are summarized below:

- o Connecticut Avenue, Georgia Avenue, Layhill Road, Norbeck Road and Veirs Mill Road should be improved with sidewalks where they are lacking bikeways and street and median trees where possible.
- o Aspen Hill Road can be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. Figures 40 and 41 show the proposed redesign.
- o This Plan supports any efforts to increase pedestrian safety, specifically those mentioned in Technical Appendix C.]

Both State highways and County roads are designated by this Plan as green corridors on Figure 39.

This Plan supports the improvement of Connecticut and Georgia Avenues and Layhill, Norbeck, and Veirs Mill Roads with sidewalks where they are lacking, bikeways and street and median trees where possible. The amount of vegetation along these corridors should be maintained and increased to improve visual and environmental quality and buffer adjacent uses and pedestrians from the high speed and noise of the vehicles. As a minimum, sidewalks must be provided where needed to access transit stops from residences, work and shopping, surrounding schools and around shopping centers. The Plan recommends construction of sidewalks along Baltimore Road.

Aspen Hill Road can be redesigned to improve pedestrian and vehicular circulation between Connecticut and Georgia Avenues along the entries to the shopping centers. Figures 40 and 41 show the proposed redesign.

The existing large median strips on Grenoble Drive and Parkland Drive should be preserved to the extent possible as significant community amenities.

When Georgia Avenue is redesigned to include mass transit, improved pedestrian and bicycle access will be included, as shown on Figure . The design of the Georgia Avenue Transitway should adhere to the green corridor policies. In the interim, the service drives along Norbeck and Veirs Mill Roads could be connected with paths and curb cuts to create a continuous route for bicyclists and pedestrians.

The amount of tree canopy now present on the through neighborhood roads that are designated as green corridors should be maintained or enhanced. Sidewalks should be provided on the north side of Bel Pre Road between Connecticut Avenue and Rippling Brook Drive and street trees planted to make it a green corridor.

Local road intersections with the State highways are critical to the green corridors network and to the planning area. Pedestrians should be accommodated with well-marked crosswalks and walk lights timed for their crossing. Specially colored or marked paving, signage and landscaping can help reinforce pedestrian rights and improve the attractiveness of the intersections.

Implementation

Any plans submitted for renovation, rezoning, or special exception in the commercial or residential zones adjacent to Connecticut Avenue, Georgia Avenue, Layhill, Norbeck or Veirs Mill Roads should be reviewed for the adequacy of the proposed landscaping and for screening and shading of parking lots; sidewalks should be provided and extended to transit points and street trees be provided along the roads. Some pedestrian and landscape improvements may be made as Capital Improvement Projects by either the State or the County.

This Plan supports The Maryland-National Capital Park and Planning Commission, (M-NCPPC), Montgomery County Department of Transportation (MCDOT), PEPCO and the Maryland State Highway Administration working together to assure there will be sidewalks where needed along all State highways in Aspen Hill and a flexible and adequate street tree and landscaping policy. A way to achieve the implementation of recommendations contained in this section is to incorporate the Aspen Hill Planning Area into the Suburban Taxing District or County-wide tree maintenance program.

Possible changes to existing practices would be as follows:

- o Large, wide-branched shade trees should be planted under utility wires and periodically pruned to open the tree crown to light and utility wires. Large scale trees are greatly needed to shade major highways, to mitigate heat build-up and glare, to provide a comfortable place to walk, and to provide a sense of scale. Small flowering trees are inappropriate and inadequate as the primary street tree along major highways but may be used for seasonal color in medians or in massed plantings.
- o Street trees along State highways in Montgomery County should be spaced at a maximum of 40 feet on center, as on Norbeck Road, to create an attractive sense of scale and provide more shade. A wider, taller mass of vegetation and canopy is needed to have an impact on a wide roadway.
- o When turning lanes are added or roads widened, replacement plantings should be considered and appropriate species used for the particular location.

- o Sidewalks should be provided on both sides of all State highways, where possible, to get to transit or neighborhood destinations. They should be given as high a priority as road widenings or intersection improvements. Sufficient spacing should be provided between curb and sidewalk to allow for the planting of street trees. As an example, future sidewalks could be placed a minimum of seven (7) feet from the face of the curb to allow for the curb and a 6-foot planting strip; or, a minimum 10-foot wide sidewalk could be provided allowing for a 5-foot clearance of tree grates where they occur.
- o Well-marked pedestrian crosswalks should be provided as road widenings or turning lanes are constructed. Medians are needed as safety refuges for pedestrians crossing wide roads. Crosswalks may be of materials other than asphalt.

Page 109, Figure 39:

Show Bonifant Road from Layhill Road to the planning area eastern boundary line as a Green Corridor-Neighborhood Road.

Pages 110 and 111, revise Figures 40 and 41 to show a left turn lane into the Aspen Hill Shopping Center off Aspen Hill Road.

ENVIRONMENTAL RESOURCES

Page 113, add after paragraph 1:

This Plan does not contain quantifiable standards for environmental protection. Although such goals may be desirable, Montgomery County has not yet achieved a widely held consensus on what quantifiable standards have positive environmental impacts and are within the capacity of the development industry to adhere to economically. This is an ongoing challenge which the County must continue to work on for incorporation into the development process.

Page 116, bullet 2:

- [o Evaluate potential noise impacts and possible measures for mitigation for any transit use in the former Rockville Facility Right-of-way.]

Page 116, paragraph 2, sentence 2:

[Some of this information is out dated, but much of it is appropriate for reviewing development proposals.] While the floodplain maps are relatively current, specific recommendations for stormwater management, stream buffer widths, erosion control, sediment control and stream bank protection have been superseded (generally by more stringent standards) or incorporated in the existing development process. [Both data] Data [and recommendations] included in those documents....

Page 118, paragraph 3:

The Metropolitan Washington Council of Governments (COG) compiled an inventory of potential retrofit sites for the Anacostia River basin in 1988, which includes Northwest Branch. MCDEP, the Department of Parks and private developers should undertake to implement these projects for those sites located

within the Aspen Hill portion of the Northwest Branch watershed. [If high priority retrofit opportunities become available in the Rock Creek Basin, these should also be pursued.] COG is completing an inventory at this time for Rock Creek. Stormwater management retrofit opportunities will be pursued in Northwest Branch and Rock Creek, as well as necessary streambank stabilization projects.

Page 123, subtitle 2:

Woodland and Tree Protection and Reforestation

Page 123, after paragraph 4, add new paragraph:

Every effort should be made to identify specimen trees before development, and at the early stages of planning for public facilities such as roads and schools, so they may be preserved if at all reasonable to do so.

Page 124, paragraph 4, sentence 5 and 6:

[The boundary is generally Bel Pre Road.] The northern boundaries are Norbeck Road and Bel Pre Road. For the portion outside the District, [generally north of Bel Pre Road,]....

Page 125, paragraph 4, last sentence:

[Any further improvements will be evaluated as part of WSSC's Strategic Sewerage Study, which is a WSSC-funded study to evaluate the long-term needs for wastewater conveyance and treatment needs.] Based on the WSSC Strategic Sewerage Study, March 1993 and the Rock Creek Transmission Relief Facility Plan, Final Addendum, 1983, the Rock Creek Pumpover Facilities Plan (CIP #S-49.12) will be prepared to determine the sizing and sites for a wastewater pumping station, the alignments for the force main and the impacts on downstream sewers. The Aspen Hill Planning Area will be included in this study of water service. Every effort will be made to minimize negative community and environmental impacts.

Page 125, last paragraph, add after last sentence:

As the sewerage system ages, it is apparent that major improvements during the plan's life will increasingly be required. It is essential that long-range interagency planning occur to assure coordination of major infrastructure improvements to minimize overall public and private costs.

Page 127, paragraphs 3 and 4:

[In Aspen Hill, the plan's 50 percent recycling goal will be largely met through the establishment of a recycling infrastructure that will collect and process recycled goods through the private sector. Yard waste comprises almost 18 percent of the waste stream for the Aspen Hill area. This will be recycled through a separate pick-up and transportation to an expanded yard waste composting operation. Recycling of the other primary components of the waste stream, such as metal, paper, glass and plastic, will be picked up and transported to the Materials Recovery Facility at Shady Grove for processing.]

[Largely due to an infrastructure deficiency, there is presently a greater burden on the waste generator in multi-family and commercial establishments to store large quantities of material on site prior to transport. Ultimately, a private recycling infrastructure will be established.]

Page 128, last paragraph:

[Plans for any transportation use of the former Rockville Facility right-of-way should include evaluations of potential noise impacts and possible measures for mitigation of these impacts. If transit usage is anticipated, noise considerations should play a major role in the selection of the type of vehicle. Transit use in this right-of-way should use 60 dBA Ldn as the appropriate standard for noise compatibility, based on the low ambient noise levels that currently exist in the area.]

HISTORIC RESOURCES

Page 129, paragraph 1, sentence 3:

These are listed in [Technical] Appendix E [of this document] in this Plan.

Page 130, Table 6, heading:

Plan [Recommendation] Designation

Page 130, Table 6, #23/113-2, under the Plan Designation column:

[Positive] Negative

Page 131, Table 6, #27/12, under the Plan Designation column:

Positive Approximately 1 acre setting

Page 131, Table 6, #27/18, under the Plan Designation column:

[No Recommendation] Negative

Page 133, last paragraph:

[Two sets of recommendations are included in this Planning Board Draft: those of the Historic Preservation Commission (HPC) and those of the Montgomery County Planning Board. Both the HPC and the Board have evaluated Aspen Hill] This Plan includes the Historic Preservation Commission's (HPC) recommendation and the final designation decision made by the Montgomery County Council for each resource. As part of this Plan, resources identified in the 1976 Locational Atlas and Index of Historic Sites in Montgomery County, Maryland and additional properties of potential historic interest recommended by members of the Aspen Hill community.

Page 142, last paragraph, third sentence:

Layhill Methodist Episcopal Church South (#27/10)

The [Planning Board] County Council particularly noted the importance of this resource as a landmark in the Layhill community.

Page 144, revise as follows:

Layhill Methodist Episcopal Church South (#27/10)

ENVIRONMENTAL SETTING: The [Planning Board recommends a] .75-acre setting [that] includes the original church, cemetery and grove of oak trees on a triangular site bounded by Layhill Road and the Argyle Golf Course[. 8 The HPC recommended setting is 1.2 acres, which also includes the church's 20th century additions but excludes the parking and remainder of the 3-acre church property] (Figure 45).

Page 145, revise Figure 45 to show .75-acre environmental setting only.

Page 146, revise as follows:

John R. Champayne Farmhouse (#27/12)

ENVIRONMENTAL SETTING: [Entire parcel of 16.14 acres which may be reduced at the time of subdivision.] The environmental setting is approximately one acre and is delineated in Figure . In the event of subdivision, the vista of the house from Layhill Road should be retained. The 20th century outbuildings are in poor condition and are not included in the designation.

Page 152, revise as follows:

Baltimore Road Bridge (#27/18)

PLAN RECOMMENDATION: [No recommendation. The Planning Board was split in its recommendation on this resource, with 2 Board members agreeing with the HPC in recommending historic designation of this bridge and 2 Board members feeling that the Department of Transportation's concerns about the need for future replacement were significant enough to warrant not designating.] Remove from the Locational Atlas.

Page 154, revise as follows:

Norbeck Colored School (#23/113-2)

PLAN RECOMMENDATION: [Designate on the Master Plan for Historic Preservation. Meets Historic Preservation Ordinance criteria 1(A), 1(D), and 2(E). However, because of the substantial alterations which have been made to this important community landmark, the HPC should be very lenient in its review of future exterior changes.] Remove from the Locational Atlas.

Page 156, last paragraph:

Original Veirs Mill

STATUS: [Recommended by the HPC and the Planning Board for deferral]Added to the Locational Atlas, but evaluation deferred pending additional research on potential archaeological significance.

COMMUNITY FACILITIES PLAN

Page 162, add new bullet before bullet 1:

- o Support the construction of a hiker/biker trail and greenway/park connecting Northwest Branch to Rock Creek by way of Matthew Henson State Park and the former Rockville facility right-of way.
- o Ensure that all existing parks will continue to function as parks.

Page 162, bullet 3:

Encourage formal archaeological studies of the entire Northwest Branch and Rock Creek Stream Valleyg...

Page 164, add after paragraph 3 before COUNTY - WIDE PARKS:

The National Recreation and Park's Association guidelines are not the standards used for the provision of recreational opportunities in Aspen Hill or any other part of Montgomery County. The Montgomery County standards vary by activity and can be found in the Park Recreation and Open Space Master Plan.

Page 168, table 7, index number 3, last column:

Hiker/Biker trail [,Parklawn group picnic and camping area]

Page 170, table 7, index number 22, second column:

Bauer Drive Community Center and Local Park

Page 171, add after paragraph 1:

The presence of three private swimming pools in the planning area, greatly reduces the need for similar public facilities at this time.

Page 171, add after paragraph 2:

Improved signage and appropriate recreational lighting would increase public knowledge and use of facilities.

Page 173, paragraph 4, sentence 1:

The entire Northwest Branch and Rock Creek Stream Valleys, including Matthew Henson State Park, are likely to contain areas of high archaeological potential....

Page 174, last paragraph, sentence 2, delete:

[Also, the small recreation center located at Stoneybrook local Park, immediately south of the planning area, is accessible and recently renovated.]

Page 176, paragraph 4, sentence 1:

The Bauer Drive [c]Community [c]Center....

Page 176, paragraph 4, add after last sentence,

This Plan recommends expanding this center.

Page 176, paragraph 5, sentence 1:

[Consideration should be given] This Plan recommends locating a second center [at least 23,500 square feet of gross floor area,] east of Georgia Avenue to serve the Layhill Community.

Page 177, paragraph 4:

[However, this facility is subject to the provisions of the Alternative Uses of Closed and/or Under-utilized Park Buildings Policy. Proposals for alternative uses of Wheaton Woods will be solicited and a recommendation will be forwarded to the Park Commission early in 1993.] At this time, the Parks Department and a local civic association are negotiating a lease for the Wheaton Woods recreation building, pursuant to the provisions of the Alternative Uses of Closed and/or Under-utilized Park Building Policy. The agreement would allow the Association to lease the building in an "as is" condition. If the association should lease the building, it could be reopened as a community center with the association responsible for liability insurance, maintenance, utilities, and repairs. The association would have the ability to charge fees for use of the building.

Page 177, paragraph 5, sentence 2:

[Ten] Eleven of the 17 sites have existing and functioning public schools. Of the [10] 11 schools, there are [2] 3 middle schools and 8 elementary schools that serve the planning area.

Page 177, paragraph 6, sentence 1:

Of the remaining [seven] six sites....

Page 177, last paragraph:

[There are currently 2 school buildings in the planning area being used for holding schools. They are the former Argyle Middle School site and t] The former North Lake Elementary School site[.] is currently being used as a holding school and is projected to continue in that capacity for the foreseeable future. (A holding school acts as a temporary home for the student body of another school while that school is undergoing major renovations.) [Argyle was recently returned to the Board of Education after the lease had expired. The school underwent renovations and was reopened as a holding school. The school is scheduled to reopen as a middle school in the 1993-1994 school year. The former North Lake Elementary School site is presently acting as a holding school and is projected to continue in that capacity for the foreseeable future.]

Page 179, paragraph 4, last sentence:

The former Viers Mill Road [Elementary] Primary School site....

Page 179, paragraph 6, sentence 2:

If the Peary High School is [disposed of]surplused, ...

Page 179, paragraph 6, add to end of paragraph:

No non-school use of any facility shown in Figure 47 as a "holding" or "closed" school should preclude its eventual reuse as a public school.

Page 180, paragraph 1, sentence 3:

DFR has develop[s]ed Human Service Profiles for [each] some planning areas in coordination with M-NCPPC's planning process. Ideally, these Profiles should be [are] completed as master plans are undertaken. This Plan encourages the completion of a Human Service Profile in conjunction with the preparation of every master plan.

Page 180, paragraph 4, sentence 3:

The County's Area Plan for Programs on Aging FY 1991 (Department of Family Resources, May 1990, pages 173 -175) cites a 1986 survey of the elderly....

Page 184, paragraphs 4 and 5:

[According to the Montgomery County Department of Social Services, Office of Child Welfare Services, all children who reside in the County under the age of 12 must be supervised at all times. Children 12 or over may be left alone for "reasonable" periods of time, such as after school for several hours, but may not be left alone over night. Twelve-year-olds may not baby-sit those younger than themselves; however, a child must be at least 13 years old to baby-sit for others.]

[The combination of the above legal requirements of parents to provide care for their young children and t]The demographic trends and issues discussed above suggest that over the next 20 years the need for child care in Aspen Hill will increase.

Page 185, paragraph 2, add after last sentence:

Day care (for any age group) may be an appropriate use for some Parks Department buildings in the Planning Area.

Page 185, paragraph 3, sentence 2:

Kensington [Wheaton]Volunteer Fire Department Station #21 is located at 12500 Veirs Mill Road and Kensington[-Wheaton #25] Volunteer Fire Department Station #25 is located at 14401 Connecticut Avenue. Another facility serving the planning area, Kensington[-Wheaton] Volunteer Fire Department Station #18, is located on Georgia Avenue at the intersection of Georgia and Randolph Road in [Kensington] Glenmont.

Page 185, paragraph 5, add after last sentence:

The recommendations of this Plan are subject to the long range plans of Fire and Rescue Services.

Page 186, paragraph 1:

Police service in the Aspen Hill Planning Area is provided by stations located outside the area in Rockville and [Kensington] Glenmont. The Rockville District Station is located at 1451 Seven Locks Road in Rockville. It presently covers [the area west of Georgia Avenue] the portion of the planning area between Norbeck and Muncaster Mill Roads. The [Kensington] Wheaton-Glenmont District Station is located at 2300 Randolph Road in [Wheaton] Glenmont....

Page 186, paragraph 7, add:

The recommendations of this Plan are subject to the long range plans of the Montgomery County Department of Public Libraries.

Page 187, subtitle 1:

Mid-County Government [Service] Center

Page 187, paragraph 1, sentence 1:

The Aspen Hill Planning Area is presently part of the [Mid\County] Mid-County Government Center area.

Page 187, paragraph 2, sentence 1:

This Plan supports the utilization/creation of a staff position, which would be associated with the [Wheaton] Mid-County Government Center, to work part time in the planning area.

Page 187, paragraph 2, sentence 3:

This person [would] could....

Page 187, paragraph 3, sentence 1:

The former Kensington[-Wheaton Fire] Volunteer Fire Department Station #25

Page 188, before subtitle 1 add:

TROLLEY MUSEUM

After ten years of voluntary efforts and a golden spike ceremony featuring U.S. Senator Charles Mc. Mathias, the National Capital Trolley Museum officially opened to the public in 1969. Since that time the museum has been an educational and recreational resource for the Aspen Hill Planning Area and the region. The car barns, visitor center and 3/4 mile of track were constructed by the National Capital Historical Museum of Transportation, Inc. This group of local streetcar and railroad enthusiasts still operates the facility under a lease arrangement with the Maryland-National Capital Park and Planning Commission.

This is the only museum in the Aspen Hill Planning area. The Master Planned right-of-way for the Intercounty Connector goes through the museum site. In the event any use of the ICC right-of-way

impinges on the functioning of the Trolley Museum every effort should be made to relocate the Museum within the Aspen Hill Planning area.

IMPLEMENTATION

Page 190, subtitle 2, and following:

Capital Improvements and Operating Programs [CIP]

The following should be included in future Capital Improvements and Operating Programs [CIP]. The list includes capital projects in the FY 94 WSSC and Board of Education programs that may change as demands warrant :

Page 190, last two lines:

Convey the former Rockville Facility [to MCDOT] right-of-way east of Georgia Avenue to the Parks Department. Right-of-way at Layhill Road will have to be [purchased from a private landowner and right-of-way will have to be] acquired from the State of Maryland for the design and construction of a hiker/biker trail connecting Northwest Branch Stream Valley Park to Rock Creek Park.

Page 191, first line of Parks:

Develop Aquarius Local Park, Harmony Hills [Local] Neighborhood Park....

Page 191, last sentence on page:

Recreation: 8,000-square-foot expansion of the Bauer Recreation Center and [/or] 24,000-square-foot recreation center.

Page 191, add after at bottom of page:

Board of Education: Strathmore Elementary School Addition - four room addition

Flower Valley Elementary School - Current Modernization/Renovations

Flower Valley Elementary School - Elementary School Gym

Harmony Hills and Rock Creek Valley Elementary Schools and Wood Middle School - Future School Modernization/Renovations

Rock Creek Valley - Roof Replacement

Washington
Suburban
Sanitary
Commission

Wheaton Water Pumping and Storage facilities

Rock Creek Pumpover Facilities Plan Wheaton High Zone Water Main

Page 192-195, delete all time period references and implementing agency in table.

Page 192, line 2:

~~[Elderly]~~ Family Resources

Page 195, line 2:

~~[Brookside]~~ Meadowside Nature Center

Page 196, add after last sentence:

Place Names

One of the goals of this Plan is to build and strengthen a sense of community within the planning area. To that end, this Plan recommends that references made by government agencies to public facilities in the planning area should identify those facilities as being either in Aspen Hill or Layhill.

Page 197, delete entire page.

APPENDIX C: TRANSPORTATION

Page 217, paragraph 3:

The proposed transportation system for the Aspen Hill Planning Area includes increased transit service, the widening of Norbeck Road east of Georgia Avenue and its extension to New Hampshire Avenue (MD 650), the widening of Veirs Mill Road to six lanes between [Twin Parkway and Layhill Road] Twinbrook Parkway and Randolph Road, the widening of the remaining section of Layhill Road up to Norbeck Road and the construction of Montrose Parkway as proposed in the Adopted North Bethesda-Garrett Park Master Plan.

Page 218, paragraph 2:

A grade-separated interchange between Layhill Road and the Intercounty Connector was not included in the 1970 Master Plan; however, it was included in the 1983 studies by the Maryland Department of Transportation on environmental impacts of the ICC. It was included in the modeling process of the Aspen Hill transportation system and tested as being "in" or "not in" the highway network. [It was also tested in scenarios with and without a general purpose roadway in the former Rockville Facility right-of-way east of Matthew Henson State Park, and with the Intercounty Connector interchange at Georgia Avenue, in order to see which transportation network presented the best overall condition.]

Page 221, paragraph 2, beginning at sentence 2:

[While the road is classified as an arterial, s] Steps should be taken by MCDOT to lessen the adverse impact. Methods to reduce the traffic speed and level of traffic accidents should be implemented including retaining the current posted speed limit, using stop signs, rumble strips and restriping the pavement for two travel lanes and two parking lanes. [If these methods cannot be used due to its classification as an arterial, this section of Bel Pre Road will be reclassified to a primary residential street between Georgia Avenue and Norbeck Road by the time of final action on this Master Plan.]

Page 221, add after paragraph 2:

In the future, MCDOT should continue to monitor traffic speeds and accidents on Bel Pre Road, especially in the vicinity of Homecrest Road and take appropriate action to improve and maintain safety. M-NCPPC should work closely with MCDOT in the review of preliminary plans of subdivision, zoning applications and other development cases in order to minimize the need for new driveways and to achieve safe locations for new access point to Bel Pre Road when they are necessary.

Bel Pre Road, between Georgia Avenue and Norbeck Road, which services single family residents is not recommended for widening. Both Bel Pre Road, between Georgia Avenue and Norbeck Road, and Arctic Avenue, between Bel Pre Road and Aspen Hill Road, are recommended to retain their present width with on-street parking and their current speed limits.

Page 221, paragraph 4, beginning at sentence 2:

It is therefore recommended that Aspen Hill Road should not be widened through the communities west of Frankfort Drive, except [at the critical intersection of Veirs Mill Road] at Veirs Mill Road if it is part of an intersection improvement approved by the Council after a public hearing. On-street parking should continue to be permitted on the portions of Aspen Hill Road currently striped for parking.

Page 221, last paragraph and the following page:

Existing left turns into Northgate Shopping Center at the level of the Aspen Hill Shopping Center entry should be eliminated; left turns into Northgate can be made further east near the gas station. [Elimination of west bound left turns into the Aspen Hill Shopping Center should also be considered, and v] Vehicles should not cross directly between the two centers. A median planted with shade trees will make Aspen Hill an attractive east-west green corridor, and the additional pedestrian crosswalks and median will greatly increase pedestrian safety.

Page 222, subtitle 1 and paragraph 3:

[FORMER ROCKVILLE FACILITY RIGHT-OF-WAY

A two-lane connector road for general automobile traffic was tested in the former Rockville Facility right-of-way between the Intercounty Connector and Georgia Avenue east of Matthew Henson State Park. The analyses showed that it would remove some traffic from Bonifant Road, Randolph Road and parallel streets, such as Hewitt Avenue and Hathaway Drive, but it would direct traffic to Aspen Hill Road and increase its congestion by 10 to 15 percent. The negative impact on Aspen Hill Road was considered a major factor and offset benefits to other streets and roads. This Plan recommends that a two-lane connector for general automobile traffic should not be constructed, but the right-of-way be retained for use as a possible transitway, as will be discussed in the section on future transit service.]

Page 224, replace first three lines with new text from page 96, bullet 3.

Page 227, paragraph 5, sentence 1:

The second concerns involves the pedestrian-actuated traffic control signal on Bauer Drive where pedestrians cross between the [recreation center] Bauer Drive Community Center and Rock Creek Village Shopping Center.

Page 228, delete first three paragraphs and replace with:

Roadway improvements will be necessary to improve traffic conditions and safety at the intersection of Veirs Mill Road and Aspen Hill Road. A study should be conducted to determine what improvement best meets the needs of commuter and residential community. Proposed improvements at this intersection will be consistent with this Plan if they are approved affirmatively by the County Council after a public hearing by the Council.

Page 229, first paragraph, last sentence:

The northbound/southbound traffic movement between Montrose Parkway and Parkland Drive should be prohibited, except to accommodate the movement of emergency vehicles through the intersection; however, the issue of whether to allow the through movement of transit vehicles will be decided by the County Council at the time the width of the parkway is studied and the intersection is designed.

Page 230, paragraph 1:

[The construction of any roadway within the right-of-way of the former Rockville Facility is not seen as requiring a grade-separated interchange at its intersection with Georgia Avenue.] This Plan[, therefore,] deletes the recommendation to relocate the Hewitt Avenue/Georgia Avenue intersection since it is no longer necessary.

The section of the right-of-way for the Rockville Facility between Veirs Mill Road and Georgia Avenue has been designated Matthew Henson State Park and is no longer available for use as a roadway. The section between Georgia Avenue and Northwest Branch has been designated as a park/greenway and is also no longer planned for use as a roadway. This Plan will, therefore, reflect that change.

Page 231, paragraph 3:

The transit line method is favored over the transit stop method because of its simplicity and effectiveness in illustrating the general transit coverage of an area. The [Transit Assistance Center (TAC), recommended in this Plan,] County can work with communities or residents in Aspen Hill to better locate transit stops that may be under-used because of poor access.

Page 233, paragraph 3:

[Another way to improve transit ridership and reduce auto-dependency in Aspen Hill is to establish a TAC at one or more locations. The TAC would provide residents and employees of the area with information about available transit services, ridesharing programs, bikeways, and other incentives for riding transit. The TAC could also work with community associations and businesses in a joint effort to improve transit accessibility between communities, shopping centers and jobs in Aspen Hill.]

Page 236, Figure 55 revise as follows:

Illustrative Concept.

Pages 237 through 238, delete section on Transitway in the Former Rockville Facility Right-of-way.

Page 238, paragraph 4:

[The transit recommendations in this Plan, or a subset of them, would probably justify Aspen Hill to be reclassified as a Group IV Policy Area with an average roadway level of service D and frequent, uncongested public transportation alternatives to automobile travel.

The following inventory of pedestrian paths are subject to verification of existence, ownership and function:]

Pages 238 through 241, replace the Pedestrian path list with the following:

The Plan recognizes the importance of paths to provide pedestrian access and circulation within the community and to public parks and community facilities. These paths should be retained if at all possible and not abandoned or blocked without appropriate review.

The following inventory of paths lists pedestrian paths that were dedicated during subdivision process. The paths were divided into two tables. The first table shows paths that are located within a subdivision and facilitate pedestrian traffic through the subdivision. The second table indicates those pedestrian paths that link the subdivision to a community facility, such as parks or schools.

TABLE 12
 ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 4814 & 4900 Arbutus Avenue and 4807 & 4809 Tallahassee Avenue	Paved	Yes with stairs
Between 14216 & 14218 Arctic Avenue and 14317 & 14319 Briarwood Terrace	Paved with wooden bridge and stairs	Slight slope down to Sycamore Creek
Between 13507 & 13601 Arctic Avenue and 13600 & 13602 Loree Lane	Paved	Yes, dip in the middle
Between 13613 & 13615 Arctic Avenue and 13616 & 13700 Loree Lane	Paved	Yes
Between 13710 & 13712 Ashby Road and 13713 & 13801 Loree Lane	Grass	No
Between 5007 & 5009 Aspen Hill Road and 5000 & 5002 Baltic Avenue	Grass	Yes
Between 4932 & 4936 Baffin Bay Lane and 14517 & 14519 Woodcrest Drive	Paved	Slight
Between 14405 & 14407 Barkwood Drive and 14322 & 14400 Woodcrest Drive	Paved with stairs	Slight
Between 14520 Barkwood Drive & 5028 Barkwood Place and 14409 & 14501 Nadine Drive	Grass	No
Between 4407 & 4409 Bel Pre Road and 14366 & 14400 Chesterfield Road	Paved	Slight
Between 14404 & 14406 Briarwood Terrace and 14325 & 14401 Woodcrest Drive	Paved with stairs	Slight
Between 14301 & 14305 Chesterfield Road and 4002 & 4004 Manor Park Court	Grass	No
Between 13111 & 13113 Evanston Street and 13114 & 13204 Grenoble Drive	Grass	Yes
Between 4300 & 4218 Federal Street and 12919 & 12921 Grenoble Drive	Paved	Slight

TABLE 12
 ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS WITHIN RESIDENTIAL SUBDIVISIONS

Location	Path Condition	Steep Slopes
Between 13625 & 13627 Grenoble Drive and 13530 & 13532 Vandalia Drive, between 13529 & 13531 Vandalia Drive and 4305 & 4307 Joplin Drive and between 4300 & 4306 Joplin Drive and 4301 Judith Street and 13500 Turkey Branch Parkway	Grass	No
Between 13411 & 13413 Iris Street and 4710 & 4712 Oriental Street	Grass with guard rails	No
Between 4718 & 4800 Listra Road and 4719 & 4801 Mercury Drive	Paved	Slight
Between 5118 & 5116 Russett Road and 13801 & 13803 Sloan Street	Paved	Yes with stairs
Between 4700 & 4704 Tallahassee Avenue and 4627 & 4701 Wissahican Avenue	Paved	Slight
Between 3923 and 3925 Wendy Lane and Connecticut Avenue	Grass	No
Between Westbury Road and Chesterfield Road along the rear property lines of 14701 & 14705 Westbury Road	Beaten path through the trees	No

TABLE 13
 ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between 15401 & 15405 Carrolton Road	Paved	Slight	Flower Valley
Between 12918 and 1300 Evanston Street	Paved	No	Wheaton Woods Local Park
Between 14144 & 14146 Flint Rock Road	Grass	No	Sycamore Creek
Between 12909 and 12911 Larkin Place	Paved & Grass	No & Yes	Wheaton Woods Local Park
Between 14021 & 14101 Manorvale Road	Paved	Yes	Sycamore Creek

TABLE 13
 ASPEN HILL PLANNING AREA
 PEDESTRIAN PATHS
 CONNECTIONS FROM RESIDENTIAL SUBDIVISIONS TO PUBLIC FACILITIES

Location	Path Condition	Steep Slopes	Destination
Between #5 & #9 Narrows Court	Paved	Yes	Future Elementary School Site
Between 1828 & 1900 Narrows Lane	Paved	No	Norwood Village N.C.A. Park
Between 12911 and 12915 Turkey Branch Parkway	Grass	No	Matthew Henson State Park
Between 13011 and 13015 Turkey Branch Parkway	Dirt path	Slight	Matthew Henson State Park
Between 13105 and 13107 Turkey Branch Parkway	Grass	Yes	Matthew Henson State Park
Between 3963 & 3965 Wendy Court	Grass	Yes	Matthew Henson State Park

The following pedestrian paths have not been formally recorded as pedestrian paths. Physical evidence of their existence and use as paths does exist. If, through resubdivision of the neighboring properties, the opportunity should arise to formally record these pedestrian paths through dedication, the opportunity should be taken.

- o Between 4400 and 4410 Renn Street;
- o Between 4407 Aspen Hill Road and 13600 Parkland Drive (eroding asphalt paving);
- o Between 13604 Landgreen Street and 13700 Parkland Drive (paved); and,
- o End 4500 block of Landgreen Street to the Aspen Hill Library.

Page 241, last paragraph, sentence 2:

This Class I bike trail extends north [of Norbeck Road] to Lake Needwood and south to East-West Highway.

Page 243, paragraph 3, sentence 3:

While there is a paved, bicycle access trail from Avery Road leading to the parking lots and entrance area off Trailway Drive, extension of this trail to [Brookside] Meadowside Nature Center ...

Page 247, paragraph 1:

NEIGHBORHOOD STREETS

Many neighborhood streets in the Aspen Hill Planning Area are attractive and well suited for pedestrians and bicycles as well as vehicles. They are of an appropriate width, have mature shade trees, sidewalks back from the curb, and parking lanes at the curb, buffering the pedestrian from moving vehicles. The character of these streets should be maintained and used as a model for new residential streets in the County. Examples of residential scale green corridors in Aspen Hill are Aspen Hill Road, Arctic Avenue, Parkland Drive, Heathfield Road, Homecrest Road, Longmead Crossing Drive, Wintergate Drive, Hewitt Avenue, Baughman Drive, Tierra Drive and Drury Road. Bonifant and Bel Pre Roads, also designated as green corridors, [have the potential to become green corridors,] lack[ing] only a continuous pedestrian system and street trees.

Pages 247-248, delete the recommendation and implementation section of the Results of the Green Corridors Analysis.

APPENDIX D: ENVIRONMENTAL RESOURCES:

Page 252, bullet 2:

- o Lake Frank (Use IV) - Lake Frank, located in Rock Creek Regional Park, protects lower Rock Creek by reducing flooding and sedimentation and provides recreational opportunities. Further information is available in the Regional Parks section of this Plan.

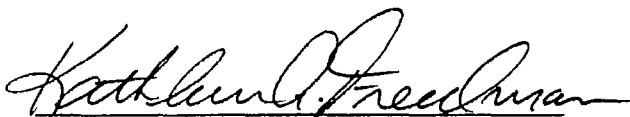
Lake Frank is classified as a high-hazard dam by the Dam Safety Division of the Maryland Department of Natural Resources. This means that in the very rare event of a dam failure there is a possibility of significant damage to property and road or the probable loss of life.

GENERAL

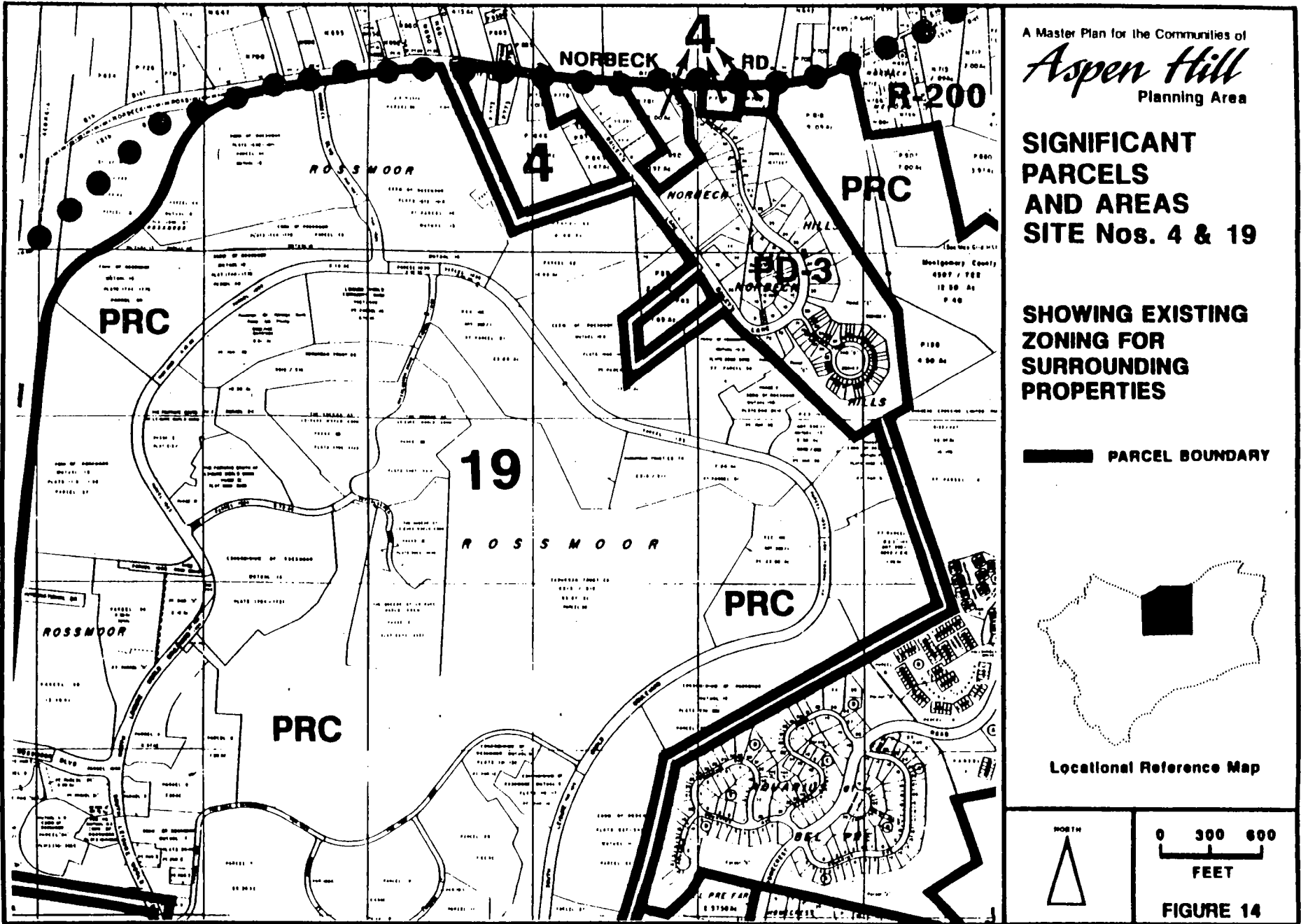
All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Aspen Hill Master Plan. Figure 14 should be replaced with the attached revised Figure 14 which corrects the boundaries of the parcels to be rezoned. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Aspen Hill Master Plan, dated July 1993.

Prior to final publication of the Approved Plan, Planning Staff should develop an appendix that lists all amendments this Master Plan makes to other master plans.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC
Secretary of the Council

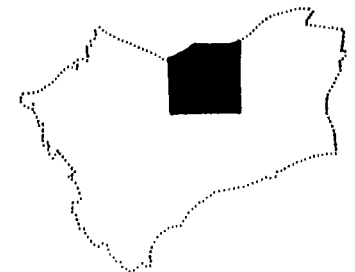


A Master Plan for the Communities of
Aspen Hill
 Planning Area

**SIGNIFICANT
 PARCELS
 AND AREAS
 SITE Nos. 4 & 19**

**SHOWING EXISTING
 ZONING FOR
 SURROUNDING
 PROPERTIES**

PARCEL BOUNDARY



Locational Reference Map

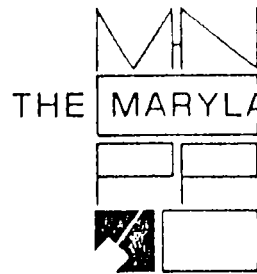
NORTH



0 300 600
 FEET

FIGURE 14

**THE MARYLAND-NATIONAL
CAPITAL PARK AND
PLANNING COMMISSION
RESOLUTION #94-07**



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 94-7
M-NCPPC NO. 94-07

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on April 8, 1993, on the Public Hearing (Preliminary) Draft Aspen Hill Master Plan, being also an amendment to the Master Plan for Aspen Hill, December 1970, as amended; The Master Plan for the Upper Rock Creek, July 1985, as amended; The Olney Master Plan, June 1980, as amended; The Eastern Montgomery County Master Plan, November 1981, as amended; The Master Plan for the Communities of Kensington-Wheaton, May 1989, as amended; The Gaithersburg Vicinity Master Plan, January 1985, as amended; The Master Plan of Bikeways, May 1978, as amended; The Master Plan for Historic Preservation, September 1979, as amended; and The Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 22, 1993, approved the Planning Board (Final) Draft of the proposed Plan, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendation on the Planning Board Draft Aspen Hill Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on September 28, 1993; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on November 9, 1993, wherein testimony was received concerning the Planning Board Draft Aspen Hill Master Plan; and

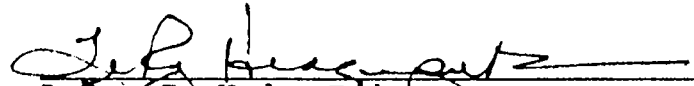
WHEREAS, the District Council, on March 29, 1994, approved the Planning Board Draft Aspen Hill Master Plan subject to the modifications and revisions set forth in Resolution 12-1545; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Aspen Hill Master Plan, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District and Master Plan of Highways within Montgomery County District Council in the attached Resolution 12-1545; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Baptiste, seconded by Commissioner Richardson, with Commissioners Hussmann, Floreen, Baptiste and Richardson voting in favor of the motion, with Commissioner Aron being absent, at its regular meeting held on Thursday, April 7, 1994, in Silver Spring, Maryland.



LeRoy J. Hedgepeth
Executive Director

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on motion by Commissioner Floreen, seconded by Commissioner Richardson, with Commissioners Rhoads, Hussmann, Dabney, Floreen, Baptiste, Brown and Richardson voting in favor of the motion, with Commissioner Aron, Boone and McNeill being absent, at its regular meeting held on Wednesday, April 20, 1994, in Riverdale, Maryland.



LeRoy J. Hedgepeth
Executive Director